

FINAL DRAFT

CitySpace
Planning Cape Town

HELDERBERG DISTRICT PLAN



SPATIAL DEVELOPMENT PLAN &
ENVIRONMENTAL MANAGEMENT FRAMEWORK

TECHNICAL REPORT

2012



CITY OF CAPE TOWN | ISIXEKO SASEKAPA | STAD KAAPSTAD

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REFERENCE GUIDE TO CONTENTS OF THE DISTRICT PLAN:

Section	Purpose and focus
1. INTRODUCTION	Outline of background and legislative status of SDP and EMF
2. DEVELOPMENT AND POLICY CONTEXT	Planning directives and policy that inform the SDP.
3. KEY STRATEGIES: THE CONTEXT AND CENTRAL SPATIAL IDEAS	- Key spatial strategies of the CTSD and how they are applied to the district. - Contextualises strategies in terms of the “district now” and “what action is needed” to address issues. - Identifies what spatial concepts should be applied to achieve strategy and address issues. - Highlights the central spatial ideas, specific to the district, that are key to reinforcing a positive long term metropolitan and district spatial structure
3.1. Plan for employment and improve access to economic opportunities	- Identifies the key challenges in respect of economic activity and employment in the district, giving consideration to the form and functioning of economic activity, the relationship between transport systems and land use - Spatial concepts and structuring elements include: multi-directional accessibility grid, areas for intensification.
3.2. Manage urban growth and create a balance between urban development and environmental protection	- Identifies the key challenges in terms of the natural environment and managing urban growth within the district. - Spatial concepts and structuring elements include: natural assets, development edges, future urban growth areas.
3.3. Build inclusive, integrated and vibrant city	- Identifies opportunities for integration and improving public environments including opportunities for civic precincts, destination places. - Spatial concepts and structuring elements include: civic precincts, destination places, structuring open space and critical public links, integrated settlement patterns.
4. SPATIAL DEVELOPMENT PLAN: DISTRICT DEVELOPMENT GUIDELINES	- Application of the spatial concepts and structuring elements identified in section 3, to the district. - Forms the “broad level” guide to the desired future spatial form of the district and is supplemented by more detailed “sub-district land use guidelines” in section 6.2. Guidelines are grouped into 5 sections.
4.1. Spatial planning categories	This includes development guidelines at a broad district scale for the major land areas in the district (e.g. natural, agricultural and urban areas). The categories are aligned to those adopted by the PSD and CTSD.
4.2. Transport infrastructure and route designation	Provides direction to the desired positive functioning of land use / transport network to support the public transport network and the accessibility of social and economic opportunities in the district.
4.3. Conceptual designations	Provides broad guidance in relation to spatial concepts that are not precisely spatially defined at the district scale. (e.g. urban nodes, civic precincts, destination places). Land use and form implications may be detailed through local area plans.
4.4. Development edges	Provides direction to urban growth in relation to the definition of development edges in the district.
4.5. Precautionary areas and utility service infrastructure installations and networks	Provides development guidance in relation to areas which may present a risk or limits land use or activities in the district (e.g. flood prone areas, buffers associated with noxious uses).
5. ENVIRONMENTAL MANAGEMENT FRAMEWORK (EMF)	Provides support mechanism (inclusive of spatial development plan: district development guidelines) in review of development applications.
5.1. Environmental Impact Management Zones (EIMZs)	- Provides a summary of status, environmental management priorities for environmental attributes. - Based on environmental attributes, describes EIMZs, which provide an indication of possible impacts of activities on environmental attributes.
6. IMPLEMENTATION	Provides guidance in terms of actions required to implement the proposals contained in the spatial development plan.
6.1. Urban restructuring and upgrading: framework for capital investment	- Provides an informant to aligning spatial planning (including new development areas and areas for land use intensification) with service and infrastructure planning. - Identifies sector specific proposals (capital investment framework) in support of the spatial development plan (including for example new transport links, areas for public

		space investment, publicly assisted housing, new district scale open space proposals).
6.2.	Sub-district development guidelines	• Supplements the spatial development plan: district development guidelines with more detailed “sub-district development guidelines” that provide further direction in terms of achieving desired spatial form at a local level. • Reference is made to where more detailed local area plans exist and will continue to provide guidance to decision making.
6.3.	Local area planning priorities	• Identifies key local area planning priorities for the district where further work is required along with lead actions and role players.

REFERENCE GUIDE TO ENVIRONMENTAL MANAGEMENT FRAMEWORK (EMF)*:

Content elements	Guide to location of content in the district plan
• Identification of the area to which EMF applies • An indication of the conservation status of the area	• Baseline information and analysis report: Section 2.1: Section 2.1
• A description of how information was captured;	• Baseline information and analysis report: Section 1
• Identification of information gaps	• Baseline information and analysis report: Section 1
• Specification of the environmental attributes in the area as well as parts of the area to which attributes relate • Interrelationship and significance of the attributes;	• Baseline information and analysis report: Section 2.1 – 2.3 • Summarised in Vol 2: Section 5.2
• Development pressures and trends; opportunities and constraints	• Baseline information and analysis report: Section 2.4. (see also section 3)
• Description of the environmental (management) priorities in the area	• Baseline information and analysis report: Section 2.4 • Summarised in Vol 2: Section 5.2
• Information on activities that would have a significant impact on those attributes and those that would not • Information on activities that would be undesirable in the area or specific parts of the area	• Technical report: Section 5.2 read with Section 4.
• Management proposals and guidelines	• Technical report: Section 5.2 (see also section 4 and section 6.2)
• The desired state of the environment	• Technical report: Section 4 (see also section 3)
• Revision schedule for the environmental management framework	• Technical report: Section 1.6
• A description of the public participation process including issues raised by I&APs	• Technical report: Section 1.5 • Baseline information and analysis report (annexure)

*The EMF is an integrated though distinguishable component of the district plan. For ease of reference, the table indicates how the EMF is structured across the district plan product.

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ACRONYMS AND ABBREVIATIONS

Acronym	Abbreviation
CBA	Critical biodiversity area
CBD	Central business district
CESA	Critical ecological support area
CMA	Cape Metropolitan Area
CoCT	City of Cape Town
CTIA	Cape Town International Airport
CTSDF	Cape Town Spatial Development Framework
CTZS	Cape Town Zoning Scheme
DFA	Development Facilitation Act (No 108 of 1996)
DSDP	District Spatial Development Plan
du/ha	dwelling units per hectare
EIA	Environmental Impact Assessment
EIMZ	Environmental Impact Management Zone
EIP	Environmental Implementation Plan
EMP	Environmental Management Plan (in terms of Section 11 of NEMA)
EMF	Environmental Management Framework
GIS	Geographic Information System
ICT	Information communication technology
IDP	Integrated Development Plan (in terms of the MSA)
IDZ	Industrial development zone
IEM	Integrated environmental management
IRT	Integrated rapid transit
ITP	Integrated Transport Plan
LGTA	Local Government Transition Act
LUMS	Land use management system
LUPO	Land Use Planning Ordinance (No. 15 of 1985)
MOSS	Metropolitan open space system
MSA	Municipal Systems Act (No 32 of 2000)
MSDF	Metropolitan Spatial Development Framework
NEMA	National Environmental Management Act (No 107 of 1998)
NLTA	National Land Transport Act (No 5 of 2009)
NHRA	National Heritage Resources Act (No 25 of 1999)
NMT	Non-motorised transport
NSDP	National Spatial Development Perspective
OESA	Other ecological support area
PGDS	Provincial Growth and Development Strategy
PIIF	Public Infrastructure Investment Framework
POS	Public open space
PSDF	Provincial Spatial Development Framework
PTP	Public Transport Plan
SANRAL	South African National Roads Agency Ltd
SAHRA	South African Heritage Resources Agency
SDF	Spatial Development Framework
SDP	Spatial Development Plan
SMME	Small, medium and micro enterprises
TPC	Town-planning compliant
UDZ	Urban development zone
VPADD	Voluntary proactive deal driven
WSUD	Water-sensitive urban design

TERMS AND DEFINITIONS (A-Z)

Term	Definition
Accessibility grid	The grid of structuring routes (development and activity routes and activity streets) that facilitates convenient public transport access and multidirectional movement between the district and other parts of the city and within the district (See also section 3.1.3).
Activities	In the context of the development guidelines (section 4), refers to the use of land or pursuits in particular locations that may be related to projects or programmes.
Activity route	See section 3.1.3
Activity street	See section 3.1.3
Aquifer	Area identified as reflecting physical extent of a water-bearing layer of soil, sand, gravel, or rock that will yield significant usable quantities of water.
Biodiversity	Biological wealth of a specified geographical region: including the different marine, aquatic and terrestrial ecosystems, communities of organisms within these and their component species, number and genetic variation.
Biodiversity network	The map of protected and critical biodiversity areas (including natural vegetation and wetlands) for the city based on the fine scale systematic conservation plan, in accordance with legal requirements.
Buffer 1 and 2 areas	See section 3.2.3
Cemetery	A place for the burial of human remains, and may include ancillary buildings such as an office and chapel, but does not include a crematorium.
Civic precinct	Concentration of public facilities (e.g. schools, clinics, libraries) located in close proximity (See also section 3.3.3).
Coastal edge	Demarcated area around the coast, primarily to protect coastal resources and to avoid hazards and financial risks pertaining to areas at risk of flooding
Coastal node	Concentrated development at a specific coastal location.
Commercial / business area	General business activity and mixed-use development of a medium to high intensity. Whilst the focus of development of these areas is commercial (office and retail development) a mix of uses including high and medium density residential development could be appropriate in these areas. Industrial development is generally not suitable in these areas.
Connector route	See section 3.1.3
Core 1 and 2 areas	See section 3.2.3
Critical biodiversity areas	Critical biodiversity areas are terrestrial and aquatic features in the landscape that are critical for conserving biodiversity and maintaining ecosystem functioning.
Critical ecological support area	Natural and rural areas with biodiversity importance which are essential for management consolidation, connectivity and viability of biodiversity in CBAs and protected areas.
Critical public link	Route link / public access that does or should serve to provide access to destination places and/or is associated with existing or potential positive experiential quality relating to the surrounding environment along its length.
Cultural landscape	Sites and landscapes of historical significance, areas of scenic beauty and places of spiritual and/or cultural importance.
Densification	Increased use of space, both horizontally and vertically, within existing residential areas / properties and new developments, accompanied by an increased number of units.
Destination place	A place that forms a significant landmark or area of attraction and is part of the unique identity of Cape Town. Owing to these qualities, these places hold potential for exploiting economic opportunities particularly in relation to their role as destinations for locals and tourists.
Development corridor	See section 3.1.3.
Development edge	A demarcated edge line defining the outer limits of urban development for a determined period of time; there are two types of edge lines, namely urban edge lines and coastal edge lines, - the former being a medium- to long-term edge line, where the line has been demarcated in a position to phase urban growth appropriately, or to protect natural resources.
Development route	See section 3.1.3
District park	Park of landscaped / maintained open space with recreational facilities which serves the needs of several surrounding local communities or suburbs. Generally multifunctional, can include formal & informal recreational facilities, sports facilities including kick-about areas, playing fields & playgrounds (perhaps with play equipment). The diversity of activities caters for different age groups & may include a special interest component and/or a natural feature (e.g. river, water body or nature conservation area).
District Plan	Document which includes integrated District Spatial Development Plan (DSDP) and Environmental Management Framework (EMF)
District Spatial Development Plan	Document of which sections 4 and 6.2 feature as statutory components in terms of section 4(10) of LUPO.

Ecological buffer	Strip of land adjacent to a watercourse, wetland or vlei required for the protection and enhancement of aquatic and riparian ecosystems.
Flood prone areas	Areas that are susceptible to inundation by a specific recurrence interval flood (e.g. a 1:100 year flood) which must be managed in terms of catchment management policies and by-law.
50yr flood line	Line to which flooding is likely to occur on average once every 50 years.
100yr flood line:	Line to which flooding is likely to occur on average once every 100 years.
Gap housing	Housing for households with a monthly income that fall outside the government housing subsidy income limit and find it difficult or are unable to access finance for housing in the private market (as their income is below the minimum typical income which would allow them to qualify for a conventional mortgage loan).
Incremental densification	Small-scale densification that has minimal impact on the built fabric, e.g. subdivisions and second dwellings.
Inclusionary housing	Used to describe the inclusion (preferably on site) of residential units targeted at the gap and/or rental (social housing) market as part of the development of new areas. Where contextually appropriate and feasible, a subsidy housing component may be targeted.
Industrial development	Allows for all forms of industrial uses, except noxious industries. Allowance is made for limited forms if non-industrial activity such as a factory shop, service station, motor repair garage, but these activities should not compromise the general use of the industrial area.
Informal settlement	Settlement area consisting of informal structures, the occupants of which may or may not have rights to the property or land upon which they reside.
Land use intensification	Refers to achieving a greater spectrum of mixed uses (commercial, industrial and residential) through the increased use of space, both horizontally and vertically, within existing areas or properties and new developments, accompanied by an increased number of units and/or population thresholds, in accessible, high-opportunity locations.
Metropolitan park	Park of landscaped / maintained open space with recreational facilities or an aspect of special interest which serves the needs of the metropolitan community. Generally significant in size and tend towards being large-scale multi-functional parks. Likely to be integrated with other large scale public facilities such as formal sports fields or with natural areas or including natural features such as a river or water body.
Mixed land use	Area of existing or proposed horizontal and/or vertical integration of suitable and compatible residential and non-residential land uses within the same area or on the same parcel of land; implies contextually-appropriate intensity of land use that should facilitate efficient public transport and a vibrant local urban environment.
Metropolitan open space system.	Inter-connected and managed open space network that supports interactions between social, economic and ecological activities, sustaining and enhancing both ecological processes and human settlements; includes natural areas, and active and passive recreation areas such as sports fields and parks, but also cemeteries, detention ponds servitudes, river corridors and road reserves to promote interconnection and multi-use.
Mobility	The ease with which people can travel with minimal delay on route.
Multi-functional	The combination of different yet compatible functions within one physical framework to serve a variety of social and community groups; allow for a wider range of facilities that reinforce one another in close proximity, offering greater access to potential users. Differentiation in activity may be physical (different activities on different floors or premises of the same building) or in time (using the same facility for different activities, but at different times).
New development area	An area earmarked for future development.
Nodal development	Significant and concentrated development in terms of scale, location, impact, diversity and agglomeration of function (facilities, services and economic activities).
Non-motorised transport	Transport modes which are not motorised (e.g. walking and cycling).
Risk activity / noxious industry	Comprises hazardous and noxious land uses in terms of smell, product, waste or other objectionable consequences of operation, or that carry a high risk in the event of fire or accident.
Other ecological support area	Transformed (e.g. extensive agriculture) sites with conservation importance.
Other structuring open space	Open space which is not part of the biodiversity network or significant agricultural areas, but has been identified to promote access to open space for active and passive recreation. Whilst the focus is on areas that usable and accessible for most of the year, the identification has included cemeteries, detention ponds, servitudes, river corridors and road reserves in order to promote the notion of a linked open space system.
Overlay zone	A category of zoning applicable to a particular area or land unit which: (i) stipulates development rules in addition to the underlying zone or base zone requirements, which may be more or less restrictive; (ii) may include provisions and development rules relating to primary -, additional - or consent uses, limitations in addition to the underlying base zone, subdivision and subdivisional areas, special planning areas, development incentives, urban form, urban renewal, heritage and environmental protection, etc.

Potential high density development	Area proposed for new higher density development where the gross density should average 40+ du/ha. The achievement of this target could occur via a range of housing typologies and varying nett densities across the area. The development of required community facilities and open space should be addressed as part of the development of this area. Controlled opportunities for home employment and low intensity mixed use development could be considered in these areas.
Potential medium density development:	Area proposed for new medium density development where the gross density should average 25-40 du/ha. The achievement of this target could occur via a range of housing typologies and varying nett densities across the area. The development of required community facilities and open space should be addressed as part of the development of this area. Controlled opportunities for home employment and low intensity mixed use development could be considered in these areas.
Potential low density development	Area proposed for new lower density development where the gross density could average 10-25du/ha. The achievement of this target could occur via a range of housing typologies and varying nett densities across the area. The development of required community facilities and open space should be addressed as part of the development of this area. Controlled opportunities for home employment, additional dwellings and low intensity mixed use development could be considered within these areas.
Public transport interchange	Public transport interchange which supports the transfer of public transport users between modes (rail/bus/taxi), but also functions to support economic activity.
Peripheral residential	Development within the urban edge which forms part of the Urban Edge Management Zone and is located in a transition zone from an urban to rural / wilderness landscape. This can consist of extensive land units (ranging in size and character) which can include rural living estates.
Publicly assisted housing	The realisation of a range of housing opportunities, formal or informal, in which the public sector plays a role in providing or supporting through its housing programmes.
Railway station upgrade	Upgrading of the physical station buildings and / or station environment. This could include the development of station forecourts, public access and landscaping intervention.
Rural living estates	Extensive land units (ranging in size) located inside the urban edge.
Scenic routes (SR1 and SR 2)	Public roads that traverse areas of outstanding scenic quality or that provide a view of scenic areas. Scenic routes facilitate appreciation of Cape Town's natural, built and cultural heritage, and in themselves have become attractions. Two types of scenic routes exist – SR1 routes, which are limited access routes that traverse areas of high scenic quality and SR2 routes which traverse areas of high scenic quality and are frequently accessed.
Smallholdings	Extensive land units (ranging in size) located outside the urban edge.
Spatial concept	A concept used to describe a particular set of spatial features (e.g. urban node, civic precinct).
Strategic site	A land parcel or group of land parcels which due to its/their location or other unique attributes holds the potential to impact significantly on planning policy objectives such as densification and integration and in so doing make a significant contribution to restructuring the city.
Structuring element	Spatial aspect that provides structure or form to urban development (e.g. a main road provides structure to which land uses respond).
Subsidised housing	Housing supplied in terms of the National Department of Housing's housing subsidy scheme.
Transit station area	Refers to the areas that support transit (public transport) stations (including rail stations and trunk, road based IRT stations). These supportive areas are conceptually defined in the district plan, but are generally within comfortable walking distance of these stations (i.e. +/- 800m). Transit stations are categorised in the district plan (e.g. neighbourhood station / urban station), which provides an informant to potential development opportunities / desired land use mix in the supportive areas and which should be further defined and detailed at the local area level.
Urban civic upgrade	An area where public investment and/or improved urban management is required as a precondition for an improvement in the local social and economic conditions. These areas are generally strategically located to ensure that public investment has the greatest impact on the most number of people.
Urban development	Buildings and infrastructure with a residential purpose as well as offices, shops, community facilities and other associated buildings, infrastructure and public open space necessary to provide for proper functioning of urban areas and amenity and recreation. The term 'urban development' includes golf estates, vineyard estates with a residential component, equestrian estates with a residential component, rural living estates, eco-estates, gated communities and regional shopping centres. Urban development excludes noxious industry and generally excludes land for industrial purposes. However, service trades that generate a low impact on surrounding urban uses may be permissible if the nature and type of service trade is deemed to form an integral part of an area demarcated for urban development purposes.
Urban edge	See development edge.

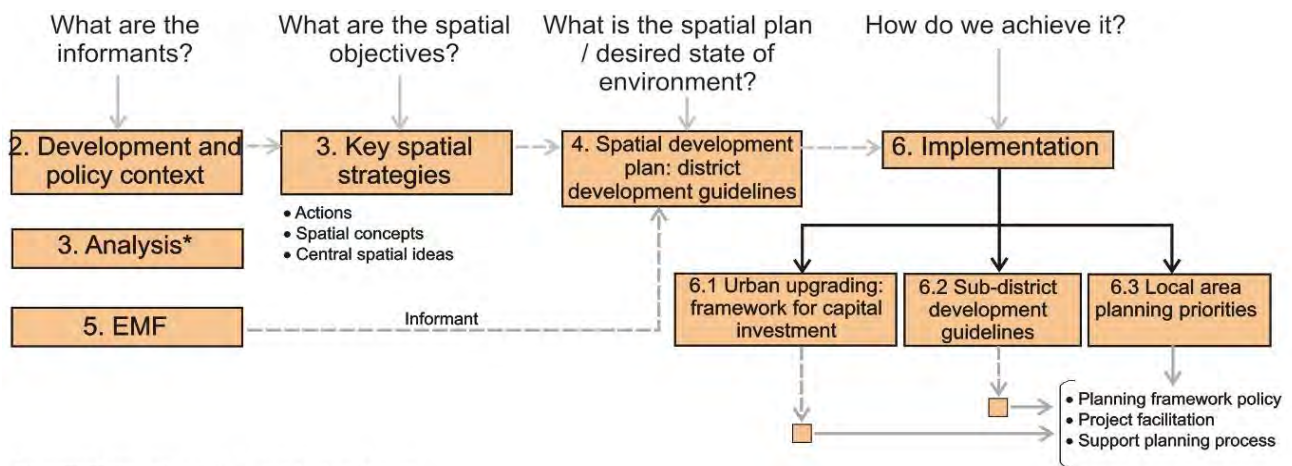
Urban edge management zone	Zone or buffer area on either side of the urban edge, where land uses are to be managed to protect the integrity of the urban edge line.
Urban node	Area characterised by the intensity, mix and clustering of activities/land uses (including commercial/business development and associated employment opportunities, higher-order services and higher residential densities). See also section 3.1.3.
Zoning	A category of directions setting out the purpose for which land may be used and the land use restrictions (e.g. height limits, building lines, bulk, coverage) applicable in respect of the said category of directions by the scheme regulations.
Zoning scheme	A scheme consisting of scheme regulations and a register with (or without) a zoning map.

ANNEXURE

Annexure A	Schedule of existing spatial plans/ policies
Annexure B	Principles for dealing with development proposals in “areas of potential impact” as well as areas where there are significant natural resources
Annexure C	EMF – relevant legislation and policies per impact management zone
Annexure D	Relationship between CTSDf & District Plan spatial planning categories and the biodiversity network classification
Annexure E	Relationship between the CTSDf and District Plan route designation, PSDf and City Road Network Hierarchical Classification System

INTRODUCTION

This district plan forms one of 8 plans developed for each of the planning districts of the City of Cape Town (CoCT), all of them informed by the city-wide Cape Town Spatial Development Framework (CTSDF). Whilst this plan is grounded in a sense of the current realities in the district, its focus is influencing the future today. In doing so it needs to have relevance to a wide range of stakeholders including communities and interest groups, the drivers of development and regulatory decision makers who all play a role in shaping urban development. As such the plan comprises of a number of elements which include a discussion of the context and informants to the plan, the objectives of the plan (and spatial concepts and structuring elements), the plan itself and related to this, a set of implementation tools that are targeted at taking the broad proposals of the plan to a greater level of detail and action. To assist users of the plan, the diagram below summarises its contents.



*See also Baseline Information and Analysis Report

1.1 Purpose

The District Plan is a medium term plan (developed on a +/- 10 year planning frame) that will guide spatial development processes within the district. It will pursue the several strategic actions including:

- Aligning with and facilitating the implementation of the Provincial Spatial Development Framework (PSDF), Cape Town's Integrated Development Plan (IDP) and Cape Town Spatial Development Framework (CTSDF) within the district;
- Performing part of a package of decision support tools to assist in land use and environmental decision making processes;
- Delineating fixes and sensitivities which will provide an informant to such statutory decision making processes;
- Clearly giving direction to the form and desired structure of areas for new urban development as well as areas for land use change in the district in a manner that is in line with the principles and policies of higher level planning frameworks;

Note:

- This district plan has been informed by a Baseline Information and Analysis Report prepared separately. It is used as an information source and it is not intended that this separate report be consulted for statutory decision making processes.
 - The "district plan" is the term given to the integrated "structure plan" or spatial development plan (SDP) and environmental management framework (EMF) as contained in this document.
- Providing a strategic informant to public and private investment initiatives which will assist in achieving the principles and policies of higher level planning frameworks;

- Informing the development of priorities for more detailed local area planning exercises and frameworks that should provide detailed guidance to land use management and public and private investment.

1.2 Towards a rationalised policy-drive land use management system

The City's current planning framework comprises outdated plans with inconsistent status and conflicting development objectives. The City is updating and rationalising all aspects of the current planning framework guided by the relevant legislative and policy development environment. These initiatives promote a more responsive, flexible and policy-driven approach to land use management, in which a broader range of instruments and policies set the guidelines against which all land use decision-making takes place. The District Plan is one of the tools for evaluating applications for new or enhanced land use rights. The hierarchy and role of plans, policies and guidelines that form the cornerstone of the rationalised, policy-driven LUMS are outlined in Table 1.1.

Hierarchy of spatial plans and policies

Spatial plan/ policy	Purpose	What it is replacing/ adding to	Who approves	Legislation/ policy guiding approval
CTSDF	Long-term (20+ years) citywide spatial structuring elements and plans, and overarching policy framework	Guide Plans (citywide), Metropolitan Spatial Development Frameworks and sub-regional plans approved in terms of Section 4(6) of LUPO	Council Province	MSA LUPO (Section 4(6))
District SDP	Medium-term (±10 years) district-level spatial development plans which indicate land uses in new development areas, and upgrade interventions	Selected district and local structure plans approved in terms of LUPO and policy plans of district and sub-district significance.	Council	LUPO (Section 4(10)) – provision on the lapsing of structure plans after a specified time frame City's system of delegations
Environmental Management Frameworks	Environmental Impact Assessment and review of development applications.	First EMF for the district	DEA&DP with the concurrence of DWEA	GN 547 of 18 June 2010 under the NEMA and draft EMF guidelines
Local Development Plans	Detailed SDF related to, for example, the management of land uses and detailed local-level planning such as density plans.	Selected local structure plans approved in terms of LUPO and policy plans of local significance.	Council	LUPO (Section 4(10)) City's system of delegations
Strategy/policy documents	Detailed issue/land use-specific policy parameters that should determine land use decisions, such as densification, urban edge, and guest houses and bed and breakfast (B&B) policy.	Will replace or complement existing policies	Council	City's system of delegations
Development guidelines	Detailed guidelines that should inform land use decisions, such as fire protection guidelines and urban design guidelines (for example tall buildings guidelines)	Will replace or complement pre-existing guidelines	Council	City's system of delegations

The CTSDF has initiated the process of rationalisation of spatial plans and policies by replacing the Guide Plans (Urban Structure Plans), where relevant, and previous metropolitan level planning frameworks. The District Plan will further contribute to the rationalisation of spatial plans through replacing selected s4(10) and City approved spatial plans of relevance to district planning. The list of plans to be withdrawn is reflected as it pertains to this district in Annexure A.

Central to policy rationalisation efforts will be the **retention of a number of local development plans and policies that continue to provide direction** to development in parts of the metropolitan area. These will be reviewed over time and supplemented by new local plans in areas that are selected as priorities for local area planning initiatives. Selected local development plans and policies that will continue to provide direction are listed, where relevant, in relation to the sub-district development guidelines (see section 6.2) of the district plan.

1.3 Legal status of the district plan and the consistency principle

The district plan consists of two components, a Spatial Development Plan (SDP) and Environmental Management Framework (EMF) developed in terms of separate pieces of legislation:

- The “Spatial Development Plan” (SDP) term has been used to differentiate it from the Cape Town Spatial Development Framework. It is however regarded as a structure plan as provided for in terms of section 4(10) of the Land Use Planning Ordinance (LUPO) of 1985 and/or the equivalent as provided for in terms of any subsequent legislation that may replace LUPO.
- The Environmental Management Framework (EMF) has been developed in compliance with the requirements of the National Environmental Management Act (NEMA) Action 107 of 1998 and regulations pertaining to environmental management frameworks promulgated under sections 24(5) and 44 of the said Act.

The statutory components of the District Spatial Development Plan in terms of section 4(10) of LUPO include:

- Section 4: Spatial Development Plan: District Development Guidelines and the accompanying Spatial Development Plan
- Section 6.2: Sub-district development guidelines and accompanying sub-district plans

The request for deviation from the spatial development plan will therefore only relate to cases in which the City of Cape Town deems there is a conflict between a development proposal and the statutory components of the SDP. The other maps, figures and text in the district plan are included for illustrative purposes and are intended to broaden the general understanding of the SDP and act as informants to the interpretation of the statutory components of the SDP. The preparation of local development plans and the assessment of development applications should therefore be guided by due consideration of these informants when interpreting the statutory components of the plan.

As specified in terms of section 5(3) of LUPO, neither the CTSDF, nor the district spatial development plan will confer or take away rights in terms of land. No guidelines or policies or any other provisions in respect of land designation that result from the CTSDF or district plan shall create any rights or exempt anyone from their obligations in terms of any other legislation.

With regard to the EMF, no provision in law is made for its amendment or for deviation processes. It must, however, be taken into account in the consideration of applications for environmental authorisation in or affecting the geographical area to which the framework applies. (see regulations pertaining to environmental management frameworks under sections 24(5) and 44 of the National Environmental Management Act, 1998, (Act No. 107 of 1998).

1.3.1 Determining consistency with structure plans

In line with the consistency principle and hierarchical system of plans, a development proposal (or proposal contained in a lower order framework plan) must be measured for consistency against the statutory components of the PSDF, the CTSDf as well as the District SDP (or other approved structure plan). In terms of this process, the findings of such an assessment can be weighed up as follows:

1. The designation and/or text of the CTSDf and / or District SDP provides for the proposal (and is generally in line with land development proposals).
 2. The statutory designation and / or text of the CTSDf and / or District SDP does not explicitly provide for the proposals, but on the other hand the proposal is not necessarily clearly in conflict with the intent and purpose of the designation and/or text concerned.
 3. The proposal is in conflict with the statutory designation and / or text of the CTSDf (or any other plan deemed to be a structure plan in terms of s4(6) of LUPO).
 4. The proposal is in conflict with the statutory designation and/or text of the District SDP and / or any other structure plan in terms of s4(10) of LUPO or City of Cape Town approved local development plans / land use policies.
- In the case of (1), the proposal is evaluated further without any further action in terms of the framework or plan against which the proposal was measured;
 - In the case of (2), a consistency ruling must be made. If it is positive, the development proposal can be further evaluated / considered.
 - In the case of (3), consideration can be given to amending the framework or plan against which the proposal was measured as provided for in terms of section 4(7) of LUPO (or subsequent provisions in legislation, which may replace it). Should a development proposal be determined to be inconsistent with the Cape Town SDF (or other structure plan approved in terms of section 4(6) of LUPO), an amendment to the SDF or structure plan will need to be made. The amendment of the impacted framework or plan should occur prior to or simultaneous with any other applications in terms of LUPO. Should this amendment not be approved, the proposal cannot go ahead.
 - In the case of (4), the City of Cape Town can consider condoning a deviation from the approved policy. This deviation should be fully motivated as part of any LUPO or building plan applications that may be required. A guide is provided to inform the approach to considering these deviations. (see second note below)

Note: The hierarchy of plans and the consistency principle

- In terms of the consistency principle lower order spatial plans and policies must be consistent with higher order spatial plans and policies.
- The CTSDf is deemed to be consistent with the PSDF. Should the provisions of plans of a lower order in the hierarchy (including local scale structure plans) be deemed to be inconsistent with the CTSDf, the CTSDf will take precedence.
- The district spatial development plan, as a structure plan in terms of s4(10) of LUPO is be deemed to be consistent with the CTSDf. Should the provisions of plans of a lower order in the hierarchy be deemed to be inconsistent with the district plan, the district plan will take precedence.
- In cases where an amendment of the CTSDf is approved, a simultaneous amendment to the district spatial development plan will be deemed to have been affected.

1.3.2 Relationship between the SDP and EMF

Note: Guide to considering deviations from the district plan

If no amendment to the CTSDP is required, but the findings of the assessment of an application trigger 4 (see above), a deviation from the district spatial development plan (relating specifically to the statutory components of the district spatial development plan) could be considered.

Should a deviation from policy be determined to be necessary, this should be advertised as part of the land use application. The assessment of a deviation from the district plan, should be integral to the LUPO process (i.e. consideration of LUPO applications such as rezoning). In relation to considering deviation from the district plan, reflection on the desirability of the proposed development (as specified in LUPO or replacement legislation), along with any possible negative impacts should be considered in the context of, but not limited to:

- The provisions of relevant legislation and higher order planning policy principles;
- Whether the proposal supports broader city planning imperatives including the CTSDP spatial development principles and strategies and city wide planning policies (e.g. policies relating to densification);
- Whether the proposal, in terms of proposed use and development form, supports the overall goals for the local area in which it is proposed, as reflected by City of Cape Town policy (e.g. local area spatial development frameworks);
- Whether the proposed land use reflects general compatibility or appropriateness within the surrounding land use context;
- The extent of any negative impacts on safety, health and well-being of the local community that may be affected and the degree to which these can be mitigated against.
- The extent of opportunity costs in terms of considerations of the highest and best use of the site(s) in question.
- Whether there are likely to be unacceptable impacts on the environment;
- Any changes in underlying context (e.g. environmental features) or new information which potentially support a different view of development suitability (as may be reflected in the district plan) at the location in question.
- Whether the land use is appropriate to occur in the proposed location at this point in time (i.e. a timing consideration related to growth informants, for instance the availability of bulk services).

The EIA regulations promulgated in terms of NEMA provide for the development of EMFs, which are intended to inform planning and environmental management. The various components of the EMF (as required in terms of the NEMA regulations) are spelt out in the reference guide in the front of the district plan.

The CoCT has integrated an EMF into each of the SDPs in order to ensure that the EMF effectively informs and responds to the planning context. The broad objectives of the EMF are:

- To inform and guide spatial planning in the district;
- To assist in facilitating investment;
- To function as a support mechanism in the environmental impact assessment process in the evaluation and review of development applications, as well as making strategic informed decisions regarding land use planning applications (as an integral part of the District Plan);
- To guide sustainable development in the area and determine the environmental management priorities; and
- To provide support to the process of delineating geographical areas within which specified activities are to be identified (or excluded from those listed) in terms of NEMA based on sensitivity of the environment to the potential impacts.

The EMF is developed as an input to the Spatial Development Plan, whilst also having some overlapping components. This should not create confusion or a basis for misalignment as:

- the proposals of the SDP (specifically the spatial development plan: district development guidelines, section 4) are also regarded as the “desired state of environment”(fulfilling the requirement for such a component of an EMF in terms of NEMA);
- the area / activity suitability matrix reflected as EIMZs should be read as an informant to section 4 (the spatial development plan:district development guidelines / EMF desired state of the environment) rather than a standalone component of the district plan.

In a limited number of cases, there are instances where significant environmental attributes are potentially impacted by the development proposals in the spatial development plan. These areas of impact are identified as part of the EMF in section 5. Development proposals in these areas would be evaluated as reflected in section 1.3.1 and would be subject to normal statutory processes where required in terms of LUPO, NEMA or other relevant legislation. Furthermore, a set of principles are proposed to guide the manner in which these “areas of potential impact” are addressed. These are included as Annexure B.

1.4 Alignment with Cape Town Zoning Scheme

The district plan offers a broad level of guidance to decision making at the district scale with supplementary guidelines at a sub-district level. In many cases, there will be a need to develop policies and plans at a greater level of local detail that provide further direction to land use management decision making. As part of these local area planning initiatives, a number of potential products may be developed (e.g. local area structure plans or spatial development frameworks or plans, densification plans, urban design frameworks).

In addition to these policy and guideline tools, and with the approval of the Cape Town zoning scheme, the concept of overlay zones is introduced. A number of these overlay zones will be put in place with the promulgation of the CTZS. An overlay zone may be imposed if it complies with the rules set out in the CTZS, and, as the City aims to establish a policy-driven LUM system, it must as far as possible be preceded by local planning policies. The development or updating of such local planning policies, may be motivated and prioritised through the district plan process. Overlay zones are thus not developed as part of the district plan itself. The introduction of overlay zones is not an inevitable consequence of local area planning initiatives, but needs to be considered carefully, based on the strength of individual motivation around the need for (more or less restrictive) development rules in addition to the underlying zone or base zone requirements. Overlay zones are a tool that would be employed on an exceptional basis, when it is critical and strategic that actual land use rights are managed to achieve the vision for Cape Town.

1.5 Overview of the District Plan drafting process

The drafting of the district plan has been undertaken in line with the legislative requirements of LUPO as well as NEMA. The district plan has also been the subject of a process of internal engagement within the City of Cape Town. A rigorous and inclusive public engagement process is critical for the successful preparation of the district plan(s) and as such has included three phases:

- **Phase 1:** In February 2008, the City initiated the first phase of the public engagement process in its 23 Subcouncil areas. The purpose was to launch the process; create a sense of public / stakeholder ownership of and involvement in the process; to elicit stakeholder views on the development issues facing Cape Town and also to identify the principles and strategic goals that should guide the preparation of the district plan (and CTSDP).
- **Phase 2:** The aforementioned engagement informed the preparation of the draft district plan(s) circulated for public comment between August 2009 and November 2009. The purpose of this round of engagement was to table and discuss the proposals contained in the draft district plan(s) including the integrated EMF and SDP.

- **Phase 3:** A final draft for public engagement was undertaken in 2011. This round of engagement was aimed at allowing for comments on the amended draft district plan(s), following which the final draft district plan has been submitted to Council structures for approval. The EMF (as a component of the district plan) is submitted to the PGWC, (who have been granted concurrence of National government) for approval.

1.6 Review of the District Plan

It is envisaged that the district plan will be reviewed on a 10 year basis and should thus fulfil the need for a sense of continuity and predictability, however, within that period there are likely to be components of the district plan that will require amendment or review as summarised below.

Table 1-2: Schedule for review of the district plan

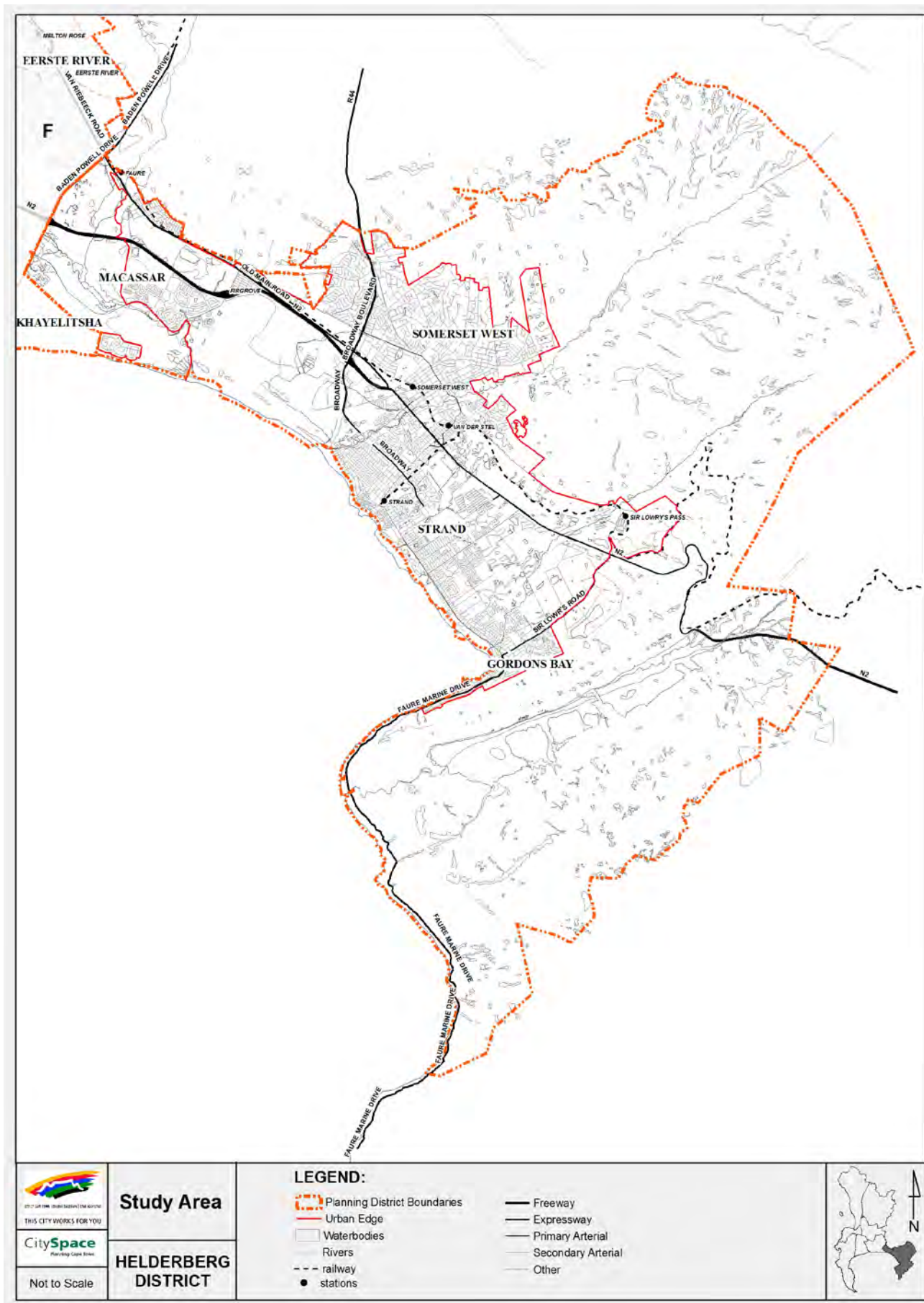
Component of district plan	Scope of review	Period
District plan (SDP and EMF)	Comprehensive	10 years
Spatial development plan: district development guidelines	Limited, focussed on urban edge line.	5 year basis to coincide with review period for urban edge line.
EMF (EIMZ)	Limited to components that are potentially dynamic (e.g. biodiversity network)	5 year basis (may be updated more frequently)
Urban upgrading plan / framework for capital investment	Comprehensive	5 year (if required)
Local area planning priorities	Comprehensive	5 year (may be updated more frequently as progress made with local area planning initiatives)

The district plan could also be the subject of amendment as contemplated under section 4(7) of LUPO should this be necessary on a basis other than specified above.

1.7 Study area

The Helderberg district is a visually stunning district with the magnificent Hottentots Holland and Helderberg mountain ranges as a backdrop located approximately 45km from Cape Town CBD area and covers 33 191 ha (329 km²) in extent.

It is made up of the towns of Macassar, Faure, Firgrove, Somerset West, Strand, Nomzamo, Lwandle, Sir Lowry's Pass, Gordon's bay and is within easy driving distance from Stellenbosch and Hermanus. The Helderberg District study area boundaries are along the Baden Powell Drive to the north-west, and boundaries of the jurisdictional area of the erstwhile City of Cape Town municipality.



2. DEVELOPMENT AND POLICY CONTEXT

2.1 Legislative context

The district plan which forms a structure plan in terms of the Land Use Planning Ordinance and an EMF in terms of NEMA has also aligned with the requirements of legislation including:

- Municipal Systems Act (No 31 of 2000) and municipal planning and performance management regulations (2001). The district plans compliment and support the Cape Town SDF which is a central component of the IDP in terms of the Act. It also will provide guidelines for land use management and inform a Capital Investment Framework.
- Development Facilitation Act (no 108 of 1996): its principles apply in the Western Cape and have informed the preparation of the CTSDf and District Plan
- National Environmental Management Act (107 of 1998): it has informed the preparation of the district plan and specifically the EMF component.
- National Environmental Biodiversity Management Act (Act 10 of 2004)
- National Heritage Resources Act (Act 25 of 1999)
- National Land Transport Act (Act 5 of 2009)
- Land Use Planning Ordinance (No 15 of 1985). Section 4(10) makes provision for the preparation and submission of structure plans to council for its approval. The purpose is to lay down guidelines for the future spatial development of the area to which it relates in such a way as will most effectively promote the order of the area as well as the general welfare of the community concerned.

2.2 Strategy and policy planning informants

2.2.1 National and regional planning informants

The District plan is developed and aligned to the CTSDf and as such is aligned to a range of national and provincial planning informants including:

- The policy directives of the National Spatial Development Perspective
- Provincial Growth and Development Strategy (2008)
- Provincial Spatial Development Framework (2009);

2.2.2 Metropolitan and district planning informants

The District plan is developed in a manner that is aligned to the CTSDf, seeking to detail its strategies and proposals at the district scale. Proposals regarding land development and public investment in space have thus been informed by:

- The spatial principles reflected in the CTSDf which should be used to guide decisions regarding the future development of Cape Town as reflected in Figure 2.1.
- The three spatial strategies of the CTSDf – which have been detailed through the district plan reflected in table 2.1:
- The spatial development policies and guidelines for land use management as detailed in the CTSDf.

Table 2.1: Key CTSDf Strategies to achieve sustainable, equitable and managed growth

Strategy	Sub strategy
PLAN FOR EMPLOYMENT AND IMPROVE ACCESS TO ECONOMIC OPPORTUNITIES: To improve the accessibility of people to urban opportunities, the City must adopt an integrated approach to land use planning, economic development and transport operations. Spatial planning will have a limited impact on economic growth and development unless the key drivers of growth are recognised and land and infrastructure are made available to guide and support economic	• Promote inclusive shared economic growth and development • Redress the spatial dislocation between jobs and the population living in the Metro South East • Establish an integrated city-wide public transport system that supports the accessibility grid

investment and facilitate specialisation in desirable city locations. To this end, the City must ensure that it remains competitive and capitalises on existing and future sectoral comparative advantages to promote economic integration and efficiency. A clear spatial logic is necessary to inform economic investment and accommodate freight and logistics demands and improves access to economic opportunities	• Integrate land use, economic and transport planning on the accessibility grid • Support the rationalisation, upgrading and/or development of economic gateways
MANAGE URBAN GROWTH AND CREATE A BALANCE BETWEEN URBAN DEVELOPMENT AND ENVIRONMENTAL PROTECTION: To put Cape Town on a more sustainable growth path the City needs to protect and enhance its exceptional natural and rural environments. New urban development should be directed towards locations where its impact on critical biodiversity areas, wetlands and agricultural areas will be minimised. The City needs to promote a compact and efficient form of urban development. Densification must be promoted in appropriate locations in order to improve economies of scale and increase thresholds required for public transport. Urban expansion should be managed and ensure effective and efficient use of the city's resources. Planning decisions must be balanced, weighing the competing and conflicting demands of different interests in order to arrive at an optimum level of consensus to ensure short, medium and long term social equity, economic efficiency and environmental sustainability.	• Appropriately manage urban development impacts on natural resources critical biodiversity areas and natural corridors • Facilitate the development of areas suited to urban development • Appropriately protect the citizens of Cape Town from hazardous areas/activities • Contain the development footprint of the city and protect natural, rural, urban and heritage assets with development edges • Encourage a more compact form of development • Make efficient use of non-renewable resources] • Protect and enhance the city's rural environment
BUILD AN INCLUSIVE, INTEGRATED, VIBRANT CITY: The City must promote integrated settlement patterns in existing and new residential areas to accommodate Cape Town's growing population and redress social and land use fragmentation. An inclusive, integrated and vibrant city requires that basic services, social facilities and public open spaces are available and accessible to everyone. The City needs to promote equal opportunities, improve the quality of living environments, and reduce the levels of crime. Cape Town's heritage must be respected, protected and enhanced and a network of great destinations and public spaces should be established.	• Incorporate the formal and informal property market into a single property market and land use management system • Proactively support publicly-led land reform and new housing initiatives • Transform townships and informal settlements into economically and socially integrated residential neighbourhoods • Encourage integrated settlement patterns • Enhance the value of heritage resources and scenic routes • Promote accessible, city wide destination places

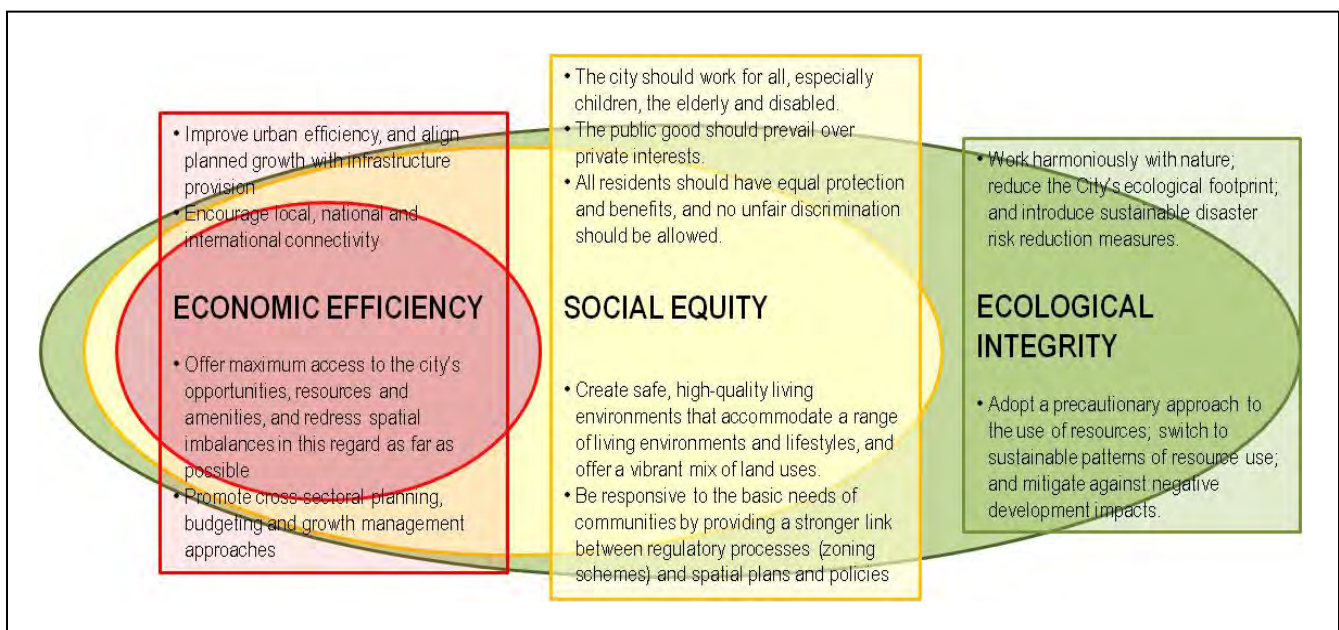


Figure 2.1: PSDF and City Spatial Development Principles

As part of the preparation of the District Plan for Helderberg, several key metropolitan and district level plans have been reviewed and served as informants.

Plan & Status		Key features	Overview and Directives
Guide plan: Approved by PGWC, 1988		• Approved LUPO 4(6) plan; • Guidelines for location major land uses •	Whilst the metropolitan and district level plans vary in terms of the detail of certain proposals, several themes are consistent including: • Improving conditions for local economic development and recognising that job creation in this area of the City is critical. • Improving environmental quality and rationalising the undeveloped open space. • Improving access to public facilities clustering them within nodes close to public transport interchanges.
MSDF redraft: Adopted by Council, 2001		• Protect natural resources (Urban Edge) • Open space system (MOSS) • Densification on key public transport routes (Corridors)	
Cape Town SDF: Council approved 2011		• Enhance the accessibility and value of the natural and rural environment and open spaces for the people of Cape Town • Establish an integrated grid-based movement system • Consolidate and intensify development on the accessibility grid • Direct urban growth and promote compact, integrated development • Develop more great people places	
Cape Metropolitan Area Structure Plan: Volume 3 Hottentots-Holland Basin, 1988		• Guidelines for development and the identification of land uses that exert a significant influence on the future spatial structure.	

2.3 Local Area Plan Informants

In addition to the above district scale policies and plans, there are a number of local area plans that have relevance to the district some of which are outdated. These plans have been considered to carry through any relevant and scale appropriate proposals into the district plan. These plans include:

- Sir Lowry's Pass Structure Plan, 1997
- Gordon's Bay Structure Plan, 1989
- AECI Contextual Development Framework, 1997
- AECI Helderberg: Commercial Triangle Development Framework, 1998
- Structure Plan for Somchem, 1998
- Draft Macassar and Environs Spatial Development Framework, 2002
- Draft Helderberg Subregional Structure Plan, 2000
- Draft Somerset West Structure Plan, 2000
- Draft Somerset West Density Policy, 1996
- Draft Helderberg Density Policy

- Policy Guidelines for development within Helderberg Smallholding Areas, 2000
- Policy Guidelines for development within Helderberg Rural Areas, 2000

3. KEY STRATEGIES: THE CONTEXT AND CENTRAL SPATIAL IDEAS

The District Plan gives effect to the key spatial strategies proposed by the Cape Town Spatial Development Framework (CTSDF) at a district scale. These strategies are used as a basis for organising this chapter in relation to four key questions:

1. **What are the key spatial planning challenges facing the Helderberg District Now?** Key issues are drawn from the *Helderberg District Spatial Development Plan: Baseline Document*, which provides detailed information on the state of the district.
2. **What Action is needed to address these challenges?** This includes an articulation of a number of spatial objectives (both in terms of the role of the Helderberg District in the City and at an intra-district level) which aim to address the key issues identified.
3. **What are the general structuring elements and spatial concepts** proposed by the CTSDF and district plan to contribute to addressing those challenges.
4. Associated with these structuring elements and spatial concepts, what are the **central spatial ideas** around which proposals for the future spatial development of the Helderberg District will be built?

The chapter concludes by bringing together the ideas into a spatial vision and a composite spatial concept for the Helderberg District.

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

This strategy focuses on encouraging economic development, both formal and informal, in accessible locations in order to ensure that the opportunities they offer can be accessed by a broader range of people.

3.1.1 Helderberg District now

This section identifies the key challenges and opportunities in respect of the economic activity and employment in the Helderberg District, giving consideration to the form and functioning of economic activity, the relationship between transport systems and (economic) land use, and reflecting on accessibility of economic opportunities in the district.

A number of issues require consideration in respect of the Helderberg District in relation to the City of Cape Town as a whole. These include the following:

Population:

- The district has an approximate population of 194 548 people in terms of 2008 population estimates, with an average annual growth rate of 3.67 %.
- The district also has the largest ratio of youth and aged dependant on the potential labour force (i.e. dependency ratio of 51% and ageing ratio of 31.87%).

Socio-economic issues:

- The unemployment rate within the district (25.5%) is lower than the average within the city, which is 29.2%. 47% of the employed population in the District earns less than R1600.
- There are high levels of unemployment concentrated in certain areas, such as Macassar, Lwandle, Nomzamo, Bridgewater Ext 1 and Sir Lowry's Pass Village, which also suffers from the associated socio-economic pressures.

Economy and development:

- Somerset West CBD and Strand CBD are the main economic activity areas in the district.

- The district is experiencing continuing commercial investment, with significant concentrations of building plans submissions, especially in Somerset West. With the current growth rate, the Helderberg district is poised to become a significant economic focus in the metro.
- Social and economic development in low income areas has been identified as a constraint in the Helderberg district in terms of the public participation process undertaken. There are significant limitations on small businesses and the informal economy. There are a number of industrial developments that exist in the district (e.g. Broadlands industrial area) but these are currently catering for the formal sector only.

Movement / Transport:

- There is a need to promote transport linkage and access with the remainder of the city to overcome the dislocation of the district from the city.
- The Main Road between Somerset West and Strand experience traffic congestion.
- Long distance travelling to areas offering much needed services and economic opportunities and higher-order services result in high cost of public transport.
- There remains uncertainty regarding the development of the alternative N2 realignment and the impact it will have on surrounding neighbourhoods.
- There is a need for a rail transport system to serve the communities of Asandi, Lwandle, Nomzamo, Sir Lowry's Pass Village and Gordon's Bay, as people in these areas are currently walking long distances to Van der Stel - and Strand stations.

3.1.2 What action is needed?

The following spatial objectives are aimed at addressing key spatial challenges and are relevant to the district in relation to the economy and movement networks of the City as a whole. They include:

- **Create a more sustainable economy** by reinforcing existing economic areas and promoting the establishment of a self-sustaining economic environment which is rich in variety and choices and that can create new opportunities for employment in the district.
- **Facilitate integration of economic activity** by facilitating and creating space for greater interaction and synergy between formal business, small business and the informal economy in accessible locations which are well suited to economic development.
- **Encourage attraction of further investment** into the district's emerging economic areas as well as into areas with latent economic potential, especially with low income areas within the district.
- **Develop job creation and skills development strategies**, particularly in the lower income areas of the district (e.g. Nomzamo, Sir Lowry's Pass Village, Lwandle and Macassar). Industrial developments that could accommodate industrial hives for the SMME's in order to create job opportunities in low income areas needs to be investigated.
- **Improve public transport** by supporting the development of an efficient, integrated and complementary non-motorised and public transport network, especially for areas such as the Sir Lowry's Pass Village. Investigate the provision of passenger railway service in areas of Macassar, Lwandle / Nomzamo, Sir Lowry's Pass and Gordon's Bay.
- **Prioritise IRT**, as public transport is an essential need of residents of Helderberg, especially in areas of Gordon's Bay, Sir Lowry's Pass, Nomzamo / Lwandle etc.
- **Improve movement system** by supporting the development of new critical links to promote accessibility within the district.
- **Intensify development along key routes and around economic and industrial nodes** to facilitate thresholds to support them.

3.1.3 Spatial concepts and structuring elements

Spatially, there is a need to ensure that the movement system provides convenient access to jobs and other opportunities. Furthermore, there is a need to concentrate employment in areas that are

conveniently located and easy for people to access. In this regard, several spatial structuring elements and concepts are significant in thinking about the spatial organisation of the City and district:

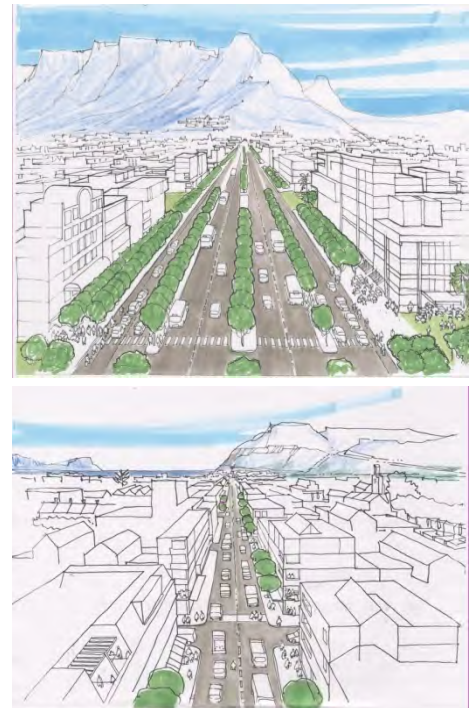
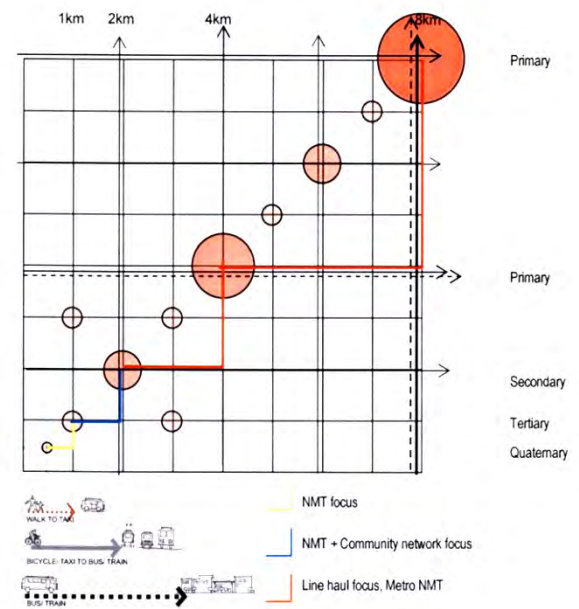
a) The multi-directional accessibility grid

The aim is to set up a grid of accessibility that facilitates convenient access and multidirectional movement between the district and other parts of the city ("primary accessibility grid") and within the district ("secondary accessibility grid") which will feed the primary grid.

This grid will comprise a hierarchy of routes which provide varied, but complimentary roles in terms of accommodating a continuum of mobility and accessibility functions.

The **primary accessibility grid** incorporates:

- **Activity routes:** Activity routes are characterised by strip and/or nodal urban development along sections of the route. Activity routes are generally supported by a mix of land uses and higher density urban development. Activity routes are characterised by direct access and interrupted movement flows, especially at bus and taxi stops and traffic lights.
- **Development Routes:** Development routes have a greater mobility function than activity routes. Mixed land use and higher-density development tend to be nodal, with access provided at intersections and generally linked to parallel and connecting side routes. Development routes may include short stretches of activity route-type development.



The primary accessibility grid is supported by a system of mobility links, which play a key role in reinforcing urban structure and include:

- **Urban freeways:** Urban freeways fulfil a mobility function, and do not permit direct accessibility to abutting land uses. The high level of connectivity provided by direct freeway/expressway connections tends to attract manufacturing, warehousing, major retail and industrial land uses. These opportunities tend to be realised around key intersections / off ramps and roads running parallel or linked to urban freeways.
- **The rail network:** the rail network provides for mobility over longer trip distances. The stations supporting the rail service are primary points of accessibility, particularly when associated with areas of high road based accessibility and can generally support intense concentrations of activity and medium to high land use densities.

The **secondary accessibility grid** incorporates:

- **Activity Streets:** Activity streets are characterised by strip and/or nodal urban development along sections of the route, although generally of lower intensity than typically found on activity routes. Activity streets are generally supported by a mix of land uses and medium-higher density residential development. Activity streets are characterised by direct access and interrupted movement flows, especially at bus and taxi stops and traffic lights.
- **Other Structuring Routes:** Structuring routes are characterised as routes which provide structure (ordering land use configuration and intensities) to local areas and may accommodate a mixed activity / mobility function, but their role in accommodating activity is less intense than activity routes/streets.

The secondary accessibility grid is supported by a system of lower order mobility links which may include:

- **Connector route:** Connector routes connect different areas of the city and are typically characterised by high volumes of fast-moving traffic. In some instances, direct access to abutting land uses and residential properties is provided along connector routes.

The hierarchical, multidirectional accessibility grid envisaged for Cape Town lays the foundation for the routing and service design of an Integrated Public Transport Network (IPTN) intended to place over 85% of the city's population within 1 km of a high-quality public transport system. The IPTN will inform a hierarchy of public transport services relating to the accessibility grid, including:

- A **rail service** that provides a high-performance, high-volume and safe public transport service, which will be the preferred mode of choice of long-distance commuters. Conceptually, this service should be provided at 8-16km intervals on a city-wide to district level - forming part of the *Primary* tier of the accessibility grid.
- A **road based trunk service**, provided by articulated and standard buses on dedicated and semi-dedicated right-of-way infrastructure that offers an 18-hour frequent and rapid service along major metropolitan and district level roads, and along development and activity routes – forming part of the *Primary* tier of the accessibility grid.
- A **community (feeder and distribution) service**, at 4-8km intervals, provided by standard buses and smaller vehicles, that feeds into the trunk bus and rail services. The community service will operate at a district to inter-suburb scale, along district-level activity routes and streets – forming the *Secondary* tier of the accessibility grid.
- **Pedestrian and cycle lanes** should be provided along public transport routes and around public transport stops, stations and interchanges to facilitate safe and convenient access to public transport services – forming the *Tertiary and Quaternary* tier of the accessibility grid.

Note: The route designation reflected above does not replace the City's Hierarchical Road Network Classification system, nor is it intended to run in parallel as a duplicate classification system. Annexure E describes the relationship between the CTSDF / district plan route designations and DoT, the PSDF and the City's hierarchical road classification network.

STRATEGY 1 - THE CENTRAL SPATIAL IDEAS

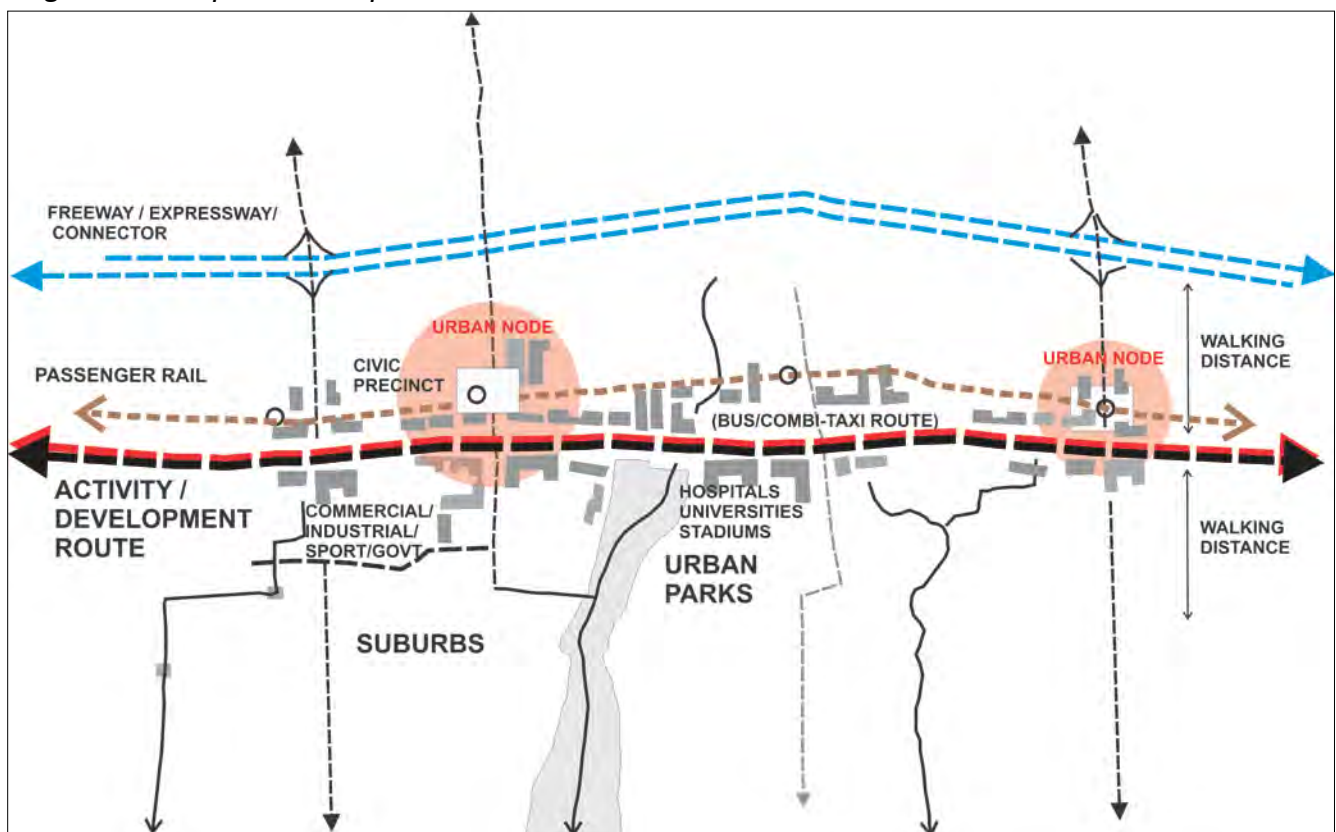
- **Reinforce the “primary accessibility grid”:**
 - o Reinforcing the functioning of T2 as main development corridor which supports the larger movement system, with a particular priority on good public transport including local non-motorised transport and land use intensification opportunities at appropriate location along the length of the route.
 - o Strengthening the role of the Main Road (through Somerset West CBD, to Strand CBD) and Victoria Road as main activity route in the district which offers opportunities for intensification of land use and encourage revitalisation opportunities where required along the length of the route.
 - o Supporting the establishment of an activity route through the Somerset West Mall triangle, Paardevlei site to Macassar Road as a long term requirement aimed at providing an increased accessibility within the district and promoting spatial integration as well as to optimise development opportunities within the Paardevlei site (previously known as AECl).
 - o Strengthening the connection to the coast via the R44 / Broadway and Sir Lowry's Road (MR108) in Gordon's Bay as development routes.
- **Promoting the development of “secondary accessibility grid”:** feeding local movement generators and the primary grid including:
 - o Support a system of local activity streets, which allow for concentration of a mix of activities, local institutions and facilities, civic precincts, public transport and medium to high residential areas along their length is essential for promoting local development and investment at sub-district scale. These include some of the following routes: Beach Road (Strand to Gordon's Bay), Section of Broadlands Road, Solomon/Michael streets (Lwandle and Nomzamo), Bright Street (Somerset West), Bind Street and section of Link Road (Macassar), and limited sections of Faure Marine Drive (Strand and Gordon's Bay).
 - o Further connectivity within the District, as well as between districts to be strengthened through established connector routes such as Baden Powell Drive, Old Main Road to Somerset West CBD, Kramat Ave and Macassar Road, Onverwacht Road, Sir Lowry's Pass Road (Sir Lowry's Pass village) and the proposed new Bloubos Road.
 - o A range of other structuring routes which contribute to completing secondary accessibility grid by ordering land use configurations and intensities thereof. These include some of the following: Andries Pretorius Street (Somerset West), Gustrouw Road (Gordon's Bay), Laurensford Road etc.
- **Support a system of interchanges or points of access:** where the secondary accessibility grid (community /feeder public transport network) meets with the primary grid (line haul, public transport network) these include existing interchanges e.g. de Beers interchange and new ones as planned in terms of the future N2 realignment (i.e. Onverwacht Road and Victoria Street Interchanges).

b) Areas of land use intensification

The City's intention is to encourage land use intensification along the accessibility grid to ensure that the opportunities which the grid offers can be accessed by a broader range of people (see Table 3.1). The process of land use intensification refers to achieving a greater spectrum of mixed uses (commercial, industrial and residential) through the increased use of space, both horizontally and vertically, in accessible, high-opportunity locations. Employment-generating activities, retail development, social facilities, public institutions, intensive mixed-use and residential development should be encouraged on and adjacent to the accessibility grid, particularly the primary accessibility grid. The spatial organisation of development in the areas of land use intensification can take a variety of forms, including development corridors, strip development and urban nodes.

- **Development corridors:** Development corridors are broad areas of high intensity urban development centred around activity and development routes. They are characterised by a dynamic, mutually supporting relationship between land use and the supporting movement system. Development corridors are generally supported by a hierarchy of transport services which function as an integrated system to facilitate ease of movement for private and public transport users. Corridor development is focused predominantly on activity / development routes serviced by mass rapid public transport services (i.e. rail or BRT); however, the system of routes may serve different functions, with some routes combining route functionality in terms of accessibility and mobility. Figure 3.1 shows the basic elements of development corridors, including activity routes, passenger rail, stations, modal interchanges and freeways/expressways. The combined operational capacity of the public and private transportation system supports a mix of land uses, and enables the development of medium and high levels of land use intensity.

Fig 3.1: Conceptual development corridor



- **Urban nodes:** Urban nodes are characterised by the intensity, mix and clustering of activities or land uses (including commercial/business development and associated employment opportunities, higher-order services and higher residential densities) at points of maximum accessibility, exposure, convenience and urban opportunity. The generative capacity of an urban node is generally a function of the mix of land uses that it supports and its position in the accessibility grid (see Table 3.1). The role and function of urban nodes is differentiated in terms of scale (metropolitan, sub-metropolitan, district, local) based upon its structural position within the accessibility grid, and the intensity and mix of land uses it supports. Urban nodes are identified as areas for further land use intensification, clustering and reinforcing economic land uses, public services and high-density residential development.

Table 3.1: Alignment and hierarchy of the accessibility grid and areas of intensification

Accessibility grid	Span	Associated nodal development	Scale of operation	Areas of land use intensification
Primary	8–16 km	Metropolitan node	Citywide	Corridor/strip development/urban nodes
Primary	4–8 km	Sub-metropolitan node	Sub-metropolitan	Corridor/strip development/urban nodes
Secondary	2–4 km	District node	Inter-district significance	Strip development/urban nodes
Tertiary	1–2 km	Local nodes	Inter suburb	Usually urban nodes
Quaternary	0,5–1 km	Neighbourhood centre	Suburb	Usually nodal

- **Strip type development:** Strip development is characterised by intense and mixed use development often located along portions of activity routes/streets and development routes. Depending on the intensity of development, the width of the strip could range from half a street block to two or more blocks. The mix of activity along these strips may vary, with some areas having a stronger commercial/retail focus, while other may be characterised by dense residential development.

Other forms of intensification of development on the accessibility grid (development routes, activity routes and streets) could be encouraged in a locally appropriate manner including:

- **industrial areas** where the changing of their nature is supported by the District Plan;
- particular **business complexes** that are on the accessibility grid (development and activity routes / streets);
- areas associated with **transit stations (system of rail stations and the IRT trunk stations)** especially those which are a component of identified urban nodes. With regard to these areas, a typology of opportunities is proposed which considers the transport and land use role of the transit stations (rail and IRT trunk stations) and associated areas (comfortable walking distance from the station) in the broader urban system (see table below). Transit station areas that are associated with urban nodes as well as associated significant foot movement (based on their role in the transit system) are generally more likely to support more intense mixed use environments.

Table 3.2: Transit (Rail and IRT trunk) station precinct typology

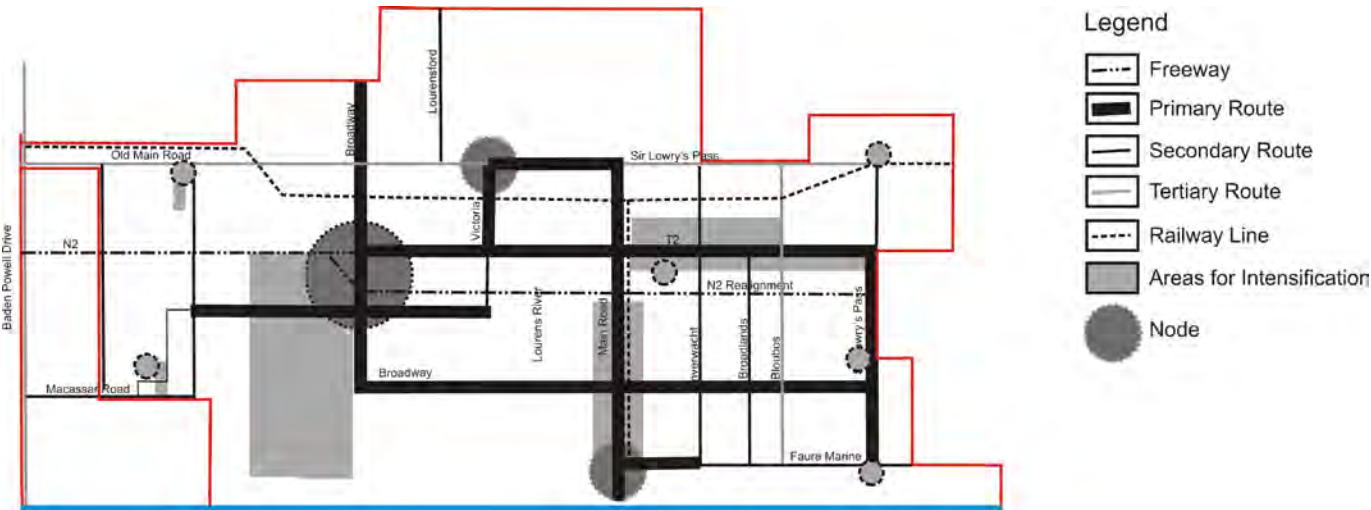
Transit station area typology	Land use character / role	Intermodal connectivity	Structural urban position	Example station
Metropolitan station	High intensity land use mix (office, residential, commercial, civic and government)	Major intermodal connectivity and destinations	Generally associated with metropolitan urban node	Cape Town Station
Major urban station	Mix of office, retail, residential, commercial and public uses	Major intermodal connectivity	Generally associated with sub-metropolitan / district urban node	Strand
Employment station	Specific industrial / commercial uses and destination	Limited intermodal connectivity	Generally associated with industrial area	Faure
Neighbourhood station	Primarily residential function.	Local transit feeder station with limited parking	Likely to reflect embedded position in urban fabric.	Van del Stel
Coastal station	Coastal amenity with surrounding residential / tourism / restaurant orientation.	Limited intermodal connectivity	Generally outlying areas with minor urban catchments.	Strand

STRATEGY 1 - THE CENTRAL SPATIAL IDEAS

b) Helderberg District: Areas of Land Use Intensification

- **Emerging major economic opportunity zone:** support emerging major economic opportunity zone / sub-metropolitan node within Paardevlei area (Heartlands) and Somerset West Triangle, to function as a mixed use development opportunity (commercial, office, residential and service industrial), a focus for regional/district facilities and interchange between multiple metropolitan public transport routes.
- **Intensifying existing district and local nodes:** intensification within the district nodes (i.e. Somerset West and Strand CBD's), especially around the centres and in proximity to the station in Strand, should be strengthened, focusing on commercial, mixed use development and densification at appropriate locations. It is also important that local nodes in neighbourhoods such as Macassar, Firgrove and Sir Lowry's Pass be strengthen to function as the clusters for much needed local services. In these areas, limited intensification of activity could be considered promoting more multi-functional, vibrant and walkable environments without compromising the character of the area.
- **Intensification is suitable locations abutting development and activity routes:** T2 development route is a route with metropolitan significance and identified as a primary arterial in terms of the city's road network classification and plays an important role as a line haul public transport route. The area between the Main Road and the Sir Lowry's Pass Road holds much potential for greater mixed use intensification (light industrial, office and retail, residential and public facilities) at suitable locations along the route. The Main Road activity route also offers opportunity for mixed use intensification in suitable locations abutting the activity route.

Fig 3.2: Accessibility and Intensification areas



3.2 Strategy 2: Manage urban growth and create a balance between urban development and environmental protection

This strategy focuses on managing the pressures of urbanisation in a deliberate and coordinated manner and one that is environmentally sustainable.

3.2.1 Helderberg now

A number of challenges and opportunities present themselves when considering the Helderberg District in relation to the City of Cape Town as a whole, and include:

Development:

- General urbanisation pressure associated with the increasing demand for access to land for public assisted housing.
- Development pressure on environmentally sensitive areas outside the urban edge.
- Development pressure on open space in valuable open space areas alongside rivers and wetlands (e.g. portion of Vergenoegd farm, Sir Lowry's Pass etc).
- Development pressure on significant heritage resources i.e. historical buildings (eg Broadlands Manor House and the historical buildings forming part of the Mission grounds in the Sir Lowry's Pass Village).
- Development pressure on valuable agricultural land (e.g. properties north of Sir Lowry's Pass Road, Lourensford Wine Estate in Somerset West).
- Development along the coastline and the resulting modification of the coastal environment, particularly around the Strand area.
- Inappropriate development in the past and continued development pressure into coastal areas considered to be at high risk of flooding and inundation due to sea storm surges and predicted climatic changes and sea level rise (e.g. Strand, Bikini Beach in Gordon's Bay).
- Overcrowding in certain areas of Sir Lowry's Pass and Nomzamo/Lwandle.
- The need to accommodate future urbanisation and growth.
- The poor relationship and interface between the built environment and defined public environments such as streets and open space.

Accessibility:

- Accessibility to public facilities and appropriate higher order facilities to serve the population.
- Accessibility to quality public open spaces and development of structured open space into active and functional areas (e.g. parks and sports fields).

Environment:

- Increasing levels of pollution in river systems in the District, in particular the Sir Lowry's Pass River, Soet River.
- Decline of coastal water quality along False Bay coast due to sewerage water ingress into stormwater systems and the ineffective management of development in environmental sensitive areas.
- Protection of natural resources such as the coastline, natural areas, areas of significant agricultural potential and scenic environments.

Infrastructure & Services:

- Inadequate infrastructure and service provision in terms of water and sanitation in certain areas facing more rapid urban growth (including primarily areas of Somerset West, Strand and Sir Lowry's Pass).
- Old infrastructure requiring replacement and/or upgrading to accommodate any further densification (e.g. Somerset West, Strand and Gordon's Bay).

- Poor service provision in low income areas (especially those situated along rivers such as Sir Lowry's Pass Village, Lwandle/Nomzamo and Macassar) leading to pollution of stormwater systems and river systems.

3.2.2 What action is needed?

The following spatial objectives are aimed at addressing key spatial challenges relevant at a city scale in relation to proactively managing the natural and rural environment and urban growth. They include:

- Protect the key resources of environmental and economic value by effectively managing and guiding urban development towards appropriate areas and clearly defining the limits of conventional urban development expansion into natural environments acknowledged to be of significance, as well as designating what land uses and activities might be desirable within these natural environment areas.
- Guide new urban development towards appropriate infill areas and encouraging densification in areas close to economic and other opportunities, that does not compromise the natural environment and that is supported by necessary social and engineering services and infrastructure. Prioritise open space development in under-provided areas where access to recreational open space is limited (e.g. Nomzamo, Lwandle & Sir Lowry's Pass Village).
- Focus efforts in shaping the open space system on the quality of open space developed and the functionality of that space, rather than the quantity.
- Protect the hinterland/ rural environment (which include critical biodiversity areas, nature reserves, biosphere areas, and areas with significant agricultural potential) by applying a restrictive urban edge line, with appropriate management guidelines, on the transitional zone areas.
- Retain and develop linked and continuous multi-functional open space corridors associated with the stormwater system.

3.2.3 Spatial Concepts and Structuring Elements

a) Natural Assets

Cape Town's natural assets and biological diversity are part of what makes Cape Town a unique and desirable place in which to live, work and play. Because people derive benefits from the natural environment in a number of direct and indirect ways, natural resources play an important role in shaping where and how the city develops. The recreational functionality and functional integrity and connectivity of ecosystems must be improved, and an interlinking network of linear parks with foot and cycle paths should be established to facilitate easy movement of fauna and flora. Urban development must respect the presence, role and function of natural assets, and should make the most of the possible benefits which residents and visitors can derive from them. The CTSDP and district plan identifies the natural assets that are of value to the City, merit protection in the longer term, and/or where the impacts of development need to be carefully managed.

Informed by their underlying environmental significance (e.g. agricultural land, biodiversity areas), the natural assets are categorised, each demanding different management approaches:

- **Core 1:** Statutory conservation areas (biodiversity areas that are formally protected and managed); critical biodiversity areas; conservation priority zones; critical, irreplaceable and restorable biodiversity sites; public conservation areas and private conservation areas.
- **Core 2:** Ecological corridors; critical ecological support areas; significant coastal and dune protection zones, major river corridors and waterbodies excluding waste water treatment works.
- **Buffer 1:** Rural areas, game and livestock farming areas and other natural vegetation areas that do not form part of the core areas, but are recognised as areas that could provide

opportunities to establish biodiversity offsets. Essential utility service infrastructure may be located in buffer 1 areas.

- **Buffer 2:** Other ecological support areas, transformed game and livestock farming areas, and rural areas that do not form part of Core 1 and 2 areas. Essential utility service infrastructure, cemeteries outside the urban edge, and areas zoned public open space may be accommodated in Buffer 2 areas.
- **Intensive agriculture (high potential and unique agricultural land):** high potential and unique agricultural land worthy of long term protection given unique production, cultural and heritage attributes.
- **Intensive agriculture (agricultural areas of significant value):** agricultural areas of significant value given (1) existing use, (2) potential and emerging agricultural use due to new cultivation technology, availability of irrigation water, new varieties and crop types and the realisation of terroir qualities, and (3) food security.

This categorisation is consistent with the categorisation contained in the Provincial Spatial Development Framework (PSDF) and also the Cape Town Spatial Development Framework (CTSDF). The network of natural assets is further integrated and linked into the urban areas via a system of structuring open space (including parks, sports fields). (see section 3.3.3)

STRATEGY 2 - THE CENTRAL SPATIAL IDEAS

a) Helderberg District: Natural Assets

- **Enhance and protect unique natural resources:** The district reflects a range of distinct environmental assets including pristine nature reserves relating to its mountain ranges such as the Kogelberg Mountain catchment and conservation area, Helderberg Nature Reserve and Hottentots Holland Nature Reserve. The enhancement of these environments presents an opportunity in terms of the increased amenity value and their role in bringing economic development in the district in terms of tourism opportunities. The nature reserve areas must be safe-guarded from urban development to ensure protection of valuable cultural landscapes and environment.
- **Protect the valuable agricultural land:** Helderberg is also a wine growing region and shares many attributes associated with Stellenbosch Wine Route. Several wine estates in the district play significant role in promoting tourism (such as the Lourensford Wine Estate and Vergelegen Wine Estate). These areas require protection from urbanisation and careful management of the land uses permitted and appropriate interfaces with urban areas.
- **Coastline and beaches:** the district is associated with beaches which offers significant amenity to residents of the district and metropolitan area. Development on the coast should be nodal in nature to ensure the protection of the coastal environment and to limit the impacts of sea level rise.
- **The River System and green linkages:** The conservation, enhancement, and sound management of the rivers, wetlands and estuaries is critical to the sustainable functionality of the water system. It is also important to the overall inter-connectedness and functionality of the district's open space system, including the biodiversity and also recreational activities. This includes Lourens River Protected Natural Environment, the Sir Lowry's Pass River and Steenbras River.

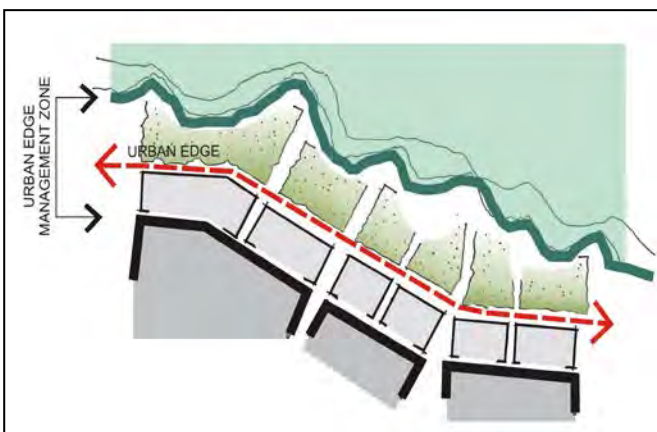
b) Development edges

The spatial growth of the District will be managed through the use of development edges, and the identification of future urban growth areas.

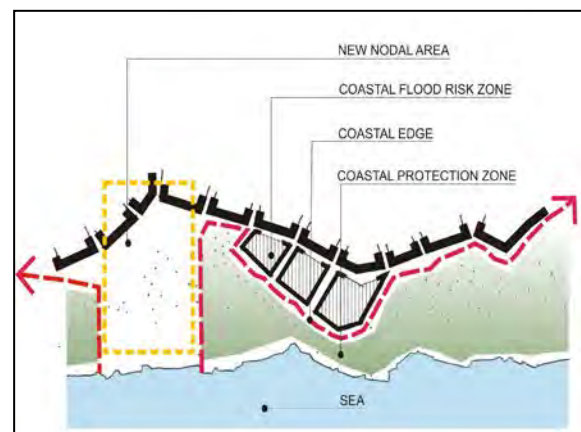
Two types of development edges will be used to manage urban development, namely the urban edge and coastal edge.

- The **urban edge line**: a medium to long-term edge line that has been demarcated to phase urban growth appropriately, or to protect natural resources. Spatial growth in the medium term (10–15 years) should be prioritised within the urban edge. In the longer term (15–50 years), the City will need to provide more undeveloped land for urban development, and the edge line will have to be adjusted on the basis of the City's growth direction.
- The **coastal edge line**: established to protect coastal resources, and to avoid hazards and financial risks pertaining to areas at risk of flooding.

Urban Edge



Coastal Edge



STRATEGY 2 - THE CENTRAL SPATIAL IDEAS

b) Helderberg District: urban and coastal edges

- **Urban and coastal edge – protection of natural assets:** The designation of edge lines is vital to the protection of environmental areas, but also human habitation and activities (sea storms, sea and riverine flooding, and veldfires) and for managing the City's growth. An essential component of this is the appropriate treatment and management of the urban interface areas.
- **Urban edge management zone:** Land uses within the urban edge management zone are to be managed to protect the integrity of the urban edge line. Development to be guided by applicable Urban Edge Policy in Helderberg District.

c) Future urban growth areas:

Urban development should be directed away from significant natural asset resource areas (e.g. nature and agricultural areas and hazards). Urban development should occur, as a priority, within the existing footprint (such as development of underutilised infill sites or other forms of densification) and, where it expands beyond this, into areas of settlement / developmental opportunity appropriate for urban development. Future urban development should occur as part of a phased, coordinated growth process associated with infrastructure provision (e.g. roads, stormwater, water, waste water, solid waste, and electricity services) as well as planning for the required range of social and community facility provisions (e.g. health facilities, schools, libraries, parks and cemeteries).

STRATEGY 2 - THE CENTRAL SPATIAL IDEAS

c) Helderberg District: future urban growth areas

- Large undeveloped tracks of vacant land parcels are evident throughout the district, providing opportunities for large scale developments. The major land parcels owned by the City are located (i.e. Macassar and Vlakteplaas in Broadlands/Gordon's Bay and with a focus on various privately owned sites (i.e. Heartlands site previously known as AECl and Gordon's Bay/Broadlands/Firlands development area. Limited public land to support public assisted housing pose a challenge in the district.

Fig 3.3: Natural assets and future urban growth



3.2 Strategy 3: Build an inclusive, integrated and vibrant City

This strategy focuses on the redressing and transforming of the apartheid city and encourages more integrated settlement patterns. Furthermore, the intent is to enhance the quality and value of the qualitative aspects of the urban fabric and the unique aspects of the City and District for the benefit of the residents and visitors to the District.

3.3.1 Helderberg District now

A number of challenges and opportunities present themselves when considering the Helderberg District in relation to the City of Cape Town as a whole, and include:

The district is partially dislocated from the remainder of the City:

- The District is regarded as being physically and spatially dislocated from the City centre and still functions as an entity on its own. Therefore, to a certain extent, the social and economic needs of the District need to be met within the area.

Low income residential development:

- The District faces a number of social challenges related to the developed high density pockets of land for low income people. These pockets exhibit some of the worst living conditions, such as extreme over-crowding (related to their location and lack of expansion opportunities), poor health conditions and poor integration with surrounding communities (e.g. areas such as Lwandle, Sun City in Sir Lowry's Pass).
- There is a lack of availability of public land to develop much-needed housing for low income people.
- Socio-economic challenges and high crime rates associated with high unemployment rates affect poorer communities predominantly in the Sir Lowry's Pass Village.

Amenity and Facilities:

- Public open spaces often lack structure and are of poor quality (e.g. Nomzamo, Macassar).
- There are significant pressures in terms of catering for the social needs of the poorer segment of the population in the district.
- There is a lack of public institutions such as public/private hospital and schools.
- There are limited opportunities for passive recreation and the poorest people often live in areas which are densely developed, but with limited developed places for recreational purposes (e.g. Lwandle).

Heritage and scenic route assets

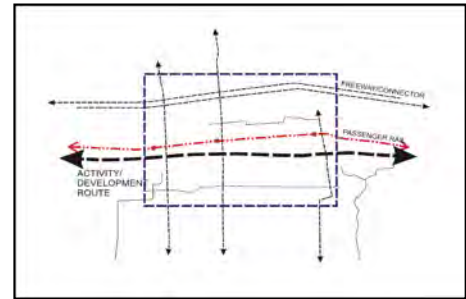
- The district has a number of heritage/cultural landscape assets as well as scenic routes which may be threatened by development.

3.3.2 What action is needed?

The following spatial objectives are aimed at addressing key spatial challenges in relation to building inclusive, integrated and vibrant living environments. They include:

- Encourage public investment that will be a catalyst to urban regeneration in the areas of greatest need, namely in and near to pockets of recently developed low income areas.
- Consolidate and reinforce clusters of existing facilities in accessible locations, along with associated public space improvements.

- Identify destination places with potential for improvement. These are usually places of significant environmental attraction such as parks, beaches, or harbours and nature areas which are able to attract and accommodate large groups of people. These areas should also be made more accessible to wider communities.
- Upgrade existing informal settlements where they are not in hazardous or environmentally sensitive locations.
- Protect heritage and scenic route assets.
- Utilise potential infill sites that are state-owned towards addressing the public housing backlog. This includes supporting identified land restitution initiatives, forming partnerships in inclusionary housing initiatives, 'ring-fencing' land sales (for City owned land, and a portion thereof in the case of other state departments) in areas inappropriate for state-assisted housing for exclusive use in land acquisition and similar developments elsewhere and identifying land for state assisted housing in well-located areas (close to public transport and employment and other opportunities).
- Support and facilitate the creation of environments that accommodate a mix of residential types (for a range of income levels) in well located areas.



Road hierarchy



Interchange



Public investment



Private response

3.3.3 Spatial Concepts and Structuring Elements

a) Civic Precincts

Social facilities and public institutions should be clustered in civic precincts, at the points of highest accessibility (the intersections of the grid). The hierarchy of the civic precincts will be determined by the hierarchy of the accessibility grid (see Table 3.1). The civic precincts that are of city-wide significance will by and large be located at the intersection of the primary grid. The civic precinct will be the focus of public investment and will create opportunity for private-sector investment in commercial, mixed-use and higher-density residential development areas and will be closely associated with urban nodes.

STRATEGY 3 - THE CENTRAL SPATIAL IDEAS

a) Helderberg District: Civic precincts

- **Higher order civic precincts in Somerset West CBD and Strand CBD:** These precincts are the major civic precincts in the District which have been functioning as the focal point for business and civic activity.
- **Building on local civic precincts to support the pockets of need:** Attention should be given to local civic precincts (such as at Macassar, Nomzamo, and Sir Lowry's Pass Village) that meet local area needs and which are within walking distance for an increasing proportion of the District's communities.
- Attention should be given to the **provision of an adequate distribution** of good quality social facilities, recreation spaces and public institutions.

b) Destination places

A destination place is a node, landmark or location that forms a significant point or area of attraction, and is part of the identity of Cape Town and the District. High-order destinations are those that every resident and visitor should visit at least once, while, at a local level, destinations include public spaces such as squares, parks and sports facilities

Table 3.3: *Types of destination places*

Destination place	Examples
Nature-based	Helderberg Nature Reserve, Steenbras Mountain Nature Reserve, Steenbras Dam
Coastal-based	Strand Beaches, Gordon's Bay Main Beach, Bikini Beach, Harmony Park beach
Special cultural and heritage landscape	Lourensford Estate, Vergelegen Estate and other vineyards along the Helderberg Wine Route

STRATEGY 3 - THE CENTRAL SPATIAL IDEAS

b) Helderberg District: Destination places and scenic routes

- **Scenic coastline:** The District is renowned for its long stretches of white, sandy beaches which are safe for swimming and boasts blue flag status and warmer waters. This has made the District a popular prime holiday destination for water-sports enthusiasts. On-going efforts should be made to maximise the tourism potential of these areas by means of optimising associated amenities and accessibility to these areas as well as ensuring appropriate development at identified coastal destination places with due consideration of the coastal dynamics.
- **Natural area attractions:** The natural destination places in the District should be capitalized on by promoting greater public access and strengthening the tourism opportunities they offer, whilst ensuring protecting of environment and protection from urban development. Areas such as Kogelbay and Steenbras Dam offer significant opportunities in terms of tourism which must be enhanced.
- **Special Cultural Landscape destination places:** These places are a composite of a locality's unique heritage, agricultural and landscape; with sense of place attributes and more than just built heritage and they play a significant tourism role in the district (such as the Lourensford Estate, Vergelegen Estate etc).
- **Scenic routes:** Careful management of land uses and other interventions alongside scenic routes is required.

c) The structuring open space system and critical public links

The structuring open space system reflects an interlinking network of parks, sports fields and green links for walking and cycling. This system provides structure to urban areas and provides for escape from the more intense urban environment.

Critical public links are identified as a component of the broader non-motorised transport network linking through these open spaces to significant destinations.

STRATEGY 3 - THE CENTRAL SPATIAL IDEAS

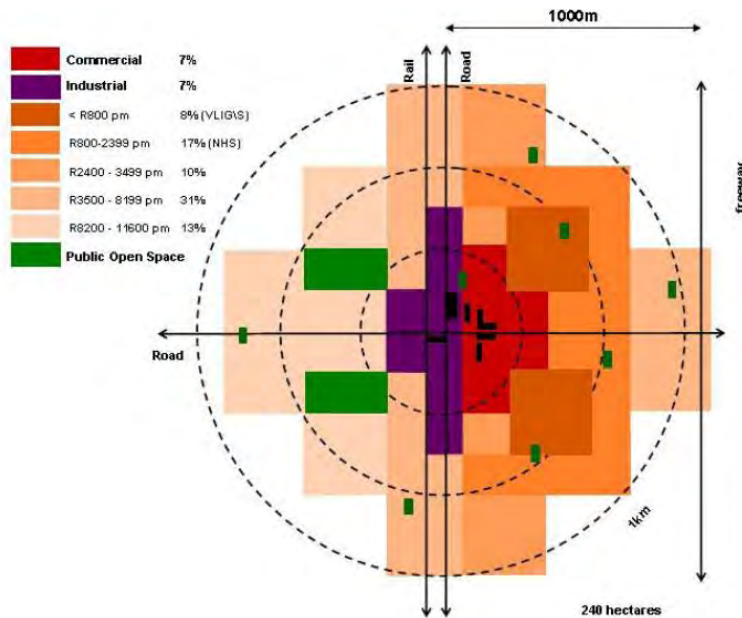
(c) Helderberg District: Structuring open space system and critical public links

- **Other district structuring open space:** In addition to the District's major natural asset areas such as the Lourens River Protected Nature Environment, the coastline, rivers, vleis and wetlands, there are District-significant parks, sports facilities, school grounds, golf courses, and cemeteries. These are major attractions to communities within the District and beyond. The functioning of each attraction's open spaces, as well as minor open space linkages between them, should be reinforced to support the greater open space system. Similarly, their role as areas of open space relief within the urban area should be exploited with intensified urban development and improved urban interfaces around them.
- **Critical Public Links:** Key open space public linkages should be developed to maximise public benefit from the extraordinary natural assets and other open spaces within the District. Continuous public footpath access should be realised along the coastline and especially in Paardevlei, and Gordon's Bay. Foot and cycle access within urban areas should be comprehensively developed across the district as part of the NMT plan and roll-out.

d) Integrated human settlement patterns

The promotion of integrated human settlement patterns is based on the qualitative aspects of the built environment as it pertains to the new growth areas of the City, and the upgrading of existing areas. In principle, these areas should support the creation of a wider mix of residential options and income groups, as well as make provision for an appropriate provision of social (including civic precincts) and economic opportunities.

Fig. 3.4: Spatial model of socio-economic gradient (Ref: Western Cape PSDF, 2009)



STRATEGY 3 - THE CENTRAL SPATIAL IDEAS

d) Helderberg District: Integrated settlement patterns

- The infill pockets:** Undeveloped areas within the urban edge which are suitable for urban development should be identified for infill. These should in general be developed at appropriate scale and density and should create a positive interface with their surrounding areas. Attention should be given to their potential role in addressing the imbalances in access to housing opportunities close to amenity and other opportunities. Public housing provision is most possible on state-owned, and more particularly on City-owned land, subject to access to public transport, work opportunities, and social facilities. Therefore, it may be more appropriate in certain areas to focus less on on-site public housing and more on maximising financial contributions towards meeting public housing provision elsewhere (e.g. land banking).
- Promoting publicly assisted housing opportunities:** Social and economic integration should be promoted on an on-going basis through social, gap and inclusionary housing opportunities.

Fig 3.5: Destination places and civic precincts



3.4 Synthesis: The Helderberg District spatial concept and vision

The spatial development vision developed for the District reflects the desired spatial outcome for the area. It is an idea that is specific to this District and a response to the particular development issues faced by the area. It has been informed by a number of vision elements and principles which are a result of the consultation process as well as processes related to the formulation of the SDP. The vision statement for the District is:

“The Helderberg District is to be strengthened as a vibrant and dynamic district that addresses the needs of its people while still ensuring that its unique natural and biodiversity resources are protected. The District seeks to promote a mixed range of housing opportunities for all, diverse and accessible employment opportunities and vibrant social and cultural lives. It creatively manages urbanization by means of introducing sustainable spatial concepts and structuring solutions whilst at the same time protecting the key natural resources from the impacts of urbanization”.

The District Plan seeks to enhance and promote the District's identified roles as a major retail hub, important tourist destination, a specialist manufacturing area (such as irrigation systems and yacht building) and the service industry, especially in the agricultural and medical sectors. Opportunities for training linked to the aforementioned are also identified. The Helderberg District is a preferred location for retirement housing and rural living- a trend that is largely due to the unique beauty of the area combined with the medical services and retail opportunities offered.

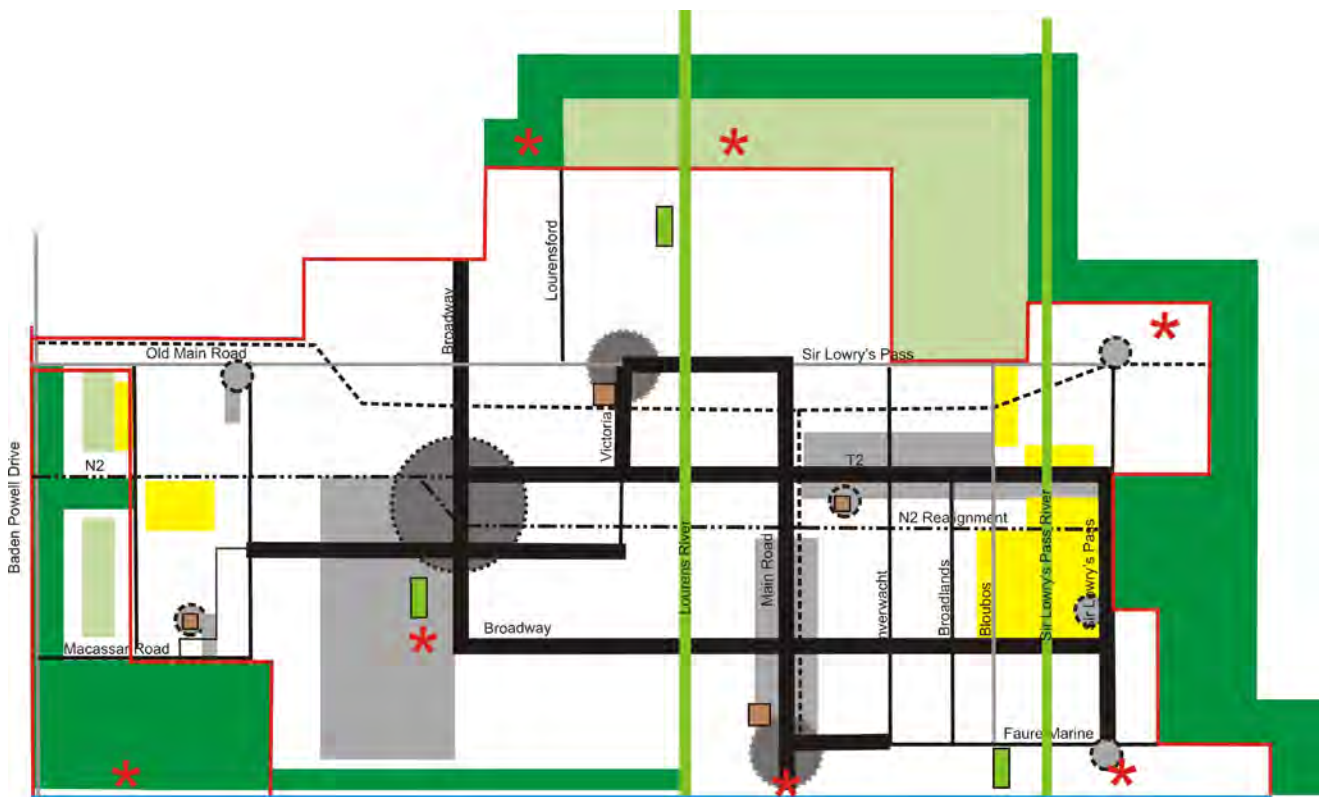
By optimizing on the above opportunities and capitalising on the District's role within the context of the Greater Cape Town Metropolitan, the Winelands and Overberg Hinterland, the Helderberg District Plan aims to assist in realizing the full potential of the Helderberg District.

The spatial vision focuses on the following key elements:

- Significant areas for intensification / economic opportunity associated with multi-directional accessibility grid, which includes:
 - o Reinforcing the functioning of the T2 as a main development corridor in the district, with a particular emphasis on good public transport, local non-motorised transport and land use intensification opportunities at appropriate locations along the length of the route. This includes encouraging development of economic opportunities in close proximity to Nomzamo, Lwandle and Sir Lowry's Pass Village to improve access to work opportunities.
 - o Strengthening the role of the Main Road (through Somerset West CBD, to Strand CBD) and Victoria Road as a main activity route in the district which offers opportunities for intensification of land use and urban regeneration.
 - o Supporting the establishment of the newly proposed east-west link (from Lansdowne Road in Khayelitsha to Macassar Road through the Somchem and Heartland sites to Somerset Mall triangle, in order to link up with Victoria Road) forming an accessibility grid linking the District with the greater metropolitan area and with a long term vision as an activity route.
 - o The emerging economic zone / node in the Paardevlei area (Heartlands property formerly known as AECl) to function as a mixed use development area (the redevelopment of the site offers a major opportunity for integrated and sustainable development) and the Somerset Mall triangle as primary nodal investment hub with sub-metropolitan significance (where commercial and retail opportunities to be located).
 - o Strengthening the existing district nodes of Somerset West and Strand to function as centres of commercial and mixed use activity as well as higher order public amenities.

- Protection of the unique natural resources relating to the nature reserves, mountain ranges, and river systems found in the district as well as the continuous natural link along the False Bay coastline associated with recreational and tourism facilities. Our pristine environment requires protection from urbanisation and careful management of land uses permitted and appropriate interfaces with urban areas.
- Supporting enhancement of significant tourism related destination places associated with coastal, scenic, natural, cultural or historical value. These include:
 - o Nature area destination places (such as the Helderberg Natural Reserve, Steenbras Mountain/Kogelberg Biosphere Nature Reserve) which must be enhanced in order to maximize their tourism potential;
 - o Coastal special places (such as Strand, Harmony Park and Gordon's Bay) where on-going efforts should be made to increase their tourism potential, by means of optimising accessibility (especially pedestrian access) and appropriate landscaping and ensuring appropriate investment opportunities that enhances their special qualities and provides a new level of amenity; and
 - o Special cultural landscape destination places (such as Lourensford Estate, Vergelegen Estate and other winery estates along Helderberg wine route) that forms a unique sense of place in terms of attributes of the heritage and agricultural landscape.

Fig. 3.6: Spatial vision for Helderberg District



4. SPATIAL DEVELOPMENT PLAN: DISTRICT DEVELOPMENT GUIDELINES

EMF: DESIRED STATE OF THE ENVIRONMENT

The spatial development plan essentially comprises the application of the spatial concepts and structuring elements discussed in chapter 3 to the context of the Helderberg district. The identification and active promotion of the structuring elements are fundamental to responding to the 3 spatial strategies and realising the appropriate medium to long term spatial structure for the district. This section also serves to synthesise the proposed broad spatial structure for the district and intended “end state” that will provide a guide to investment and land use decision making. It should be read in conjunction with the CTSDF policies and sub-district development guidelines (contained in section 6.2 of this document).

The District plan comprises 5 broad types of categories:

- Spatial planning categories
- Transport infrastructure and route designation
- Conceptual designations
- Development edges
- Precautionary areas and utility service infrastructure installations

Each of these sections includes a description of each of the applied spatial concepts and structuring elements to the Helderberg district. This section also serves to synthesise the proposed broad spatial structure for the district and desired “end state” that will guide investment and land use decision-making.

The District spatial development plan has been generated on a geographic information system (GIS), which improves the accuracy and legibility of mapping. This is particularly useful to the mapping of development edges and the precautionary areas, which are generally cadastrally defined (see figure 11). However, the spatial planning categories, although appropriate at a district and sub-district scale, are generally broad classifications, which may require a greater level of detail, through sectorally specific plans or local area planning frameworks, to further guide decision-making at a local and site level.

The composite plan is the application of the conceptual framework and structuring elements to the Helderberg District at a greater level of detail.

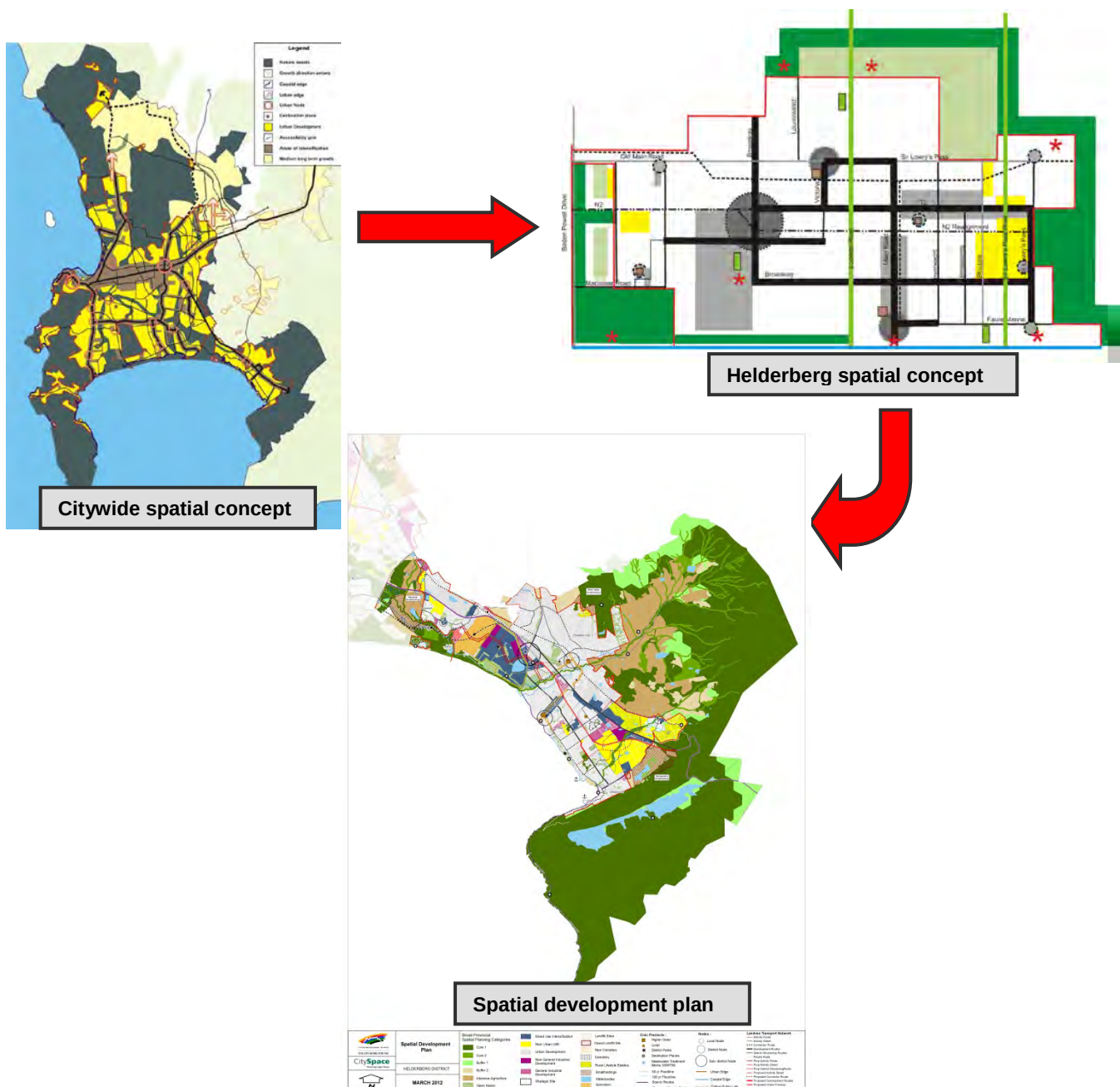


Figure 4.1: Evolution of the Spatial Development Plan from concept to reality

4.1 Spatial planning categories

The land use classification system adopted by the Helderberg District Plan is consistent with the bio-regional planning framework and broad provincial Spatial Planning Categories (SPCs) adopted by the PSDF (2009), and utilised by the CTSDf. Additional categories included in the District Plan, commensurate with the greater level of planning detail, are included (e.g. other structuring open space, mixed use intensification, and cemeteries). The SPCs specify the inherent land use suitability of the city's environmental, cultural, and urban landscapes.

Further guidance on more detailed land use management at the sub-district scale can also be found in section 6.2.

Table 4.1: Spatial Planning Categories (SPCs)

Spatial Planning Category	District Elements	District Development Guidelines	Relevant CTSDf policies*
a) Core 1	Core 1 areas in the district include some of the following areas scattered throughout the district: • The Helderberg Nature Reserve • Steenbras Mountain Nature Reserve • Hottentots Holland Nature Reserve • Schapenberg Conservation area • Harmony Flats Provincial Nature Reserve and biodiversity corridor • Silverboomkloof Natural Heritage Site • Macassar Conservation areas.	1. Activities in these areas should focus on conservation use with conservation management activities (e.g. alien clearing, research) encouraged. 2. In general, low impact activities such as passive recreation (e.g. walkways and trails), environmental education and tourism may be appropriate, but should be subject to stringent controls. (e.g. limits to development footprint, management plans). 3. Where possible, all new utility infrastructure, services and structures should be located outside of these areas. 4. Formalised reserves and other sites identified as core 1 and no further development of any kind should be allowed in these areas without a detailed assessment of the impacts. 5. Further subdivision of these areas should generally be discouraged and consolidation encouraged. 6. Reference should be made to the EMF's conservation and biodiversity priority zone and specific environmental attribute detail for further guidance around the potential desirability of specific activities. 7. New development inside of the urban edge that potentially impacts on areas of high biodiversity importance can only be considered under exceptional circumstances or where social and economic imperatives merit consideration of development in parts. Such development should then be sensitive to biodiversity considerations affecting these areas. 8. Where biodiversity corridors are located within proposed urban areas the extent of the biodiversity corridor is indicative and precise configuration should be determined through relevant land use and statutory processes including, but not limited to a local development framework as part of future land use applications.	P1, P25-27
b) Core 2	Core 2 areas in the district: • Lourens River Corridor and Protected Natural Environment (PNE); • Eerste river corridor;	1. Activities in these areas should focus on conservation use with conservation management activities (e.g. alien clearing, research) encouraged. 2. In general, low impact activities such as passive recreation (eg walkways and trails),	P1, P25-27

	• Sir Lowry's pass river corridor; • River stream system found in the mountain areas.	environmental education and tourism may be appropriate, but should be subject to stringent controls (e.g. limits to development footprint, management plans). 3. Encouraging positive interfaces (e.g. through building orientation, permeable fencing) between abutting development and open space systems. 4. Where possible, all new utility infrastructure, services and structures to be located outside of these areas. 5. Sites indicated as Core 2, but which also fall within identified precautionary areas (i.e. flood prone areas) should take into account district development guidelines identified for these areas. 6. Where biodiversity corridors are located within proposed urban areas the extent of the biodiversity corridor is indicative and precise configuration should be determined through relevant land use and statutory processes including, but not limited to a local development framework as part of future land use applications. Reference should be made to the EMF's conservation and biodiversity priority zone and specific environmental attribute detail for further guidance around the desirability of specific activities in these areas.	
c) Buffer 1	There are very few (and very small) Buffer 1 areas identified within the District. They are scattered around the district, these include: • Portions of land located on farms like Gardenia, Vergelegen and Knorhoek and • Other outlying areas located at the municipal boundary in the district.	1. Low impact activities (as per Core 1/2) may be appropriate. 2. Development (e.g. structures) in support of both tourism and biodiversity conservation in Core Areas should preferably be located in Buffer 1 and 2 areas if logistically feasible. 3. Extensive agricultural activities occurring in these areas, and which may impact on remnant natural vegetation should adopt low impact practices. 4. Reference should be made to the EMF's conservation and biodiversity priority zone and specific environmental attribute detail for further guidance around the desirability of specific activities in these areas.	P24-27, P32, P33
d) Buffer 2	There are very few (and very small) Buffer 2 areas identified within the District. These include: • Portions of farms such as Gardenia, Knorhoek, Vergelegen farms. • Portions of land located south of Macassar road forms part smallholding areas and mineral activities. • Coastal areas on seaside of coastal edge e.g. Harmony Park, Hendon Park in Gordon's Bay.	1. Low impact activities (as per Core 1/2) may be appropriate. 2. Development (e.g. structures) in support of both tourism and biodiversity conservation in Core Areas should preferably be located in Buffer 1 and 2 areas if logistically feasible. 3. Furthermore, agricultural use could be considered appropriate in these areas as well as uses or activities directly relating to the agricultural enterprise. This could include farm buildings and farm worker accommodation. 4. Further uses and activities could be considered where contextually appropriate such as small scale holiday accommodation, restaurants, farm stall / shop and tourist facilities. 5. Non agricultural uses (e.g. those specified above) should be managed through spot rezoning or consent uses and fragmentation of farm units should be discouraged. 6. Reference should be made to the EMF's conservation and biodiversity priority zone and specific environmental attribute detail for further guidance around the desirability of specific activities in these areas.	P25-27

e) Intensive Agriculture • High potential and unique agricultural land • Agricultural areas of significant value	Intensive agriculture areas: high potential and unique agricultural land identified with Helderberg district include: • Lourensford Wine estates, • Vergelegen Wine Estate, • Morgenster Wine Estate • Sir Lowry's Pass environs, north of Sir Lowry's Pass road (M9), • Portion of Vergenoeg Farm.	1. Preserve and utilise high potential agricultural land. 2. Adhere to identified urban edges around the periphery of high-value agricultural areas to prevent urban intrusion 3. Encourage activities that reinforce primary agricultural use of these areas. 4. Limit non-agricultural uses to ancillary rural activities that do not detract from the primary agricultural use and character of the area, but contribute to local character and associated recreational and tourism potential. 5. Limit (residential) development to existing zoning parameters for agricultural land in these areas. 6. Discourage further sub-division of agricultural land. 7. Reference should be made to the EMF's natural economic resources zone and specific environmental attribute detail for further guidance around the desirability of specific activities in these areas in these areas.	P25, P28, P31-33
f) Smallholdings	Extensive land units (ranging in size and character) located outside the urban edge. Smallholding areas in the district include the following areas: • Macassar (Sandvlei); • Sweet Waters; and • Parel Valley Smallholdings.	1. Discourage the development of further smallholding on areas the district. 2. Maintain the character of existing smallholding areas outside urban edge. 3. For detailed guidance regarding the management of land uses in these particular areas, refer to section 6.2. 4. Limited residential development as per zoning rights and applicable frameworks and policy should be accommodated in these areas.	P32-34
g) Other Structuring Open Space	The restructuring open spaces are scattered around the district comprising of sports fields, cemeteries, detention ponds, servitudes, river corridors etc. mainly there in order to promote the notion of a linked open space system.	1. In general, avoid development of these areas in a manner that would compromise open space linkage. 2. Encourage development to respond to and promote opportunities for linkage between identified structuring open space in developed areas. 3. In general, development adjacent to open spaces, or which rationalises these spaces, should be orientated towards the open space to encourage the use and passive surveillance of these areas. Design which compromises this condition (e.g. excessive blank walls and backing of development onto these spaces) should be discouraged. 4. Subject to contextual informants, appropriate high or medium density development along open space interfaces could be considered to improve passive surveillance 5. Safety and security should be considered in the upgrading, landscaping or development of public open spaces. 6. Where contextually appropriate, consider commercial activities such as small cafes, kiosks and restaurants that will enhance the open space. 7. Where feasible, opportunities for low impact sustainable use of open spaces, by local communities, should be considered (e.g. small scale urban agriculture) but this should take into account the wider access / linkage needs and public open space provision requirements.	P41

h) Urban Development	General	1. Appropriate areas should be considered for a wide variety of urban uses such as housing development, public open spaces, community facilities, mixed use / business development (where appropriate), but should not include noxious industrial uses. 2. Sites indicated for urban development, but which also fall within identified precautionary areas should take into account associated district development guidelines. 3. Sites indicated for urban development, but where potential impact may occur with natural ecosystems (e.g. critical biodiversity areas) should be subject to EIA processes which take into account principles for dealing with development proposals in these areas of potential impact (see annexure).	P1-50
	Existing developed urban areas	4. Support the incremental densification over time of urban areas where appropriate. This should be guided by available infrastructure capacity, neighbourhood density and character, proximity to job opportunities and social facilities, and access to public transport. 5. Consider the existing character and heritage value of areas of significance (as may be reflected in detailed policies) as an informant to development and redevelopment proposals.	P1-50
	New Development areas / new urban infill • Paardevlei (Heartlands property); • Gordon's Bay/Broadlands/Firlands development area • Vlakteplaas; • Sir Lowry's Pass area; • Macassar; • Sitari Fields • Portion of Vergenoegd Farm along Kramat Ave.	6. Acknowledge and respect the surrounding urban environment and develop accordingly. This includes considerations relating to neighbourhood density and character, and access to public transport, job opportunities and social facilities. 7. In general, support the development of new development areas at higher densities than exist in these locations, but with due regard for appropriate transition to surrounding areas. 8. Develop utilising the principle of socio-economic gradient. 9. Particular design attention should be given in applications to interface areas between existing development and new development areas, especially where urban character may be impacted or where socio-economic gradient is steep. 10. Support the appropriate development of identified new development areas subject to infrastructure availability and in line with requirements for provision of associated social facilities and recreational spaces.	P39-42
	Peripheral Residential: Development within the urban edge which forms part of the Urban Edge Management Zone and is located in a transition zone from an urban to rural / wilderness landscape. This can consist of extensive land units (ranging in size and character) which can include rural living estates. • Sir Lowry's Pass and • Parel Valley (properties inside the urban edge)	11. Support establishment of peripheral residential which allows land to be developed for residential purposes in a rural setting and which seeks to preserve the rural and landscape amenity of such areas. The rural character of the area should remain the overwhelming feature and conventional urban development which does not reflect sensitivity to the unique rural aspects of the area should be discouraged. 12. Refer to 6.2 for detailed guidelines.	P23

	Informal Settlements • Savage & Lovemore shacks • Sun City • Rasta Camp Erf 911 • Nuwe Mosiennes • Uitkyk • Pine Town • Dark City • Vlakteplaas • Phollile • Solly's Town • Greenfields	13. Support incremental upgrading and formalisation of existing formal settlements that are identified as appropriate to remain as urban areas according to the criteria for categorisation of informal settlements (see table 6.1). 14. Support for incremental upgrading and formalisation should also apply to areas where backyard shacks are widely prevalent, again primarily within the formal areas. 15. Limit expansion of informal settlements into identified precautionary areas (e.g. flood prone and veldfire risk areas), or sensitive environmental areas such as high visual impact areas or biodiversity network areas (usually identified by the urban edge in this district). 16. Ensure access to essential social services and address social facility shortfalls.	P36
i) Mixed use intensification	• All business areas associated with identified hierarchy of urban nodes in the district, • In suitable locations abutting development along T2 and activity routes (for example along the Main Road - Somerset West to Strand as well as Victoria Road).	1. Generally, support mixed use intensification as indicated, subject to any local guidelines and bulk service and transport infrastructure availability. 2. Promote an appropriate interface between these mixed use areas and adjacent residential areas through the use of sensitive design and informed by local level guidance and plans where applicable.	P11-P16, P20, P22 P39-42
j) Industrial Development	• Broadlands industrial area • Somerset Mall industrial development • Strand Halt • Strand Onverwacht • The emerging Paardevlei industrial node with the form of the industrial development being light/ service orientated. • Faure industrial	1. General industrial uses should generally be supported in these areas. 2. 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 impacts 3. Allowance could be made for limited forms of nonindustrial activity, but these activities should not compromise the general use of the areas zoned for industry. 4. Where proposed new industrial areas are surrounded by dense residential development, consideration has to be given to the social, health and safety impacts of proposed industries.	P4, P5, P7, P8, P16,
k) Noxious industry	Somchem	1. These areas should be reserved for noxious trade, and risk activity. Consent for uses outside of this zoning should take into account potential negative impacts. 2. Where the risk industry is surrounded by residential area, consideration has to be given to the social, health and safety impacts of proposed industries.	P4, P5, P7, P8, P16
l) Cemeteries	Cemeteries in the district are found in: • Somerset West, • Strand • Goedeheop, • Lwandle, • Rusthof, • Gordon's Bay, • Sir Lowry's Pass. New cemetery: • Vaalfontein	1. Support continued use of cemeteries for this purpose. 2. Identification and support establishment of other interment options to supplement or compliment the traditional in-ground burial. 3. Prioritise identification of additional cemetery development in the short-medium term to cater for urban growth in the district.	P41, P47

* list is not exhaustive

4.2 Transport infrastructure and route designation

Transport infrastructure is reflected indicating selected elements of the district-wide movement system. In alignment with the CTSDf, the Helderberg District Plan utilises a route designation indicating land use functionality that will encourage an appropriate level of development and more intense land uses to locate on, or adjacent to, the accessibility grid. This will contribute towards establishing the thresholds required for sustainable and cost effective public transport. It is important to note that opportunities along routes can also be linked to parallel streets and side roads. Furthermore, routes exhibit different characters and do not exhibit a uniform mix and density of land uses along their length. The district development guidelines should thus be read along with sub-district guidelines and local plans and policies where applicable and not necessarily be interpreted in a blanket manner for the length of the route.

The route designation reflected does not replace the City's Hierarchical Road Network Classification system, nor is it intended to run in parallel as a duplicate classification system. Annexure E describes the relationship between the CTSDf / district plan route designations and DoT, the PSDF and the City's hierarchical road classification network.

Table 4.2: Transport infrastructure and route designations

Transport infrastructure and route designations	District elements	District development guidelines	Relevant CTSDf policies*
a) Activity routes	• Main Road (through Somerset West CBD to Strand CBD) • Victoria Road (from intersection with T2 to Somerset West Main road) • Proposed activity route through Somerset West triangle, to link up with Macassar Road.	1. Support the functioning of Main Road and Victoria road as an activity route through encouraging its public transport role. 2. In general, intensification of land use along most sections of Main Road is appropriate in close proximity to the route and subject to sub-district and local area policy guidelines where relevant. 3. Greater intensification of land use, including mixed use development, is proposed along highly accessible sections of this route. 4. The process of land use intensification along the route must consider the nature of access roads, additional traffic impacts, and parking requirements. 5. In general, development should front onto the activity route, active street interfaces should be encouraged and large extents of blank wall should be avoided. 6. Civic upgrades, landscaping and NMT provision should be made as and where appropriate to ensure quality streetscapes. 7. A wide range of facilities and services that are supported and shared by communities should be encouraged.	P3-4, P10-11, P13-16, P35, P39
b) Activity streets	Activity streets in the district include: • Section of Broadlands Road (i.e. from T2 till to Broadway), • Solomon/Michael streets in Lwandle and Nomzamo, • Beach Road in Strand and Gordon's Bay, • Section of Old Stellenbosch road, • Bright Street in Somerset West, • Section of Faure Marine Drive.	1. Support the functioning of these routes as activity streets through encouraging their role as community service public transport routes, 2. Whilst these routes are not likely to reflect the same level of intensity of land use as activity routes, higher intensity land uses, including mixed use development should be supported at high accessibility areas. 3. The process of land use intensification along these streets must consider the nature of access roads, additional traffic impacts, and parking requirements. 4. In general, development should front onto the activity street, active street interfaces should be encouraged and large extents of blank wall should be avoided. 5. Direct access onto these streets from abutting	P3-4, P10-11, P13-16, P35, P39

	• Bind Street and section of Link Road in Macassar	properties is generally supported, but should be consolidated where possible. 6. Civic upgrades, landscaping and NMT provision should be made as and where appropriate to ensure quality streetscapes. 7. A wide range of facilities and services that are supported and shared by communities should be encouraged. 8. Where open spaces intersect with the street, the former should be retained and enhanced in order to develop the 'green' network, and also contribute to a variety of uses along the street.	
c) Development routes	Development routes in the district include: • Section of T2 (from Broadway to Sir Lowry's Pass Road intersection) • Broadway Boulevard • Sir Lowry's Pass Road (MR108) (from the T2 to Gordon's Bay)	1. These routes should continue to perform a primarily mobility function. Their role as structuring routes providing improved access and movement continuity between districts and between distant work and living areas should be reinforced. 2. In general, intensification of development should be promoted to support line haul public transport, but this should be concentrated at identified nodal points. 3. The process of land use intensification along these routes must consider the nature of access roads, additional traffic impacts, and parking requirements. 4. Direct access onto these routes from abutting properties is not supported. Instead, limited access, with a focus on high access nodal points, should be permitted, and where necessary service roads should be developed. 5. Mitigation of the impact of the road's dominant mobility function (including design efforts to slow traffic) may be appropriate at high intensity nodal areas. The route between these nodes should remain primarily mobility orientated through residential areas, with appropriate landscaping and adherence to the boundary walls policy. 6. Civic upgrades, landscaping and NMT provision should be made as and where appropriate to ensure quality streetscapes.	P3-4, P10-11, P13-16, P35, P39
d) Urban freeways	Existing N2 and the proposed realignment	1. In general, the mobility role of these routes should not be compromised. 2. Ensure appropriate access to urban areas along the proposed N2 realignment in the district. Transport interchanges along the proposed N2 realignment are planned at: • DeBeers Interchange (i.e. R44 and N2) • Victoria Street Interchange • Onverwacht Interchange • Firlands Interchange (i.e. Sir Lowry's Pass and N2 intersection) • Two Toll Plaza planned along the proposed N2 realignment: - Sir Lowry's Pass Toll Plaza - East side Ramp Plaza	P6, P10, P14-16
e) Connector routes	• Baden Powell Drive • Macassar Road • Kramat Ave • Sir Lowry's Pass Road M9 (from Somerset West/ Sir Lowry's Pass Village) • Proposed Bloubos Road • Onverwacht Road	1. In general, support the dominant mobility role of these routes. 2. Development along connector routes which are also indicated as scenic routes should take related guidelines into account (see below).	P10, P14-16

	• Portion of Faure Marine Drive (from Gordon's bay to Kleinmond) • Old Main Road (main link road between Kuilsrivier to Somerset West)		
f) Other structuring routes	• Proposed Vlakteplaas pass link, • Gustrouw Road, • Laurensford Road, Andries Pretorius and Irene, Steynrust in Somerset West • Section of Faure Marine Drive and Altena Road in Strand	1. The characteristic mix of predominantly residential function and character but interspersed with small mixed use areas, as well as mix of mobility and activity functions should remain and generally be contained in their current forms. 2. The role of these routes as (in many cases future) significant community service public transport routes should be reinforced. 3. Support, where appropriate, limited commercial or mixed use activity at points on or along specified portions of these routes, subject to sub-district development guidelines and / or local area plans. Expansion of these uses should be strongly controlled. 4. Civic upgrades, landscaping and NMT provision should be made as and where appropriate to ensure quality streetscapes.	P10, P13
g) Railway infrastructure	Only one rail line in the district i.e. Bellville / Strand line The district has 5 rail stations: • Faure, • Firgrove, • Somerset West, • Van der Stel • Strand	1. Retain existing passenger rail lines for public transport right of way. 2. Adopt a precautionary approach to alienation of land associated with freight rail.	P9-18
h) IRT (trunk routes)	IRT in the Helderberg district forms part of Phase 2 IRT Phasing	1. Support the general alignment of proposed IRT trunk routes in the district with the accessibility grid (designated Activity Routes, Development Routes, and Activity Streets) and subject to the spatial planning principles for public transport route alignment (see CTSDf). 2. Ensure public transport infrastructure is complementary to the identified land use and development role of the route. 3. Any future redevelopment of these roads, associated pavement areas, and land uses fronting these, should take place with the potential IRT infrastructure improvements in mind (e.g. potential stations). This focus should also include NMT considerations.	P9-18
i) Scenic routes	SR1 scenic routes: • Baden Powell Drive, • N2 (from Baden Powell to R44), • R44, • N2/Sir Lowry's Pass (T2) • Faure Marine Drive SR2 scenic routes: • Beach road, • Sir Lowry's Pass road (MR108) • Sir Lowry's Pass road (M9) - New	1. In general, development along scenic drives and routes should seek to retain views from the route and avoid negatively affecting the character of the landscape through which it passes. 2. Any redevelopment along scenic drives and routes should focus on landscaping improvements to the (public and private) areas abutting the road. 3. Land use management decisions should be guided by the Scenic Drive Network Management Plan (Vol 3, 2003) or subsequently approved management plans.	P48

* list is not exhaustive

4.3 Conceptual designations

These are designated areas in the Helderberg District having significance in guiding urban development, but which are not precisely geographically defined (or exclusive) areas, but rather conceptually indicated. Land use and form implications may be detailed through local area plans.

Table 4.3: Conceptual designations

Conceptual designations	District elements	District development guidelines	Relevant CTSDF policies
a. Urban nodes	Sub-metropolitan urban nodes: Somerset Triangle	- In general, support high intensity mixed use development (e.g. office, retail, residential), the extent of which should be guided by relevant city/district and local area policy guidelines. - In general, support residential densification in line with the provisions of the City's densification policy (draft, 2010) and sub-district / relevant local area development guidelines. - Support a more flexible position to parking provision and related departures in these nodes, where well served by public transport.	P3-4, P10, P16, P22
	District urban nodes: - Somerset West CBD - Strand CBD	- In general, support high intensity mixed use development (e.g. office, retail, residential), the extent of which should be guided by relevant city/district and local area policy guidelines. - In general, support residential densification in line with the provision of the City's densification policy (draft, 2010) and sub-district / relevant local area development guidelines. - Support a more flexible position to parking provision and related departures in these nodes, where well served by public transport.	P3-4, P10, P16, P22
	Local urban nodes: - Gordon's Bay - Macassar - Firgrove - Sir Lowry's Pass Village	- In general, support locally appropriate mixed use development. - In general, support locally appropriate residential densification in line with the provision of the City's densification policy (draft, 2010) and sub-district / relevant local area development guidelines. - Support a more flexible position to parking provision and related departures in these nodes, where well served by public transport.	P10, P16, P22
b. Transit station areas	Metropolitan station None	See metropolitan nodes	P10, P16, P22
	Urban station: - Somerset West, - Strand, - Van der Stel in Somerset West.	- Promote appropriate mixed use development (e.g. including local retail development) and densification in line with guidelines for the associated urban nodes and areas for mixed use intensification. - Retain opportunities for park and ride (including shared parking opportunities), subject to local assessments and transport planning.	
	Urban neighbourhood station Firgrove	- Promote appropriate mixed use development (e.g. including local retail development) and densification in line with guidelines for the associated urban nodes and areas for mixed use intensification. - Retain opportunities for park and ride (including shared parking opportunities), subject to local assessments and transport planning.	
	Neighbourhood station	- Allow for moderately scaled densification where appropriate in a manner that is sensitive to existing preservation worthy character and subject to infrastructure availability. - Retain opportunities for park and ride, subject to local assessments and transport planning.	

c. Civic precincts	Higher order civic precincts: • Generally associated with metropolitan and sub-metropolitan urban nodes including Somerset West, Strand. • Complemented by a local system of clusters and includes Nomzamo and Macassar.	1. Support the development and improvement / upgrade of higher order public facilities / facility clusters and public spaces at the identified higher order civic precincts. 2. In the Helderberg District, the focus should be on the reinforcement of existing high order civic precincts. 3. Where feasible, link the development of civic precincts to the redevelopment of business districts through public-private partnerships.	P41, P47, P50
	Local civic precincts: • Generally associated with district and local nodes.	1. Support the development and improvement / upgrade of local public facilities / facility clusters and public spaces at the identified local civic precincts.	
d. Destination places	Coastal-based: • Strand Beach areas, • Gordon's Bay main beach, • Bikini Beach, • Harmony Park beach Nature-based: • Helderberg Nature Reserve, • Steenbras Mountain Nature Reserve, • Steenbras Dam • etc. Special cultural landscape: • Lourensford Estate, • Vergelegen Estate, • Schaapenberg Wine, • Other smaller wine industry/estates located along the Helderberg Wine Route • Etc.	1. Promote greater recreational and tourism opportunities at these key high visitor number destination places, and particularly where potential exists for significant improvement. 2. Appropriate development opportunities in the adjacent urban areas could be associated with these improvements. 3. Support the retention and improvement of public access and recreational opportunities associated with further development of destination places. 4. Support the maintenance and enhancement of the character of natural, recreational, and / or heritage aspects of smaller (i.e. those that shouldn't or can't expand) but hugely valuable recreational and tourism nodes. 5. Support the many existing small natural special places, which are not appropriate for large numbers of people and attendant support facilities, but which nevertheless are valuable natural assets that contribute to quality of life, recreation and the tourism economy.	P1, P50

* list is not exhaustive

4.4 Development edges

Development edges are lines defining the outer limits of urban development for a determined period of time. In the Helderberg District these are generally either resource or hazard protection lines that should be maintained in the long term.

Table 4.4: Development Edges

Development edges	District elements	District Development Guidelines	Relevant CTSDF policies
a. Urban edge	urban edge	- In general, the urban edge in Helderberg District is considered a long-term edge line, where the line has been delineated in a position to protect natural resource areas, as a hazard protection (re- veldfires, and also steep slopes, geo-technical constraints and slumping and rock falls), and for visual impact and economic reasons (re-tourism and environmental quality). - Land beyond the urban edge line should not be used for urban development. - Promote development form which supports positive urban edge conditions with due regard for local considerations (e.g. fire risk, visual impact).	P22, P23, P25, P26, P28, P33
b. Coastal edge	False Bay coastal edge	- Land on the seaward side of the coastal edge line should not be used for urban development. - At identified destination places amenity opportunities on the seaward side of the coastal edge line could be considered to enhance its tourism and recreation role. This should not negatively affect the coastal environment and processes. - Outside of destination places, only low impact activities are appropriate within the coastal protection zone (i.e. seaward side of the coastal edge line), for example conservation and restoration activities, passive recreation and tourism, essential coastal environmental management activities, as well as sustainable harvesting of natural resources. - Encourage development form which reflects a positive urban interface with the coastal protection zone. - Reference should be made to the EMF's coastal and dune zone for further guidance around the desirability of specific activities. - Prevent development within the coastal edge except at identified special place nodes which have been identified for amenity purposes. - Maximise amenity opportunities, but with minimum disturbance to the coastal environment and processes. (Identified areas include Strand and Gordon's Bay (Harmony Park). - Development and upgrades, particularly around the Strand beachfront must include sufficient measures to reduce coastal erosion and flooding. - Avoid major new urban development, infrastructure and bulk services investment in coastal areas vulnerable to storm damage and flooding.	P22, P23, P25-27

* list is not exhaustive

4.5 Precautionary areas and utility service infrastructure installations and networks

These areas are generally defined at a cadastral level and are likely to present a form of risk to development or activities. Although this may not exclude any underlying use as depicted (e.g. urban development) the risks related to the identified precautionary areas may place certain restrictions on development (e.g. In terms of use, density, form).

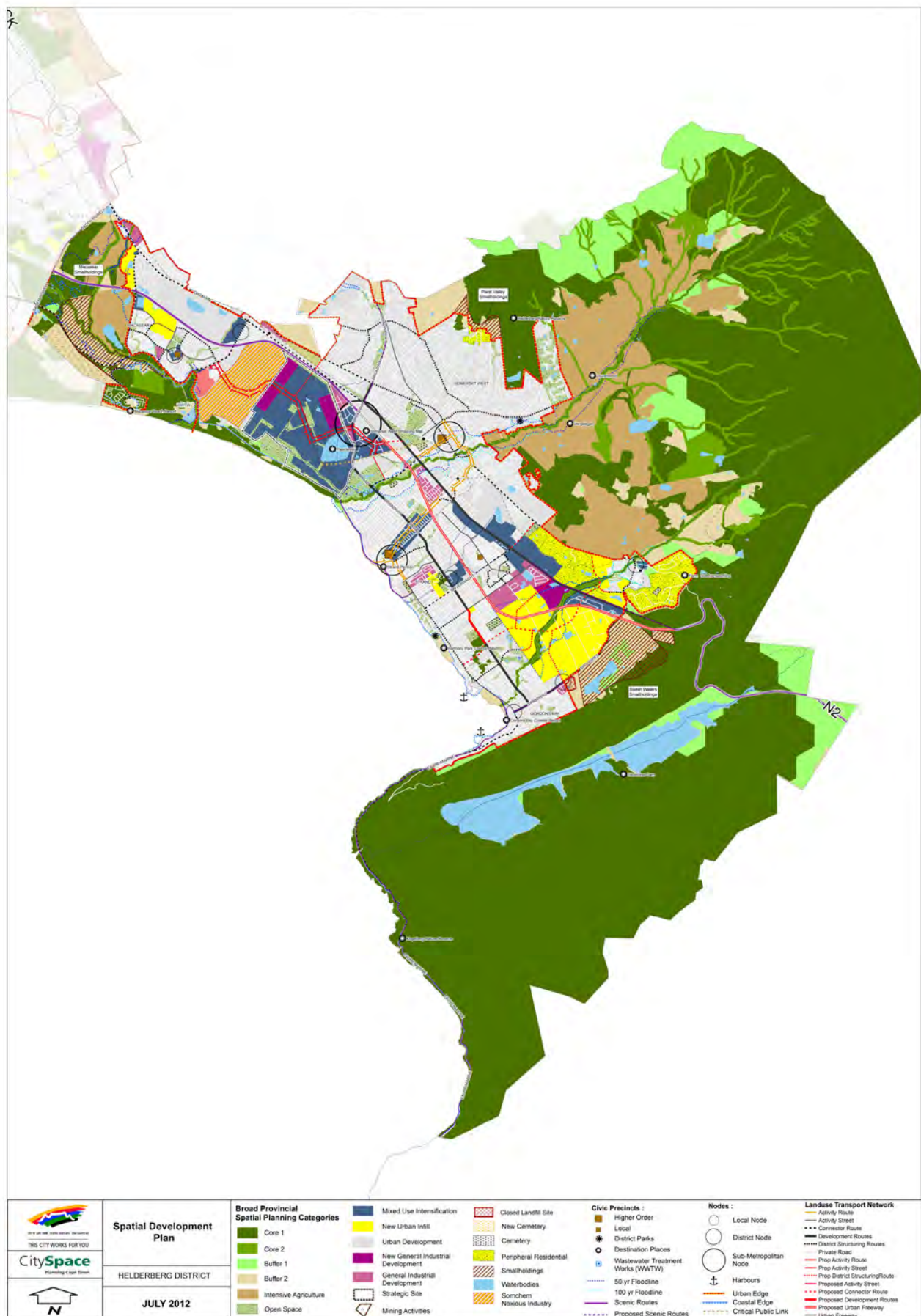
Table 4.5: *Precautionary areas and utility service infrastructure installations and networks*

Precautionary areas and utility service infrastructure installations	District elements	District development guidelines	Relevant CTSDF policies
a. Floodprone areas	• Eerste river, • Lourensriver • Sir Lowry's pass river corridors and flood risk areas, • Soet river • Other river system in the district.	1. Reference should be made to the EMF's hydrological zone, and specific environmental attribute detail for further guidance around the desirability of specific activities within specified flood risk areas. 2. Undesirable activities in terms of the EIM Zone should only be authorised under exceptional circumstances, subject to compelling motivation (e.g. where there is an existing right). 3. Apply more restrictive building setback line and maximise on-site water infiltration and permeability in relation to redevelopment initiatives in flood prone areas. 4. Although some agricultural activities may be permitted within the flood risk and flood fringe areas, the nature of the impacts and appropriate mitigation must be determined in the EIA process, and must be shown to be acceptable prior to approval (i.e. they must not pollute water resources or increase flood risk). 5. No agricultural activities should be approved within the 1:2 year flood line. 6. New development within the 1:100 year flood line should be subject to formal acknowledgement by the owner of flood risk, and is only permissible where there are existing rights. 7. Where facilities associated with sports fields, golf courses or picnic areas have been conditionally permitted in the 1:50 year zone, floor levels must be above the 1:50 year flood line. 8. In general, new buildings and developments abutting rivers should be orientated towards the river, where possible, and the principles of Water Sensitive Urban Design should be applied. 9. Aquifer re-charge areas and sole-source aquifers should be protected from potential sources of pollution.	P24
b. Coastal flood risk areas	• As identified in the Coastal and Dune EIM Zone	1. Where possible, avoid major new urban development infrastructure and bulk services investment in coastal areas that are vulnerable to coastal storm events and inundation. 2. Appropriate emergency planning must be formulated for any development within coastal flood risk areas, including flood warnings, evacuation procedures and routes. 3. Where development proposed in these areas requires new or amended land use rights, the economic and social value of the development must be demonstrably in the interests of Cape Town as a whole and should reflect consideration of potential flood risks and include mitigation measures as may be deemed necessary (e.g. Heartland site in Paardevlei).	P27
c. Veld fire risk areas		4. In general, avoid supporting land uses that are fire prone (e.g. informal settlement) or present challenges to evacuation (e.g. old age homes) and access to	P24

		emergency services (e.g. gated security estates) along high veld fire risk urban edge areas.	
d. Utility service infrastructure installations and networks	• Macassar and Gordon's Bay WWTW • Trappies Bulk Sewer line • Steenbras Watermain • Steenbras Electricity transmission / powerline • Refuse Transfer Station located Sir Lowry's Pass north of T2 • Other bulk infrastructure	1. Where possible, all new infrastructure, services and structures should be located outside of patches of vegetation that have been identified as Core 1 and 2 areas. 2. In general, and in addition to the upgrade of existing installations, land within the structure plan designated as buffer 1 or buffer 2 may be used for the establishment of space extensive essential engineering infrastructure services and installations such as municipal engineering services, power substations, landfill sites, wind turbine infrastructure and for telecommunications purposes, subject to any necessary environmental authorisations. 3. Linear infrastructure which forms part of a services network such as power lines, bulk service pipes and ICT cabling may be suitable in any of the identified planning categories subject to relevant statutory authorisations and taking visual impact into account. 4. Where feasible, new electrical power lines should be located or planned for underground through existing urban areas or new development areas. This infrastructure should avoid or at worst be sensitively located in relation to areas of scenic or visual significance (e.g. associated with scenic drives / routes). 5. In general, support the use of bulk services servitudes for uses such as public open space, and urban agriculture.	P24

* list is not exhaustive

Figure 4.2: Spatial Development Plan



5. ENVIRONMENTAL MANAGEMENT FRAMEWORK

5.1 Introduction

The following section describes the Environmental Impact Management Zones (EIMZ), which must be considered in planning, development, environmental and land management decisions. The information provided in this section has been informed by the attributes (characteristics and sensitivity) of the various environments described in the baseline information and analysis document. This chapter includes management guidelines for each management zone. Further to these impact management zones, areas of potential impact have been identified that reflect areas prioritised for development purposes, but where underlying environmental attributes may be impacted.

5.3 Environmental impact management zones and land use development informants

Environmental Impact Management (EIM) zones have been identified using the best available information at the time of report compilation. They comprise areas with homogenous or similar environmental attributes. These EIM zones are intended to guide and inform planning and decisions regarding activities that require environmental authorisation and / or planning approval within these areas. They should be regarded as a basis for the possible future exclusion of certain activities listed in the NEMA EIA Regulations (2010) from the requirement for environmental authorisation. The following tables should be read together with the accompanying EIM Zone maps¹. Each attribute that is mapped as an environmentally sensitive zone has an accompanying table indicating the following:

- **Kinds of developments, land uses or activities that would be undesirable:** These are types of activities which may be contrary to the desired state of the environment in a particular zone and should be discouraged, unless there is compelling motivation to the contrary.
- **Types of developments, land uses or activities that may have a significant impact:** These are types of activities that could be considered in a particular zone, provided potential impacts resulting from the activity are adequately assessed, prior to approval, and adequate mitigation measures to limit and reduce the negative impacts are identified and implemented.
- **Types of developments, land uses or activities that may not have a significant impact:** These are types of activities that are generally desirable and unlikely to cause significant impacts in a particular zone. However these activities are still subject to legislative requirements in terms of NEMA and other relevant legislation, as well as impact management norms and standards such as implementation of an Environmental Management Programme (EMP).

Additionally, each table indicates relevant **policy and guideline documents** which should be consulted (see also annexure C).

Important note: The **types of developments, land uses or activities** described in the EIM tables below are not the listed activities as contained in NEMA EIA Regulations (2010)². In order to determine which activities will trigger the requirements for an Environmental Assessment process, reference must always be made to the NEMA EIA Regulations as well as the National Environmental Management (NEM): Waste Act, the NEM: Integrated Coastal Management Act and

¹ The District Planning Office needs to be contacted for finer scale maps that enable the placement of individual properties relative to the EIM zones.

² i.e. the List of Activities and Competent Authorities identified in terms of section 24 of the National Environmental Management Act No 107 of 1998 (as amended)

the NEM: Air Quality Management Act. Reference should also be made to section 38 of the National Heritage Resources Act.

The need to undertake an EIA in any of the environmental impact management zones listed below should be determined by whether the proposed project includes one or more listed activities as identified in the EIA Regulations (2010, as amended).

Furthermore, should an EIA not be required, the local authority may still require an assessment of possible impacts on environmental attributes or specific environmental information in order to have sufficient information to evaluate an application made in terms of the Land Use Planning Ordinance (15 of 1985) or replacement legislation. Such requests for assessment or information may also apply in cases when there is likely to be any significant damage to or degradation of the environment, in which case an environmental assessment (or other precautionary steps as listed in section 28(3)) should be undertaken in terms of the Duty of Care Principle of NEMA (see below), sections 28(1), (2) and (3).

Note: Duty of Care Principle

Any person undertaking any activity that may cause damage or degradation to the environment is subject to the Duty of Care Principle in terms of NEMA, section 28.

NEMA (S 28(1)) requires that: Every person who may cause significant ... degradation of the environment must take reasonable measures to prevent such degradation from occurring ...or, in so far as such harm to the environment is authorized by law or cannot reasonably be avoided ... to minimize or rectify such ... degradation of the environment.

The Duty of Care Principle therefore may apply to any activity or land use, irrespective of whether it is included in the listed activities in the EIA Regulations (2010).

The measures required in terms of subsection (1) may include measures to -

- (a) investigate, assess and evaluate the impact on the environment;
- (b) inform and educate employees about the environmental risks of their work and the manner in which their tasks must be performed in order to avoid causing significant pollution or degradation of the environment;
- (c) cease, modify or control any act, activity or process causing the pollution or degradation;
- (d) contain or prevent the movement of pollutants or the cause of degradation;
- (e) eliminate any source of the pollution or degradation; or
- (f) remedy the effects of the pollution or degradation.

The environmental attributes are grouped in a number of EIM Zone maps as shown in Table 5.1 on the following page.

Each zone is preceded by a summary of its status (summarised from the detailed description in the baseline report) and a description of the environmental management priorities.

Table 5.1: Helderberg District: Overview of EIM Zone Maps

ZONE MAP NUMBER	Figure 5.1	Figure 5.2	Figure 5.3	Figure 5.4	Figure 5.5	Figure 5.6
ZONE MAP NAME	<i>Hydrological Zone</i>	<i>Coastal and Dune Zone</i>	<i>Conservation and Biodiversity Priority Zone</i>	<i>Cultural and Recreational Resources Zone</i>	<i>Natural Economic Resources Zone</i>	<i>Urban Uses and Utilities Zone</i>
ENVIRONMENTAL ATTRIBUTES	Flood Risk Areas • Flood risk area 1 (1:50 flood line) • Flood risk area 2 (1:100 flood line) • Flood Risk area 3 (Flood prone areas) Rivers, Estuaries and Wetlands • Rivers and associated buffers • Wetlands and associated buffers Aquifers • Highly productive aquifers • Moderately productive aquifers	Coastal Protection Areas • Coastal Protection Zone • Coastal Risk Areas Dune Areas • Sensitive dune fields	Conservation and Biodiversity Areas • Protected areas • Critical Biodiversity Areas 1 • Critical Biodiversity Areas 2 • Critical Ecological Support Areas • Other Ecological Support Areas • Other Natural Vegetation	Cultural and Heritage Areas • Cultural landscapes • Potential archaeological sites • Other significant heritage resource areas • Grade 3 heritage sites • Scenic Routes Public Open Spaces • Structuring Open Spaces	High Potential Agricultural Areas • High potential and unique agricultural land worthy of statutory and long-term protection • Agricultural area of significant value given existing, potential and emerging use • Other Agricultural areas • Smallholdings and agricultural areas Mineral Extraction Areas • Priority mineral resources	Landfill Exclusion Areas • Landfill sites and buffer zones Industrial and Commercial Areas • Industrial areas • Commercial areas Infrastructure and Utilities Areas • Infrastructure servitudes, including WWTWs

5.2.1: Hydrological Zone

SUMMARY OF STATUS:

The pollution and degradation of rivers, wetlands and groundwater systems within the Helderberg District is a critical issue. Many of the rivers in this District have been degraded through pollution from agricultural and urban stormwater run-off, infestation by alien invasive plants and vegetation, erosion, the removal of riparian vegetation for cultivation and discharge of treated effluent from WWTW. Additionally flow regimes in the Eerste River have been altered by inter-basin transfer of water (from the Theewaterskloof / Kleinplaas Dam) and the cumulative impacts of dams in the region have impacted on particularly the Lourens, Sir Lowry's Pass and Eerste Rivers.

Urban development has also resulted in the canalisation of parts of the, Eerste, Sir Lowry's Pass causing altered flow regimes and severe loss of ecosystem functioning, particularly in the Sir Lowry's Pass River. There are also a number of moderately and highly productive aquifer systems in the Helderberg District. The Cape Flats Aquifer has a sustainable yield and can be utilised throughout the year. There is concern, especially in densely populated areas, regarding the vulnerability of the aquifer to pollution.

ENVIRONMENTAL MANAGEMENT PRIORITIES:

Management Priority	Priority area of focus
1. Enhance and Restore	• Restore riparian zones by reintroducing indigenous vegetation • Maintain and upgrade public open spaces along the Lourens, Sir Lowry's Pass and Eerste Rivers. • Restore the natural channel shape in the lower reaches of the Lourens River
2. Retain and Protect	• Establish and maintain appropriate river and wetland buffers and prevent inappropriate land uses in these areas • Ensure the Lourens Estuary and Paardevlei are protected when the Heartlands land is developed • Protect the re-charge areas of the Cape Flats Aquifer by monitoring stormwater quality and preventing illegal dumping
3. EIA requirements	• A detailed Environmental Management Programme (EMP) must be drawn up and implemented for all activities approved in these zones, in accordance with the City of Cape Town's specifications for EMPs. • A stormwater analysis is required to determine the extent and scale of activities that are or are not permitted. • Activities abstracting large volumes of water from major aquifers must demonstrate that such abstraction is sustainable. • An EMP must be drawn up and implemented for all activities approved in this zone.
4. Monitor and manage impacts	• Lourens River Protected Natural Environment (PNE): any activities including erection or placing below or above ground a building structure, extending an existing building, undertaking excavations, altering the floodplains, rezoning or subdividing land within 45 m of the centre of the Lourens River or within the 1:50 floodline which ever is the greater must be submitted to the Environmental and Heritage Management (E&HM) section for authorisation. • Improve agricultural practices and control the quality of effluent from wineries and other agri-industry activities which are being released into the Eerste River • Clear invasive vegetation within river corridors e.g. Eerste, Sir Lowry's Pass and Lourens rivers • Control illegal dumping and littering

	• Improve water quality, especially in the middle and lower reaches of the - Eerste River • Monitor treated effluent and improve water quality standards from the Macassar, Zandvliet - WWTW.
5. Research	• Measures to prevent E.coli contamination in rivers and wetlands and the feasibility of nutrient stripping at WWTWs.

ENVIRONMENTAL IMPACT MANAGEMENT TABLE: HYDROLOGICAL ZONE: Refer to Figure 5.1

Note: All activities contemplated within the hydrological zone must be supplemented with the activities as contained in the Floodplain and River Corridor Management Policy (2009).

Table 5.1a): Flood Risk Areas

Environmental attributes	Kinds of developments, land uses or activities that would be undesirable	Kinds of developments, land uses or activities that may have a significant impact	Kinds of developments, land uses or activities that may not have a significant impact	Relevant policy and guideline documents for environmental management
Flood Risk Area 1 <i>These constitute areas within the 1:50 flood line i.e. floods of this magnitude are equalled or exceeded on average once in 50 years.</i> NOTE: ALL ACTIVITIES LISTED AS 'UNDESIRABLE' ARE PROHIBITED IN TERMS OF THE FLOODPLAIN AND RIVER CORRIDOR MANAGEMENT POLICY (2009).	• Any activity which impedes the hydrological functioning and flooding of a river. • Bulk infrastructure, including Waste Water Treatment Works (WWTWs), pump stations and power generation. • Solid and liquid waste disposal. • Telecommunication exchangers and transmitters. • Manufacturing, storage, treatment, transportation or handling of hazardous substances. • Any permanent structure with foundations such as residential, business, educational, community and public facilities and institutions. • Informal residential area. • Railway stations or bus depots.	• Conservation related facilities or infrastructure. • All excavation and mining related activities. • Essential engineering and utility services relating to outfall sewers, stormwater systems and underground services. • Transmission towers. • On-site sewage treatment (conservancy tanks). - o Road, rail, pipeline and cable crossings and bridges. - o Bank protection, flow diversion structures and earthworks (e.g. dams weirs, walls, levees). - o Parking areas. • Pedestrian walkways. • Agricultural and Agri-industrial	• Conservation activities. • Public open space areas with appropriate low-impact recreation activities. • Agriculture (excluding grazing activities where presence of stock will affect water quality of a river, wetland, estuary or stream or cause erosion)	• City of Cape Town's Draft Floodplain and River Corridor Management Policy (2009) • City of Cape Town's Management of Urban Stormwater Impacts Policy (2009).

Environmental attributes	Kinds of developments, land uses or activities that would be undesirable	Kinds of developments, land uses or activities that may have a significant impact	Kinds of developments, land uses or activities that may not have a significant impact	Relevant policy and guideline documents for environmental management
	- Any structure that would pollute the river if it was flooded. - The infilling or depositing of any material into a watercourse, in stream dam or wetland. - Establishment of cemeteries. - Abattoirs. - Industrial activities. - Service stations.	- activities. - Resorts and camping/caravan sites. - Sustainable harvesting of natural resources. - Sports fields and picnic areas.		
Flood Risk Area 2 <i>These constitute areas within the 1:100 flood line, i.e. floods of this magnitude are equalled or exceeded on average once in 100 years. NOTE: ALL ACTIVITIES LISTED AS 'UNDESIRABLE' ARE PROHIBITED IN TERMS OF THE FLOODPLAIN AND RIVER CORRIDOR MANAGEMENT POLICY (2009).</i>	- Bulk infrastructure, including WWTWs, pump stations and power generation. - Solid waste disposal sites. - Telecommunication exchangers and transmitters. - Manufacturing, storage, treatment, transportation or handling of hazardous substances. - Community and public facilities (including hospitals, old age homes, fire stations, educational facilities etc.) - Informal residential area. - Railway stations or bus depots. - Any structure that would pollute the river if it was flooded. - Establishment of cemeteries. - Abattoirs.	- Conservation related facilities or infrastructure. - All excavation and mining related activities. - Pedestrian walkways. - Transmission towers and rooftop base stations - Residential development (which complies with specific conditions for development within this zone*). - o Bank protection, flow diversion structures and earthworks (e.g. dams weirs, walls, levees) - Tourism facilities (which comply with specific conditions for development within this zone*). - Commercial development (which complies with specific conditions for development within this zone*). - Renewable power generation.	- Conservation activities. - Public open space areas with appropriate low-impact recreation activities. - Resorts and camping/caravan sites. - Essential engineering and utility services relating to outfall sewers, stormwater systems and underground services. - On-site sewage treatment (conservancy tanks). - Road, rail, pipeline and cable crossings and bridges. - Agricultural activities. - Sustainable harvesting of natural resources.	

Environmental attributes	Kinds of developments, land uses or activities that would be undesirable	Kinds of developments, land uses or activities that may have a significant impact	Kinds of developments, land uses or activities that may not have a significant impact	Relevant policy and guideline documents for environmental management
	- Industrial activities. - Service stations - Filling reclamation activities	- Facilities for the temporary landing of helicopters (but not maintenance or storage thereof). - Agri-industrial activities - Parking areas		
Flood Risk Area 3 <i>These are areas prone to flooding. They are not necessarily associated with river or vlei systems, as flooding may originate from groundwater or collection of storm water or runoff in low lying areas.</i>	Activities can be considered in conjunction with the implementation of appropriate engineering solutions to localised potential flooding.	Activities can be considered in conjunction with the implementation of appropriate engineering solutions to localised potential flooding	Activities can be considered in conjunction with the implementation of appropriate engineering solutions to localised potential flooding	

Table 5.1b): Rivers, Wetlands, Estuaries and associated Buffer Areas

Environmental attributes	Kinds of developments, land uses or activities that would be undesirable	Kinds of developments, land uses or activities that may have a significant impact	Kinds of developments, land uses or activities that may not have a significant impact	Relevant policy and guideline documents for environmental management
Rivers and Wetlands and their associated buffer areas <i>These are the buffer areas that have been determined via a series of standardised methodologies for the calculation of buffers (refer to the Floodplain and River Corridor Management Policy, 2009). River buffer widths range from 10 – 40 m from the top of the river bank. Wetland buffer widths vary in width and may extend up to 75m from the outer delineated edge of the wetland.³</i>	- Any land use or activity that will have an impact on the vegetation cover or hydrological functioning of the buffer area, including: - Industrial development; - Mining activities; - Business development; - Residential development; - Community and public facilities;	- Conservation related facilities or infrastructure. - Essential engineering and utility services relating to outfall sewers and storm water systems. - Essential road, rail, pipeline and cable crossings and bridges. - Sports fields and picnic areas. - Resorts and camping/caravan sites. - Sustainable harvesting of natural	- Conservation activities. - Public open space areas with appropriate low-impact recreation activities. - Where applicable, appropriate boating activities	- City of Cape Town's Floodplain and River Corridor Management Policy (2009) - City of Cape Town's Management of Urban Stormwater Impacts Policy (2009). - City of Cape Town's Policy on minimising

³ Many of the buffer areas for rivers have not yet been calculated and are therefore not indicated on the map.

Environmental attributes	Kinds of developments, land uses or activities that would be undesirable	Kinds of developments, land uses or activities that may have a significant impact	Kinds of developments, land uses or activities that may not have a significant impact	Relevant policy and guideline documents for environmental management
	– Utilities and infrastructure; – Agricultural activities; – Transport systems And – Infilling/reclamation	resources.		the impact of stormwater from urban development on receiving waters (2008) • City of Cape Town: Prioritization of City Wetlands (2009) • City of Cape Town Biodiversity Strategy

Table 5.1c): Aquifers

Environmental attributes	Kinds of developments, land uses or activities that would be undesirable	Kinds of developments, land uses or activities that may have a significant impact	Kinds of developments, land uses or activities that may not have a significant impact	Relevant policy and guideline documents for environmental management
Highly productive aquifers <i>This zone includes highly productive intergranular, fractured and intergranular-and-fractured aquifers</i>	• Manufacturing, storage, treatment, transportation or handling of hazardous substances. • Solid and unregulated liquid waste disposal. • WWTWs. • Any activity that can cause groundwater pollution or prevent the abstraction of water.	• Water abstraction. • Industrial activities. • Mining related activities and infrastructure. • Establishment of cemeteries. • Agricultural activities • Stormwater management by means of infiltration	• Conservation activities and related facilities or infrastructure. • Engineering and utility services (excluding waste disposal and WWTW). • Roads, rail, pipelines and cables. • Public open space areas. • Residential development. • Tourism facilities. • Commercial development. • Institutional facilities (including	• Department of Water and Environmental Affairs (DWEAs) Guideline for the Assessment, Planning and Management of Groundwater Resources in South Africa (2008) • DWAF's Groundwater Resource Directed

Environmental attributes	Kinds of developments, land uses or activities that would be undesirable	Kinds of developments, land uses or activities that may have a significant impact	Kinds of developments, land uses or activities that may not have a significant impact	Relevant policy and guideline documents for environmental management
			educational facilities). • Transmission towers and rooftop base stations. • Sustainable harvesting of natural resources.	Measures (2006) • DEAD&DP's Guideline for Involving Hydrogeologists Specialists in EIA Processes (2005)
Moderately productive aquifers <i>This zone includes moderately productive intergranular, fractured and intergranular-and-fractured aquifers</i>	• N/A	• All activities can be considered in this zone, however the following activities may have a significant impact: – Manufacturing, storage, treatment, transportation or handling of hazardous substances. – Solid and liquid waste disposal. – WWTWs. – Mining activities. – Establishment of cemeteries – Stormwater management by means of infiltration – Water abstraction. – Industrial activities. – Agricultural activities.	• Conservation activities. • Conservation related facilities or infrastructure. • Engineering and utility services (excluding waste disposal and WWTW). • Public open space areas with appropriate recreation activities. • Residential development. • Commercial development. • Tourism facilities. • Light industrial activities. • Roads, rail, pipelines and cables. • Transmission towers and rooftop base stations. • Sustainable harvesting of natural resources.	• City of Cape Town's Management of Urban Stormwater Impacts Policy (2009)



Figure 5.1: Hydrological Zone

5.2.2: Coastal Protection and Dunes zone

SUMMARY OF STATUS:

The northern extent of the Helderberg District's coastline forms a gentle arc characterised by dynamic beaches, with relatively higher wave activity and long sandy beaches whereas the eastern corner of the coastline is predominantly rocky, interspersed with short sandy beaches. Artificial hard surfaces occur along the coastline particularly in the Gordon's Bay area and Strand. Coastal erosion is a problem along the coast, particularly near the Strand and many of the dunes close to the coast have been affected by urbanisation and invasive alien vegetation, leaving the coast vulnerable to flooding and erosion. In light of future climate change predictions, floodprone areas will have increased occurrence of such events due to higher sea levels and increased storm energy. These factors combine to create significant safety issues for development in close proximity to the coast and emphasise the need for the protection of the remaining dune systems.

ENVIRONMENTAL MANAGEMENT PRIORITIES:

Management Priority	Priority area of focus
1. Enhance and Restore	Retain and rehabilitate primary coastal dune systems to act as a barrier against coastal inundation and storm damage
2. Retain and Protect	All remaining coastal dunes
3. EIA requirements	- This should, in principle, be regarded as a "no-go" area and no further development in this zone should be allowed, without a detailed assessment of the impacts on the dune system. - Undesirable activities should not be authorised except under exceptional circumstances and subject to compelling motivation. - Development of coastal nodes must consider the functioning of the coastal ecological corridor in the EIA and implement measures to retain this functioning. - An EMP must be drawn up and implemented for all activities approved in this zone.
4. Monitor and manage impacts	- Prevent illegal and unmonitored sand mining at the Macassar Dunes - Improve the quality and management of stormwater to reduce pollution incidents
5. Research and Educate	- Establish clear coastal management responsibilities and increase skills and capacity within the CoCT. - Resolve issues of liability relating to development within the Coastal Protection Zone.

Table 5.2a): Coastal Protection zone

Environmental attributes	Kinds of developments, land uses or activities that would be undesirable	Kinds of developments, land uses or activities that may have a significant impact	Kinds of developments, land uses or activities that may not have a significant impact	Relevant policy and guideline documents for environmental management
Coastal protection zone <i>The coastal protection zone is delineated by the coastal edge line. It has been determined by the CoCT, using a number of parameters, including sea level rise, storm surge events,, biodiversity, coastal access and other coastal processes⁴.</i>	- Any activity which will impact on the coastal environment and natural coastal processes; including*: - Bulk infrastructure, including WWTWs and power generation; - Manufacturing, storage, treatment, transportation or handling of hazardous substances; - Any permanent structure with foundations, including residential and tourism uses as well as canals, weirs and dams; - All excavation and mining related activities and infrastructure; - Transmission towers and rooftop base stations; - Cemeteries; - Agricultural activities; and - Outdoor advertising. - Any other activity entailing clearance of indigenous vegetation within 100 m of the high water mark.	- Tidal pools; embankments; stabilizing walls. - Infrastructure associated with marine and safety uses (e.g. lifesaving). - Essential engineering and utility services (outfalls). - Pedestrian walkways and trails. - Landscaping. - Environmental educational facilities. - Tourism facilities at identified nodes. - Renewable energy.	- Conservation activities. - Public open spaces with appropriate low impact recreation activities. - Essential activities required for the environmental management of the coastal area. - Sustainable harvesting of natural resources - Where applicable, appropriate boating activities	- D:EA&DPs Coastal Zone Policy - Draft Delineation of the Proposed Coastal Protection Zone for the City of Cape Town: Draft Report (2009) - City of Cape Town Coastal Development Guidance for Cape Town Coastline into the Future (2007) - City of Cape Town Coastal Protection Zone Policy (in preparation 2010) - City of Cape Town's Management of Urban Stormwater Impacts Policy (2009) - City of Cape Town Biodiversity Strategy - National Policy for Sustainable Coastal Development in

⁴ Refer to the Delineation of the Proposed Coastal Protection Zone for the City of Cape Town: Draft Report 2009

Environmental attributes	Kinds of developments, land uses or activities that would be undesirable	Kinds of developments, land uses or activities that may have a significant impact	Kinds of developments, land uses or activities that may not have a significant impact	Relevant policy and guideline documents for environmental management
				South Africa • Draft Coastal Zone Policy for the Western Cape • City of Cape Town Energy and Climate Change Strategy • A Climate Change Strategy and Action Plan for the Western Cape, South Africa (2008)
Coastal Flood Risk Areas	These are areas that have been developed in the past, but which have been identified as being vulnerable to flooding. In most cases, they are located outside (inland of) the coastal edge. However, there are some pockets of developed or semi-developed land on the seaward side of the coastal edge which would also qualify as coastal flood risk areas. The City Of Cape Town will be developing a policy for management of the coastal flood risk areas. In all cases, a precautionary approach must be adopted and emergency planning for flood and storm events undertaken.			•

Table 5.2b): Dune Areas

Environmental attributes	Kinds of developments, land uses or activities that would be undesirable	Kinds of developments, land uses or activities that may have a significant impact	Kinds of developments, land uses or activities that may not have a significant impact	Relevant policy and guideline documents for environmental management
Sensitive dune fields <i>This zone constitutes sensitive dune fields, including embryo, linear, parabolic, sand sheet and transverse dunes.</i>	- Activities involving excavation and mining. - Activities restricting the natural movement of sand. - Activities which harden the surface and stabilise the dunes. - Activities which result in high traffic (pedestrian and vehicular) activity. - Any other activity entailing clearance of indigenous vegetation within 100m of the high water mark.	- Pedestrian walkways. - Landscaping associated with coastal and dune management.	- Conservation activities. - Public open spaces with appropriate low impact recreation activities. - Essential activities required for the environmental management of the coastal and dune areas.	- D:EA&DPs Coastal Zone Policy - City of Cape Town Coastal Zone Policy - City of Cape Town Coastal Development Guidance for Cape Town Coastline into the Future. - City of Cape Town's Management of Urban Stormwater Impacts Policy (2009) - City of Cape Town Biodiversity Strateg C - City of Cape Town Coastal Protection Zone Policy (in preparation 2010) - National Policy for Sustainable Coastal Development in South Africa - Draft Coastal Zone Policy for the Western Cape.

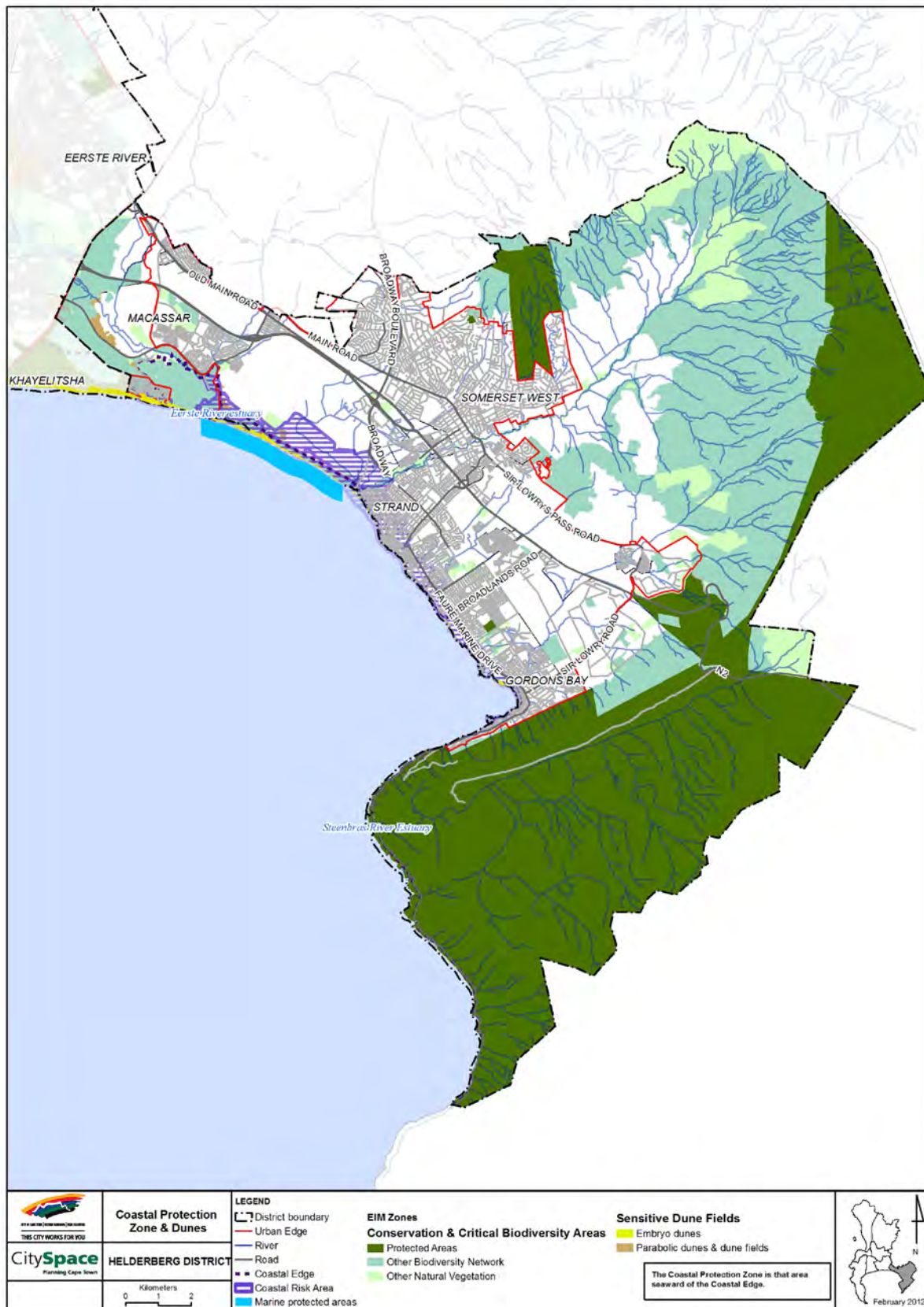


Figure 5.2: Coastal Protection Zone and Dunes

5.2.3 Conservation and Biodiversity Priority Zone

SUMMARY OF STATUS:

The natural vegetation of the Helderberg District has been heavily impacted by the long history of agricultural activity in the area and urban development. However portions of important vegetation remain scattered throughout the district. These vegetation types include, among others, the Critically Endangered Cape Flats Sand Fynbos, Elgin Shale Fynbos, Lourensford Alluvium Fynbos and Swartland Granite and Swartland Shale Renosterveld, all of which are exceptionally high in species diversity, and have a high incidence of vulnerable and endangered Red Data plant species and many endemic faunal species. Invasive alien vegetation is problematic in this district, especially along river courses and threatens biodiversity in the area. There are a number of protected botanical sites in the district, representing important biodiversity habitats

ENVIRONMENTAL MANAGEMENT PRIORITIES:

Management Priority	Priority area of focus
1. Enhance and Restore	• Introduce indigenous landscaping into public open space, particularly along river courses
2. Retain and Protect	• Conserve remnants of sensitive and threatened biodiversity types
3. EIA requirements	• Areas of high biodiversity importance <i>outside the urban edge</i> should be regarded as “no-go” areas for development. • Specialist botanical and/or freshwater ecological input must be obtained for proposed new development inside the urban edge that conflict with areas of high biodiversity importance. • A variety of different types of critical vegetation are included within the CBA 1 zone. For planning purposes, reference must be made to a detailed biodiversity map and consultation with the Biodiversity Branch must take place. • Where these remnants coincide with areas earmarked for residential and commercial/ industrial development, ensure adequate botanical and faunal impact assessments, identifying appropriate mitigation measures are undertaken, before these activities are approved. • Development of coastal nodes must consider the functioning of the coastal ecological corridor in the EIA and implement measures to retain this functioning. • An EMP must be drawn up and implemented for all activities approved in this zone.
4. Monitor and manage impacts	• Control and remove alien vegetation (particularly along the rivers) • Control illegal dumping, particularly in and adjacent to biodiversity areas and rivers
5. Research and Educate	• Where possible, enter into partnerships with landowners to encourage the conservation of biodiversity remnants on existing farms

ENVIRONMENTAL IMPACT MANAGEMENT TABLE: BIODIVERSITY: Refer to Figure 5.3

Table 5.3a): Conservation and Biodiversity Areas

Environmental attributes	Kinds of developments, land uses or activities that would be undesirable	Kinds of developments, land uses or activities that may have a significant impact	Kinds of developments, land uses or activities that may not have a significant impact	Relevant policy and guideline documents for environmental management
Protected Areas <i>This zone includes protected and managed biodiversity areas</i>	- Any land use or activity that will have an impact on the vegetation cover or ecological functioning of the area, including: - Manufacturing, storage, treatment, transportation or handling of hazardous substances. - Solid and liquid waste disposal. - Industrial activities. - Residential and commercial development. - All excavation and mining related activities. - Establishment of cemeteries. - Abattoirs. - Agricultural and agri-industrial activities. - Outdoor advertising.	- Tourism and hospitality facilities. - Environmental education facilities. - Essential engineering and utility services. - Institutional activities (museums etc.) - Parking areas and offices (related to conservation activities). - Transmission towers and rooftop base stations. - Any other activity entailing clearance of 3 hectares or more of critically endangered indigenous vegetation.	- Conservation activities. - Activities necessary for the management of the conservation area/ reserve. - Hiking trails and walks.	- The Identification and Prioritisation of a Biodiversity Network for the City of Cape Town - City of Cape Town's Natural Interface Study: Veldfire Planning Guidelines (2004) - Reserve Sensitivity and Zonation Plans (June 2010) - DEAD&DP's Guideline for Involving Biodiversity Specialists in EIA Processes (2005) - The Fynbos Forum's Guidelines for Environmental Assessment in the Western Cape (2005) - City of Cape Town Biodiversity Network: C-plan and
Critical Biodiversity Areas 1 <i>This zone encompasses critical irreplaceable, minimum selection, consolidation and connectivity biodiversity sites i.e. Bionet categories CBA 1a - e</i>	- Any land use or activity that will have an impact on the vegetation cover or ecological functioning of the area, including: - Manufacturing, storage,	- Conservation related facilities or infrastructure. - Essential roads, rail, pipelines and cables. - Essential engineering and utility	- Conservation activities - Urban open space areas with appropriate low-impact recreation activities.	

Environmental attributes	Kinds of developments, land uses or activities that would be undesirable	Kinds of developments, land uses or activities that may have a significant impact	Kinds of developments, land uses or activities that may not have a significant impact	Relevant policy and guideline documents for environmental management
	treatment, transportation or handling of hazardous substances. – Solid and liquid waste disposal. – Bulk infrastructure including WWTWs and power generation. – Industrial and agric-industrial activities. – Residential and commercial development. – All excavation and mining related activities. – Establishment of cemeteries. – Abattoirs. – Outdoor advertising.	services. • Tourism facilities. • Hiking trails and walks. • Environmental education facilities. • Sustainable harvesting of natural resources. • Any other activity entailing clearance of critically endangered indigenous vegetation. • Agricultural activities (outside the urban edge).		Marxan Analysis: 2009 Methods and Results • City of Cape Town's Management of Urban Stormwater Impacts Policy (2009) • City of Cape Town: Prioritization of City Wetlands (2009) • Western Cape Provincial Spatial Development Framework: Statutory Report • A Climate Change Strategy and Action Plan for the Western Cape, South Africa (2008)
Critical Biodiversity Areas 2 (Restorable Irreplaceable Sites) <i>This zone encompasses the irreplaceable restorable biodiversity sites i.e. Bionet category CBA 2</i>	• Any land use or activity that will have an impact on the vegetation cover or ecological functioning of the area, including: – Manufacturing, storage, treatment, transportation or handling of hazardous substances. – Solid and liquid waste disposal. – Bulk infrastructure including WWTW and power generation. – Industrial and agric-industrial activities. – Residential and commercial	• Conservation related facilities or infrastructure. • Essential roads, rail, pipelines and cables. • Essential engineering and utility services. • Tourism facilities. • Hiking trails and walks. • Environmental education facilities. • Sustainable harvesting of natural resources. • Any other activity entailing clearance of critically endangered indigenous	• Conservation activities • Urban open space areas with appropriate low-impact recreation activities.	

Environmental attributes	Kinds of developments, land uses or activities that would be undesirable	Kinds of developments, land uses or activities that may have a significant impact	Kinds of developments, land uses or activities that may not have a significant impact	Relevant policy and guideline documents for environmental management
	development. – All excavation and mining related activities. – Establishment of Cemeteries. – Abattoirs. – Outdoor advertising.	vegetation. • Agricultural activities (outside the urban edge).		
Critical Ecological Support Areas <i>These sites may comprise any habitat quality from very low condition to pristine. They provide for essential ecosystem services and they are required for additional consolidation and ecological support and are essential management consolidation, connectivity and viability of biodiversity elements in protected areas and CBAs</i> Other Ecological Support Areas (OESAs) Transformed (e.g. extensive agriculture) sites with conservation importance These sites are essential for management consolidation, connectivity and viability of biodiversity elements in CBA1, CBA2, and Protected Sites	• Any land use or activity that will change the existing land use and /or harden the surface of the site, including: – Manufacturing, storage, treatment, transportation or handling of hazardous substances. – Solid and liquid waste disposal. – Bulk infrastructure including WWTW and power generation. – Higher-density residential development. – Industrial activities. – Mining related activities. – Establishment of Cemeteries. – Abattoirs.	• Agricultural activities (outside the urban edge). • Conservation related facilities or infrastructure. • Essential road, rail, pipelines and cables. • Essential engineering services relating to tourism facilities. • Tourism facilities. • Transmission towers and rooftop base stations. • Sustainable harvesting of natural resources. • Any other activity that is in keeping with the existing land use.	• Conservation and restoration activities. • Urban open space areas with appropriate low-impact recreation activities. • Pedestrian walkways and trails.	
Other Natural Vegetation <i>This zone encompasses other natural vegetation sites that do not fall into the categories discussed above.</i>	• Manufacturing, storage, treatment, transportation or handling of hazardous substances. • Industrial activities.	• Conservation related facilities or infrastructure. • Essential road, rail, pipelines and cables.	• Conservation activities. • Urban open space areas with appropriate low-impact recreation activities.	

Environmental attributes	Kinds of developments, land uses or activities that would be undesirable	Kinds of developments, land uses or activities that may have a significant impact	Kinds of developments, land uses or activities that may not have a significant impact	Relevant policy and guideline documents for environmental management
	Mining related activities.	- Essential engineering services relating to tourism facilities. - Pedestrian walkways and trails - Tourism facilities. - Institutional activities. - Residential and commercial development. - Agricultural activities. - Transmission towers and rooftop base stations. - Establishment of cemeteries. - Sustainable harvesting of natural resources. - Any other activity entailing clearance of critically endangered indigenous vegetation.		

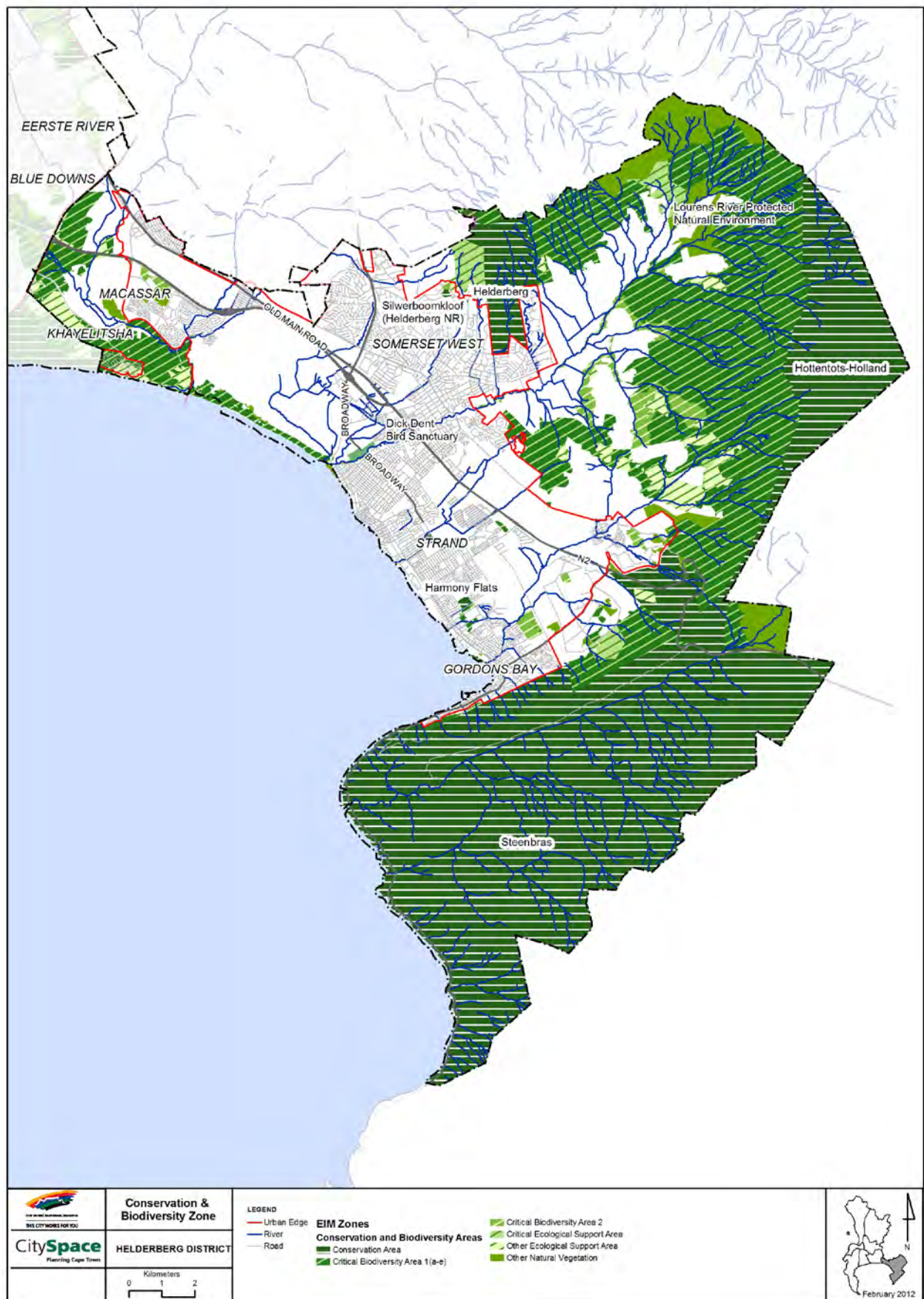


Figure 5.3: Conservation and Biodiversity Zone

5.2.4: Cultural and recreational resources zone

SUMMARY OF STATUS:

The Helderberg District displays much historic layering and a high degree of archaeological potential. The district has a long history of human occupation spanning the last 1.5 million years. It includes a large shell midden which stretches from Strand to Gordon's Bay and important cultural landscapes associated with early agricultural activities. There are also a number of important heritage sites including Sheik Yussuf's kramat, AECI De Beers Dynamite Factory, Zandvliet and a number of other historic farms and buildings. The cultural landscapes in the district are under increasing pressure as a result of urban expansion and industrialisation and sand mining below the water table in the Macassar dunes could jeopardise fossil beds in the area.

ENVIRONMENTAL MANAGEMENT PRIORITIES:

Management Priority	Priority area of focus
1. Enhance and Restore	• Add value to places of heritage value through their conservation and restoration (e.g. Zandvliet)
2. Retain and Protect	• Limit development in and conserve the Lourens River Catchment Cultural Landscape • Conserve the rural character of the cultural landscapes • Prevent loss of agricultural viability through subdivision of farms • Declare urban conservation areas/heritage areas (Somerset West, Strand and Sir Lowry's Village).
3. EIA Requirements	• Mining activities are generally not desirable within the Cultural Landscape Zones; however some high priority mineral deposits are located close to Sir Lowry's Pass Village. Where these occur, mining can be considered, subject to a full Heritage Impact Assessment and the appropriate mitigation measures and rehabilitation plans. • Mining in the Macassar Dunes must include measures to ensure potential fossil beds are protected. • Scenic routes should be protected. • Development should not be allowed on steep slopes (slopes of more than 1:4) and on ridges.
4. Monitor and manage impacts	• Prevent illegal demolition and alteration of heritage structure and places • Accelerate the process of identifying and declaring Urban Conservation Areas/Heritage Areas • A Heritage Overlay is being developed and will become part of the new Cape Town Zoning Scheme. Compliance to the CTZS will be required when it is in place.
5. Research and Educate	• Confirm and refine mapping of cultural landscapes and heritage resources. • Undertake an inventory and develop a management strategy for the Macassar Zandvliet area. • Archaeological, historical, architectural research.

ENVIRONMENTAL IMPACT MANAGEMENT TABLE: HERITAGE: Refer to Figure 5.4

Table 5.4a): Cultural and Heritage Areas

Environmental attributes ⁵	Kinds of developments, land uses or activities that would be undesirable	Kinds of developments, land uses or activities that may have a significant impact	Kinds of developments, land uses or activities that may not have a significant impact	Relevant policy and guideline documents for environmental management
Broadlands /Monkey Valley <i>This includes the Broadlands cultural landscape area and the culturally significant Sir Lowry's Pass Village.</i>	- Development that is unsympathetic to the rural quality of the landscape. - Development outside of the urban edge. - Outdoor advertising.	- Mining related activities and infrastructure. - Engineering and utility services. - Essential road, rail, pipelines and cables. - Public open space. - Agric-industrial activities. - Agric-tourism activities. - Hiking and horse trails. - Transmission towers and base stations. - Waste disposal activities. - Sustainable harvesting of natural resources. - Establishment of cemeteries. Inside the urban edge within this zone the following may also be considered: - Residential and commercial activities. - Institutional facilities (education, museums). - Tourism and hospitality facilities.	- Restoration and appropriate enhancement of historical sites and places. - Appropriate landscaping. - Conservation related facilities or infrastructure. - Tourism facilities for day visitors. - Agricultural activities.	- D:EA&DP's Guideline for Involving Heritage Specialists in EIA Processes (2005) - D:EAD&DP's Guideline for Involving Visual Specialists in EIA Processes (2005) - D:EA&DP's EIA Guideline Series: Guideline for the Management of Development on Mountains, Hills and Ridges of the Western Cape (2002) - City Of Cape Town Scenic Routes Management Plan - City Of Cape Town Heritage Resources Strategy

⁵ Please note that cultural landscapes, potential archeological areas and other heritage areas have been mapped based on the best available data and have not been refined, peer-reviewed or ground-truthed.

Environmental attributes ⁵	Kinds of developments, land uses or activities that would be undesirable	Kinds of developments, land uses or activities that may have a significant impact	Kinds of developments, land uses or activities that may not have a significant impact	Relevant policy and guideline documents for environmental management
Cultural Landscapes to the East <i>This includes the cultural landscape of Steenbras Mountain and /Kogelberg, Lourens River Catchment.</i>	- Any development outside of the urban edge. - Gated and high density developments bordering these areas, within the urban edge. - Development at/close to Sir Lowry's Pass Village that is of and inappropriate scale and character. - Outdoor advertising - Inappropriate utilities such as pylons and overhead cables	- Mining related activities and infrastructure. - Engineering and utility services. - Essential road, rail, pipelines and cables. - Public open space. - Agric-industrial activities. - Agric-tourism activities. - Hiking and horse trails. - Transmission towers and base stations. Inside the urban edge within this zone the following may also be considered: - Residential, industrial and commercial activities. - Institutional facilities (education, museums). - Tourism and hospitality facilities. - Bulk infrastructure and power generation.	- Agricultural activities, excluding large scale infrastructure such as bottling plants, cellars, and industrial type barns. - Appropriately designed residential units as permitted in terms of the applicable zoning scheme and agricultural legislation. - Restoration of historical sites, facilities and buildings. - Appropriate landscaping. - Conservation activities. - Tourism facilities for day visitors.	
Macassar / Zandvliet Cultural Landscape <i>This includes the Eerste River historical corridor, the Macassar Dunes historic sites and buildings.</i>	- Activities which would necessitate the demolishing or further deterioration of historic buildings and river corridor. - Unregulated mining that could jeopardise archaeological material. - Outdoor advertising	- Mining activities - Engineering and utility services. - Essential road, rail, pipelines and cables. - Public open space. - Tourism facilities.	- Restoration and conservation of historical buildings and landscapes. - Tourism facilities for day visitors. - Viewing sites.	

Environmental attributes ⁵	Kinds of developments, land uses or activities that would be undesirable	Kinds of developments, land uses or activities that may have a significant impact	Kinds of developments, land uses or activities that may not have a significant impact	Relevant policy and guideline documents for environmental management
		- Urban Agriculture. - Inside the urban edge within this zone the following may also be considered: - Residential, industrial and commercial activities. - Institutional facilities (education, museums). - Bulk infrastructure and power generation. - Transmission towers and base stations.		
Somkem/Heartland (AECI) Site <i>This area is associated with the Explosives site and includes an industrial landscape as well as archaeological sites.</i>	All development may be considered in this area.	- Engineering and utility services. - Road, rail, pipelines and cables. - Public open space. - Transmission towers and base stations. - Residential development. - Industrial development. - Commercial development. - Institutional facilities (education, museums). - Tourism and hospitality facilities.	- Conservation activities - Activities in line with the HIA already conducted for this area.	
Scenic Routes <i>These include sections of the coastal road along Gordon's Bay, and Sir Lowry's Pass Helderberg Road.</i>	- Activities which compromise or restrict views. - Activities inconsistent with the landscape / townscape.	Dependent on section of road. Suitable activities should be congruent and sympathetic to landscape / townscape.	N/A	

Environmental attributes ⁵	Kinds of developments, land uses or activities that would be undesirable	Kinds of developments, land uses or activities that may have a significant impact	Kinds of developments, land uses or activities that may not have a significant impact	Relevant policy and guideline documents for environmental management
	Outdoor advertising.			

Table 5.4b): Public Open Spaces

Environmental attributes	Kinds of developments, land uses or activities that would be undesirable	Kinds of developments, land uses or activities that may have a significant impact	Kinds of developments, land uses or activities that may not have a significant impact	Relevant policy and guideline documents for environmental management
Structuring Open Spaces <i>This includes structuring public open spaces</i>	- Waste disposal activities (including WWTW). - Mining activities. - Industrial activities. - Residential development.	- Limited commercial activities. - Institutional activities (museums, churches etc.). - Tourism facilities. - Establishment of cemeteries. - Sustainable harvesting of natural resources. - Transmission towers and rooftop base stations. - Outdoor advertising. - Small-scale urban agricultural activities.	- Conservation related facilities or infrastructure. - Public open space areas with appropriate recreation activities. - Essential engineering services relating to outfall sewers and storm water systems. - Road, rail, pipeline and cable crossings and bridges. - Landscaping.	- City of Cape Town's CMOSS Strategy - City of Cape Town's Management of Urban Stormwater Impacts Policy (2009) - City of Cape Town's Floodplain and River Corridor Management Policy

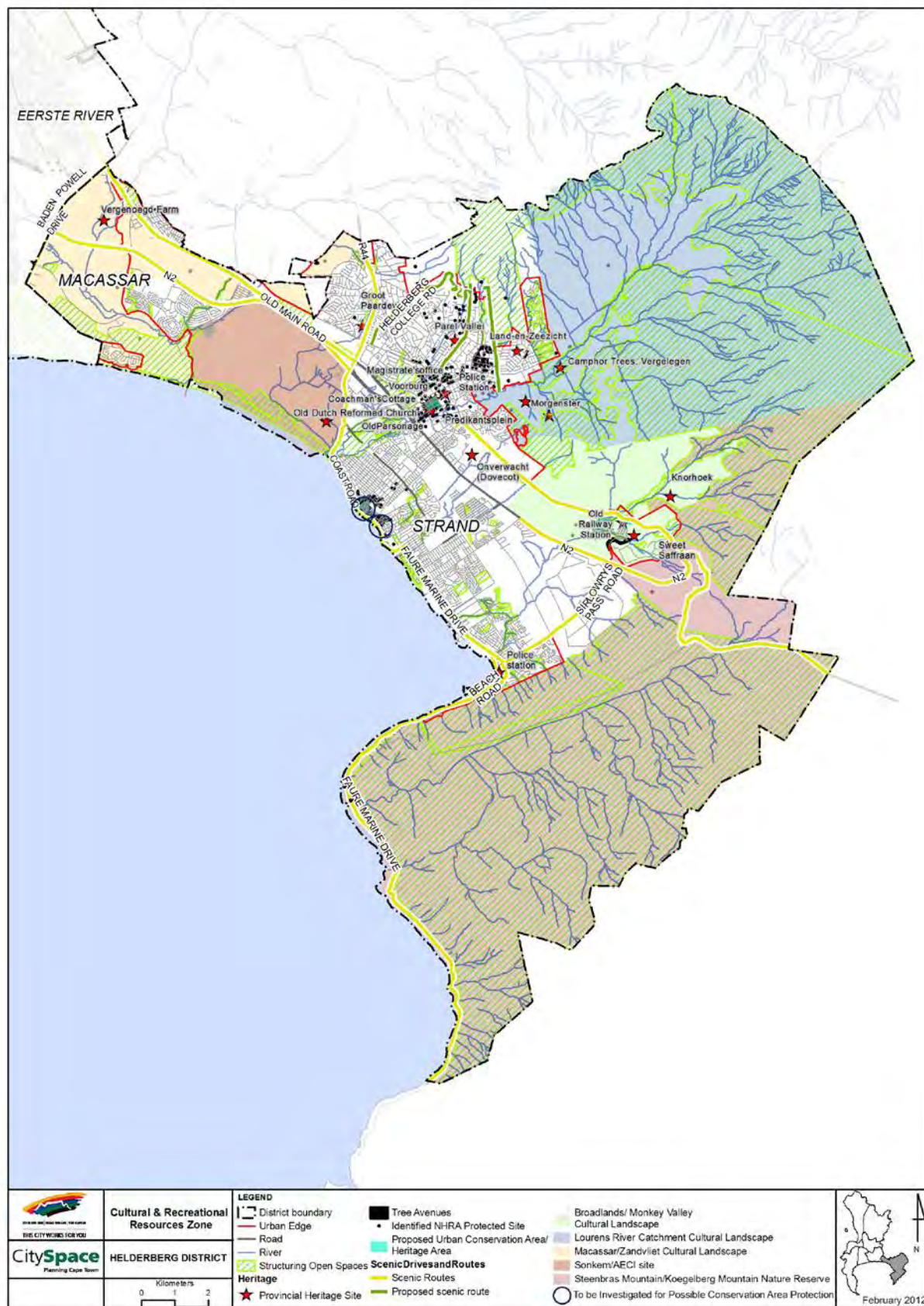


Figure 5.4: Cultural and Recreational Resources Zone

5.2.5 Natural Economic Resources Zone

SUMMARY OF STATUS:

Sand and gravel is used for building material and is considered a limited economic resource. There are concerns regarding the limited availability of unexploited sand and gravel resources and this creates conflict between demands to exploit remaining resources and maintaining the integrity of the receiving environment in which these resources occur. The main issues with regards to mineral extraction in the Helderberg District are the unmonitored and illegal sand mining activities on the Macassar Dunes.

Agricultural land contributes significantly to the province and country's Gross Domestic Product. The Helderberg District includes areas of high potential agricultural land in the north-eastern section of the district in Sir Lowry's Pass Village etc. many of which are no longer being used for agricultural purposes. These areas, as well as the high potential agricultural areas are under threat from development pressure.

ENVIRONMENTAL MANAGEMENT PRIORITIES:

Management Priority	Priority area of focus
1. Enhance and Restore	Restore natural environments where redevelopment is taking place and this is justified in terms of biodiversity and socio-economic criteria.
2. Retain and Protect	- Preserve the urban edge and use high potential agricultural land for agricultural purposes - Conserve cultural landscapes
3. EIA requirements	- Where high priority mineral resources conflict with areas of archaeological and heritage importance, an assessment of these impacts must be undertaken and appropriate mitigation measures approved by Heritage Western Cape, prior to authorisation. - Where high priority mineral resources conflict with areas of high agricultural potential, input must be obtained from the Department of Agriculture, prior to authorisation. - Sand mining can be considered in areas of high potential agricultural soil provided sufficient measures are implemented to stock-pile and return top-soil. In addition, the depth of mining should not exceed a minimum level above the water table ($\pm 500\text{mm}$).
4. Monitor and manage impacts	Prevent illegal and unmonitored sand mining at the Macassar Dunes
5. Research and Educate	Refine and confirm the mapping of high priority agricultural areas

ENVIRONMENTAL IMPACT MANAGEMENT TABLE: ECONOMIC RESOURCES: Refer to Figures 5.5a) and 5.5b)

Table 5.5a): High Potential Agricultural Areas

Environmental attributes	Kinds of developments, land uses or activities that would be undesirable	Kinds of developments, land uses or activities that may have a significant impact	Kinds of developments, land uses or activities that may not have a significant impact	Relevant policy and guideline documents for environmental management
High potential and unique agricultural land <i>This encompasses areas that are deemed worthy of statutory or long-term protection.</i>	- Residential and commercial development. - Manufacturing, storage, treatment, transportation or handling of hazardous substances. - Industrial activities. - Activities that can pollute water or soil resources (which are required for agricultural activities). - Other non-agricultural land use (except those permitted in zoning schemes). - Mining activities.	- Dams and weirs. - Water abstraction. - Road, rail, pipelines and cables. - Engineering and utility services and infrastructure. - Agri-tourism (including farm shops/stalls). - Animal care facilities. - Sustainable harvesting of natural resources. - Transmission towers and rooftop base stations. - Riding stables.	- Agriculture (excluding abattoirs and feedlots). - Horticultural activities. - Handling and storage of agricultural product. - Hiking trails and paths. - Residential units (as allowed in zoning schemes).	- National Policy on the Protection of High Potential and Unique Agricultural Land (2006) - Strategic Plan for South African Agriculture (2001) - Land Redistribution Policy for Agricultural Development - DEAD&DP's Guideline for Involving Economists in EIA Processes (2005)
Agricultural land of significant value <i>These areas have significant value given their existing or potential and emerging use.</i>	- Residential and commercial development. - Manufacturing, storage, treatment, transportation or handling of hazardous substances. - Industrial activities. - Activities that can pollute water or soil resources (which are required for agricultural activities). - Other non-agricultural land use (except those permitted in zoning	- Dams and weirs. - Water abstraction. - Road, rail, pipelines and cables. - Engineering and utility services and infrastructure. - Agri-tourism (including farm shops/stalls). - Institutional activities (e.g. agricultural schools). - Animal care facilities.	- Agriculture (excluding abattoirs and feedlots). - Horticultural activities. - Handling and storage of agricultural product. - Hiking trails and paths. - Residential units (as allowed in zoning schemes).	- Urban Agricultural Policy for the City of Cape Town (2007) - City of Cape Town's Agricultural Land Review (2008)

Environmental attributes	Kinds of developments, land uses or activities that would be undesirable	Kinds of developments, land uses or activities that may have a significant impact	Kinds of developments, land uses or activities that may not have a significant impact	Relevant policy and guideline documents for environmental management
	schemes). • Mining activities.	• Sustainable harvesting of natural resources. • Transmission towers and rooftop base stations. • Riding stables. • Retail and commercial activity related to marketing of the area's produce.		
Other agricultural areas <i>This constitutes areas of lower agricultural potential or value, but which function as the rural hinterland.</i>	• Urban development <i>outside</i> of the urban edge. • Industrial activities. • Storage of hazardous substances. • Activities that can pollute water and soil resources (which are required for agricultural activities). • Institutional facilities. • Mining activities	• Dams and weirs. • Water abstraction. • Road, rail, pipelines and cables. • Agri-industrial activities. • Cellars and storage facilities. • Offices for agricultural related activities. • Tourism and hospitality related facilities. • Sustainable harvesting of natural resources. • Transmission towers and rooftop base stations.	• Agriculture (excluding abattoirs and feedlots). • Agri-tourism (including farm shops/ stalls). • Animal care facilities. • Engineering and utility services and infrastructure. • Hiking trails and paths. • Residential units (as allowed in zoning scheme). • Conservation activities. • Riding Stables.	
Smallholdings and agricultural areas <i>This constitutes areas currently being used for agricultural purposes, regardless of soil potential.</i>	• Urban development. • Industrial activities. • Storage of hazardous substances. • Activities that can pollute water and soil resources (which are required for agricultural activities).	• Dams and weirs. • Water abstraction. • Road, rail, pipelines and cables. • Agri-industrial activities. • Residential and institutional facilities for rural community.	• Agriculture (excluding abattoirs and feedlots). • Agri-tourism (including farm shops/ stalls). • Animal care facilities. • Engineering and utility services and	

Environmental attributes	Kinds of developments, land uses or activities that would be undesirable	Kinds of developments, land uses or activities that may have a significant impact	Kinds of developments, land uses or activities that may not have a significant impact	Relevant policy and guideline documents for environmental management
		- Retail and commercial activity for the rural community. - Cellars and storage facilities. - Offices for agricultural related activities. - Tourism and hospitality related facilities. - Sustainable harvesting of natural resources. - Transmission towers and rooftop base stations. *Mining activities	- infrastructure. - Hiking trails and paths. - Residential units (as allowed in zoning scheme). - Conservation activities. - Riding Stables.	

Table 5.5b): Mineral Resource Areas

	Kinds of developments, land uses or activities that would be undesirable	Kinds of developments, land uses or activities that may have a significant impact	Kinds of developments, land uses or activities that may not have a significant impact	Relevant policy and guideline documents for environmental management
Priority Mineral Resource areas <i>These are areas that have been identified in the Mining Structure Plan (2002) as high priority mineral deposits.</i>	- Mining activities extending below the water table. - Mining activities that do not effectively implement the required EMP and rehabilitation plans.	- Urban and infrastructure development prior to mineral extraction. - Mining activities which have the relevant approved environmental procedures and documents. - Related infrastructure and facilities.	Post mining and rehabilitation land uses.	The Mining structure Plan 2002.

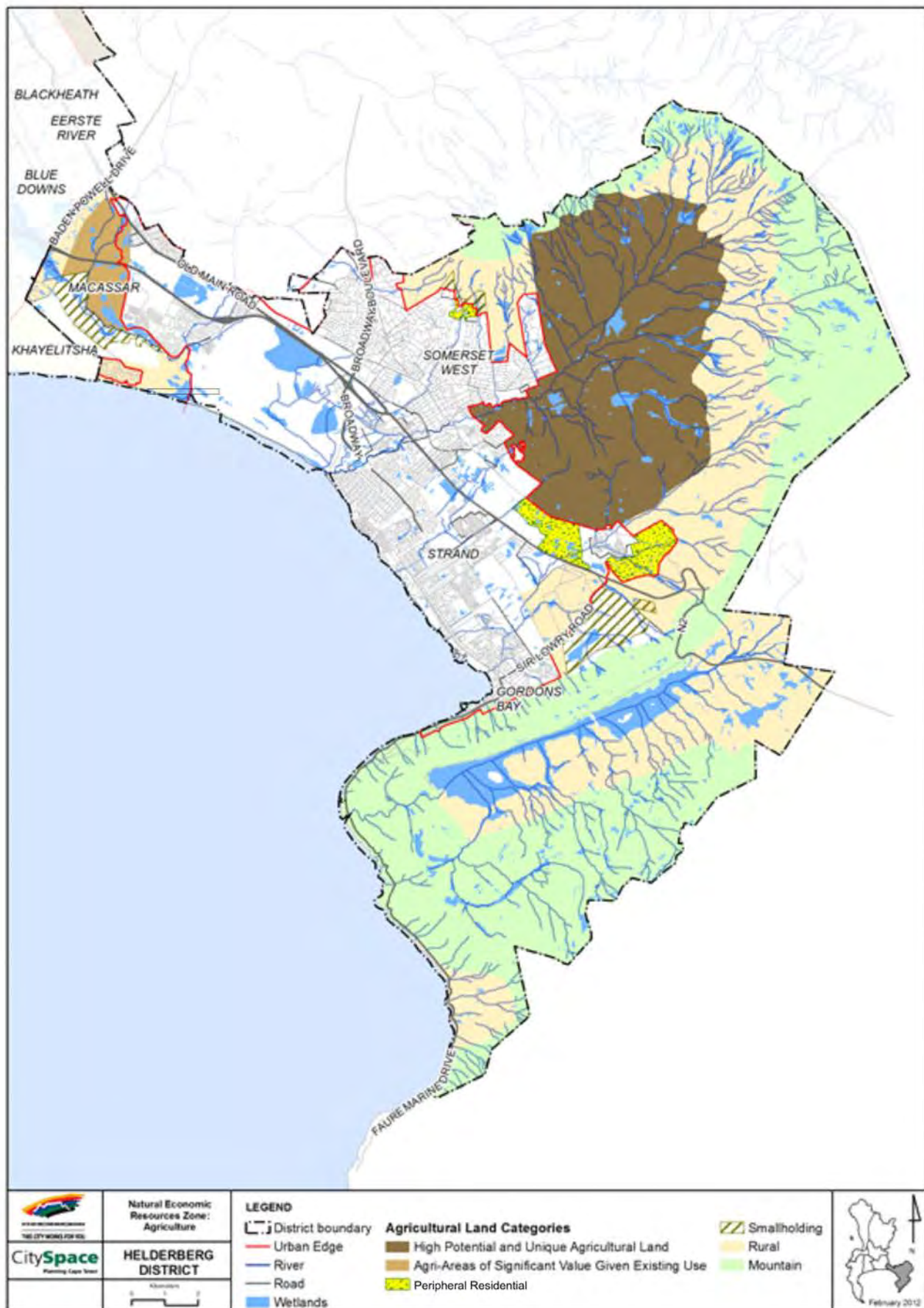


Figure 5.5(a): Natural Economic Resources Zone: Agriculture

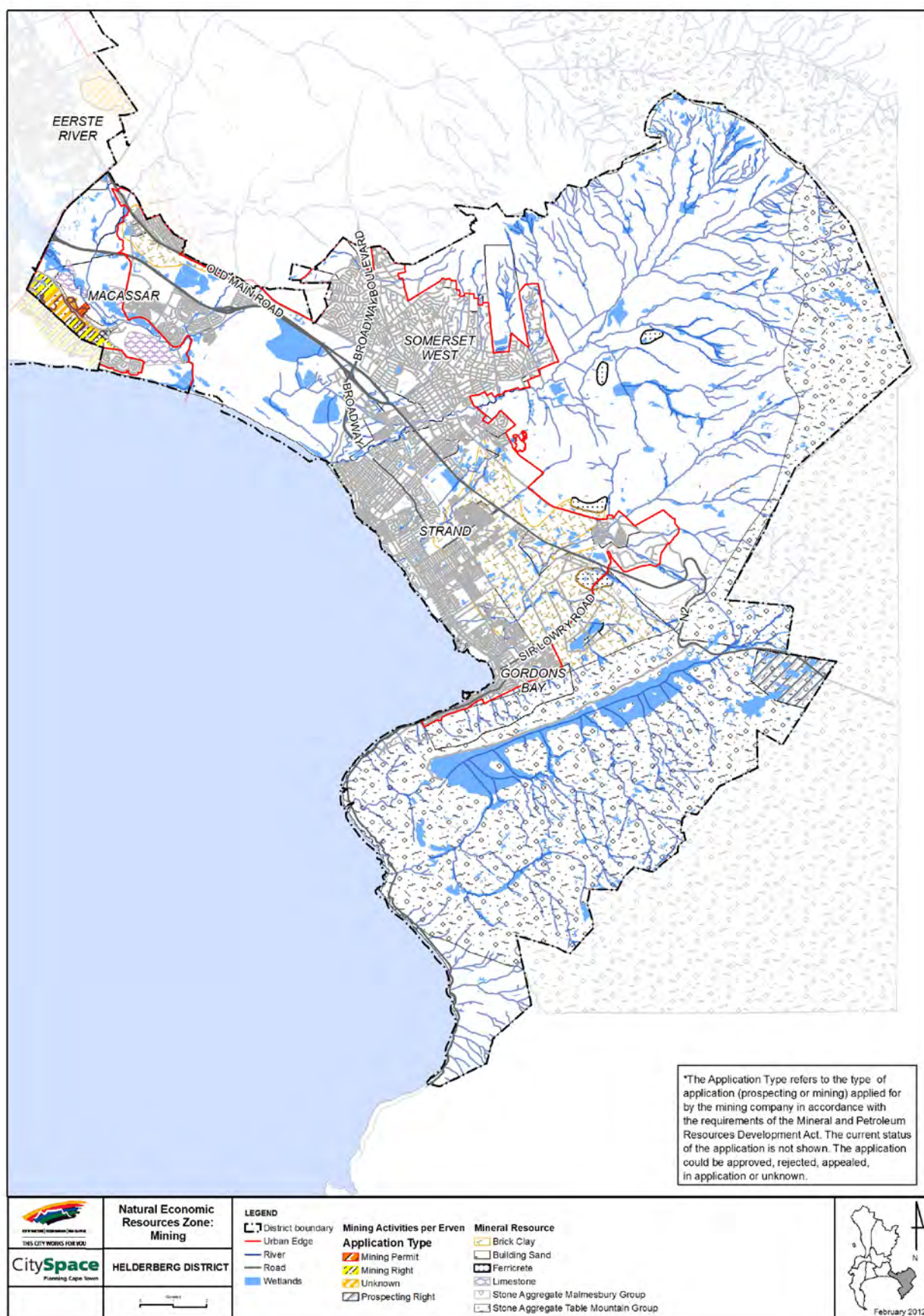


Figure 5.5 (b): Natural Economic Resources Zone: Mining

5.2.6 Urban Uses and Utilities Zone

SUMMARY OF STATUS:

The Helderberg District is characterised by disparities between low density, predominantly middle to high income areas, which are well serviced, and a large proportion of informal settlements and poorly serviced areas. There is an urgent need for lower income housing in the district. Approximately half of the district is spatially separated from the City and functions as an entity on its own. In addition, most of the residential areas in the region are introverted, with little or no relationship with the surrounding environment.

The agricultural areas and the lower slopes of the mountainous areas, are under a great deal of pressure from urban development and urban development has encroached into these areas, often on high potential agricultural lands (e.g. around Somerset West).

Increasing waste generation leads to cumulative contamination and pollution in the long term, as the receiving environment has limited capacity to assimilate and breakdown waste. Helderberg does not have landfill site it has been closed but a future Transfer Station is being planned. A new regional landfill is being proposed but even with the proposed new site, without interventions to minimise and recycle waste, the City will face an environmental and public health crisis. The Helderberg has below average service provision and a number of informal settlements with inadequate services, which contributes to pollution and waste problems in the district (particularly in river and coastal water systems). Many of the rivers in the Helderberg District have been seriously compromised through poor agricultural practices, illegal dumping and insufficient capacity at the existing WWTW. Air pollution is not currently monitored in the district, however pollution “hotspot” area is close to the district’s western boundary located mainly in informal settlements along Baden Powel Drive in Khayelitsha.

ENVIRONMENTAL MANAGEMENT PRIORITIES:

This SDP sets out a wide variety of strategies to address the socio-economic and infrastructural needs of the district relating to settlements, transport, open space and upgrading of urban areas. They are not repeated here. The priorities noted below are largely related to management of waste and pollution.

Management Priority	Priority area of focus
1. EIA requirements	• Freshwater and/or groundwater specialist input must be obtained, and appropriate mitigation measures implemented, for industrial activities proposed on highly productive aquifers or close to river and wetland buffers. • An EMP must be drawn up and implemented for all activities approved in these zones. • No activity or use which includes the on-site storage of hazardous substances shall be permitted unless a risk management and prevention plan has been submitted and Council has given approval thereto. • Do not permit groundwater abstraction and residential land use in landfill buffer zones, or any other activities where people are required to remain permanently on site.

	Any industrial activities must ensure storm water quality and treated effluent discharged into rivers is monitored and adheres to quality standards.
2. Monitor and manage impacts	- Improve service provision to informal settlement, particularly Sir Lowry's Pass Village and Nomzamo. - Ensure stormwater quality is adequately managed and monitored in agricultural areas - Control littering, dumping and enforce landfill site's compliance with environmental requirements
3. Research and Educate	Investigate and implement measures to reduce ingress of sewage into river and coastal environments

Table 5.6a): Landfill Exclusion Areas

Environmental attributes	Kinds of developments, land uses or activities that would be undesirable	Kinds of developments, land uses or activities that may have a significant impact	Kinds of developments, land uses or activities that may not have a significant impact	Relevant policy and guideline documents for environmental management
Landfill sites and buffer zones <i>This includes landfill sites and the buffer areas around existing and proposed landfill sites</i>	- Residential development. - Educational facilities. - Health and social facilities. - Groundwater abstraction.	- Commercial activities. - Industrial activities.	Other activities, subject to conditions and approvals of the relevant authorities and specifications of the relevant closure plans.	- DWAF, Second Edition, 1998 Waste Management Series. - DWAF, <i>Draft</i> Third Edition, 2005 Draft Waste Management Series.

Table 5.6b): Industrial and Commercial Areas

Environmental attributes	Kinds of developments, land uses or activities that would be undesirable	Kinds of developments, land uses or activities that may have a significant impact	Kinds of developments, land uses or activities that may not have a significant impact	Relevant policy and guideline documents for environmental management
Industrial areas <i>This includes areas currently zoned for industrial use.</i>	Any upgrades or additional industrial activities which exceed air emission standards or will contribute to ambient pollution exceedences.	- Heavy (Scheduled) Industrial activities. - Incinerators. - Major roads. - Air fields.	- Light industrial. - Commercial. - Infill development. - Engineering and utility services and infrastructure.	A Guide to Reporting and Estimating Emissions for the Integrated Pollutant and Waste Information System (IPWIS) 2005.

Environmental attributes	Kinds of developments, land uses or activities that would be undesirable	Kinds of developments, land uses or activities that may have a significant impact	Kinds of developments, land uses or activities that may not have a significant impact	Relevant policy and guideline documents for environmental management
			Sub-stations and electrical infrastructure.	City of Cape Town's Air Pollution Control By-Law (2001).
Commercial areas <i>This includes areas currently zoned for commercial use.</i>	Heavy (scheduled) industrial activity.	- Light industrial - Incinerators. - Major roads. - Air fields.	- Commercial. - Infill development. - Engineering and utility services and infrastructure. - Sub-stations and electrical infrastructure.	- Air Quality Management Plan for the City of Cape Town (Sept, 2005). - City of Cape Town's Management of Urban Stormwater Impacts Policy (2009)

Table 5.6c): Infrastructure and Utilities Servitudes

Environmental attributes	Kinds of developments, land uses or activities that would be undesirable	Kinds of developments, land uses or activities that may have a significant impact	Kinds of developments, land uses or activities that may not have a significant impact	Relevant policy and guideline documents for environmental management
Infrastructure Servitudes <i>This includes power cables and underground pipelines and infrastructure</i>	Permanent structures and buildings other than those related to service provision.	- Roads and rail. - Transmission towers and rooftop base stations. - Agricultural activities (including urban agriculture).	- Conservation activities. - Public open space. - Landscaping. - Stormwater management. - Pipelines and cables. - Engineering and utility services and infrastructure. - Power generation activities and power lines. - Pedestrian walkways. - Sub-stations	- City of Cape Town's Management of Urban Stormwater Impacts Policy (2009) - City of Cape Town's Floodplain and River Corridor Management Policy (2009)

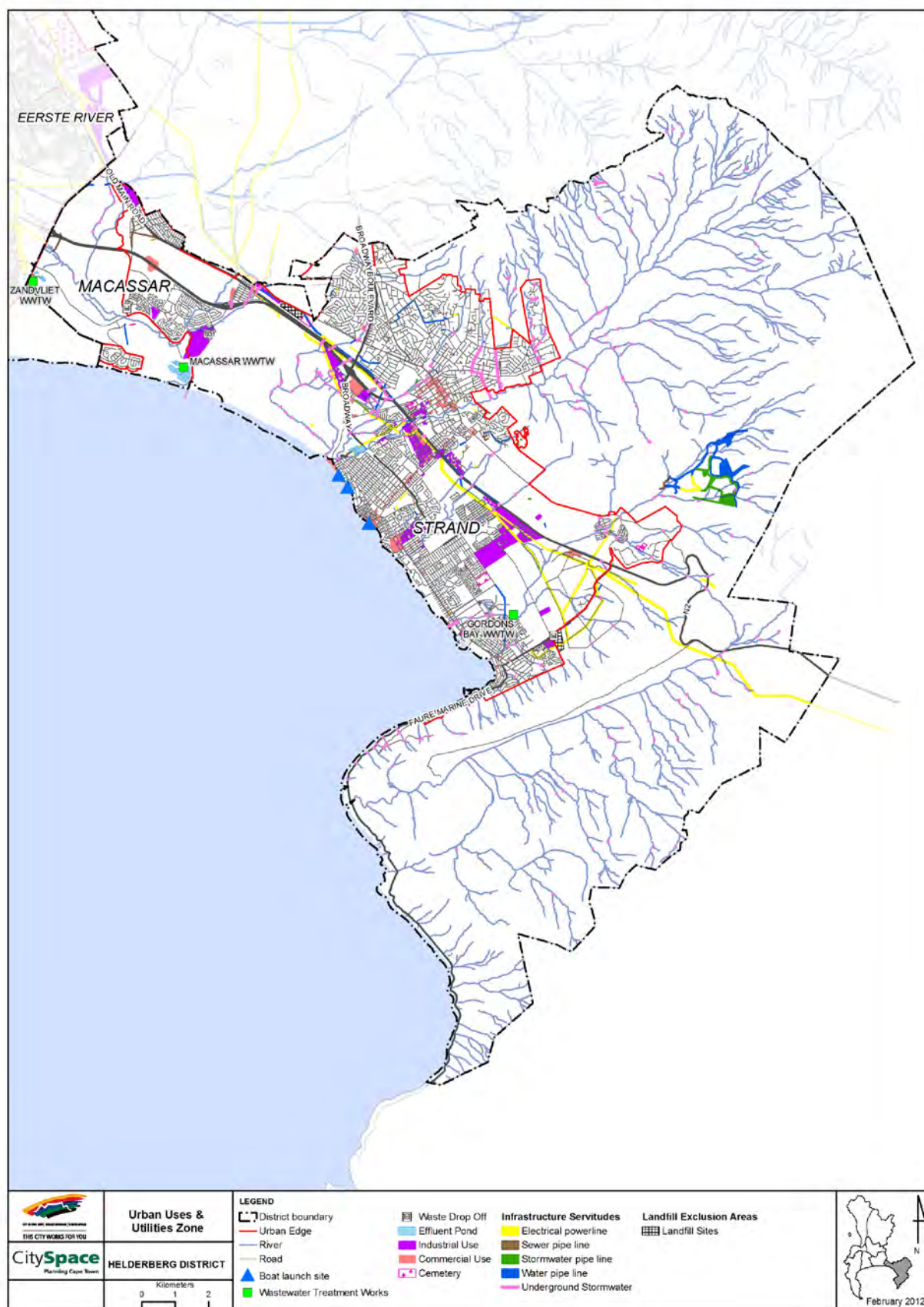


Figure 5.6: Urban Uses and Utilities Zone

5.4 Areas of potential impact on selected natural environmental attributes

In the context of the Environmental Impact Management (EIM) zones, **areas of potential impact** are identified where new development is proposed on areas which have natural environmental attributes that are sensitive or have ecological value. These potential impact areas are shown in **figure 5.7**. The purpose of identifying these areas is to 'flag' the potential impacts that will need to be assessed in detail as part of an application for Environmental Authorisation, should this not already have occurred.

There are several important considerations in terms of the assessment of these potential impacts as part of the application for environmental authorisation:

- The development proposals in the SDP reflect the desired future spatial development pattern in area, provide a strategic context and act as an informant to the project level assessment of impacts.
- The assessment of the potential impacts related to areas identified in figure 5.7 should occur within a broader assessment of the sustainability of any particular development proposal. This would include consideration of social justice / equity and economic development / prosperity in addition to ecological integrity factors.
- No relative significance has been assigned in the SDP/EMF to the potential impacts relating to the selected environmental attributes – this will need to be assessed as part of the EIA process.
- Figure 5.7 identifies areas of potential impact on wetlands and conservation and biodiversity areas only. The assessment of other environmental factors including the features identified within other EIM zones is required as part of the project specific EIA process.

Annexure B provides principles for assessing development proposals in the identified areas of potential impact.

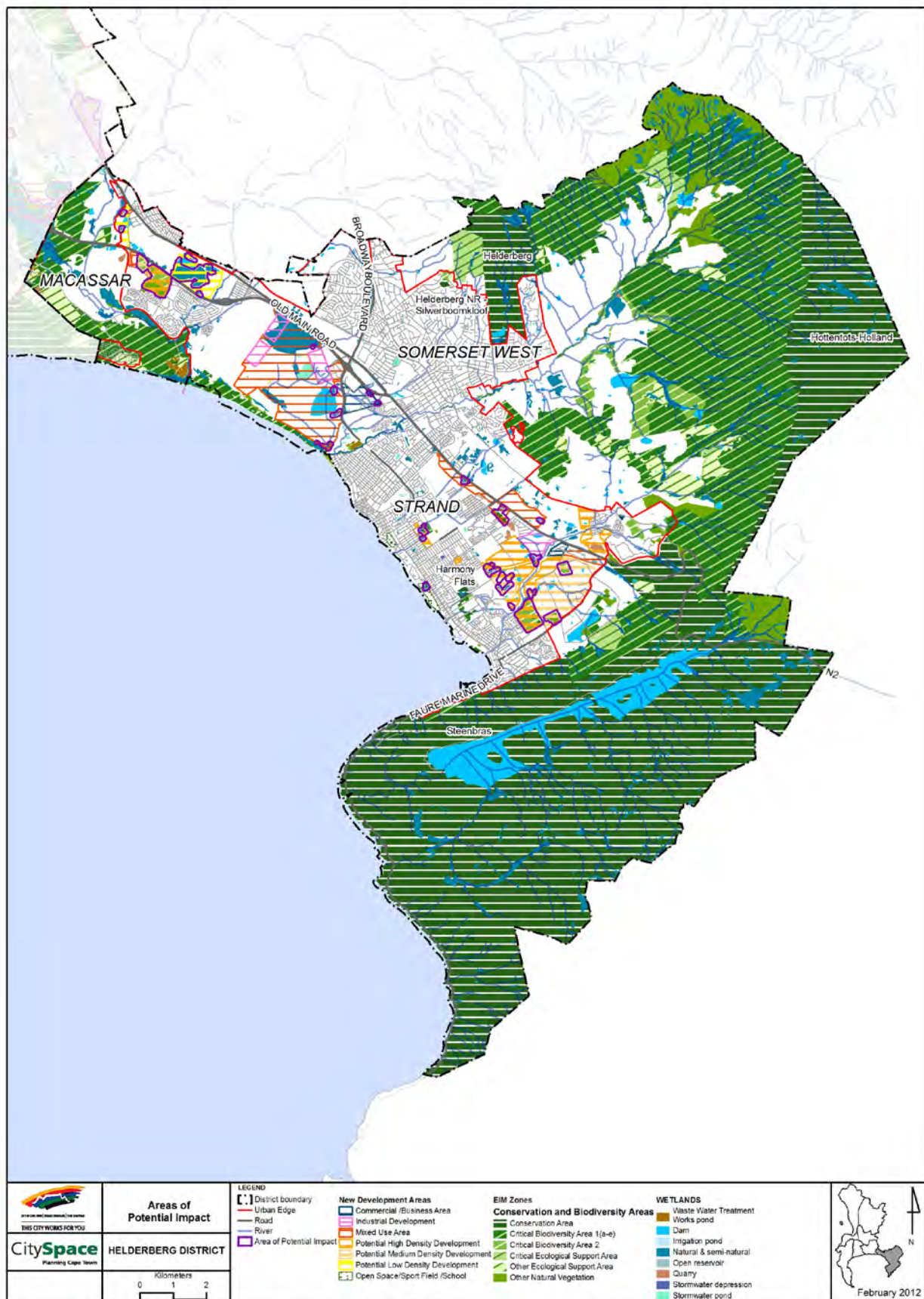


Figure 5.7: Areas of potential impact

6. IMPLEMENTATION

6.1 Urban restructuring and upgrading: framework for capital investment

Urban restructuring and major upgrading deals with:

- changes that need to occur within the existing urban footprint to reinforce the SDP, which require sector specific capital investment.
- informing planning around the capital investment requirements (public and in some cases private) associated with new development areas and areas where major intensification is proposed (introduced in the box below).

ALIGNING SERVICE AND INFRASTRUCTURE PLANNING WITH THE SPATIAL DEVELOPMENT PLAN

Two considerations are important in terms of planning for services (public facilities, parks) and infrastructure (transport, bulk infrastructure / utility services). Firstly, there is a need to address backlogs based on the existing demands and secondly a need to plan for new demand. In terms of the latter the SDP attempts to inform by:

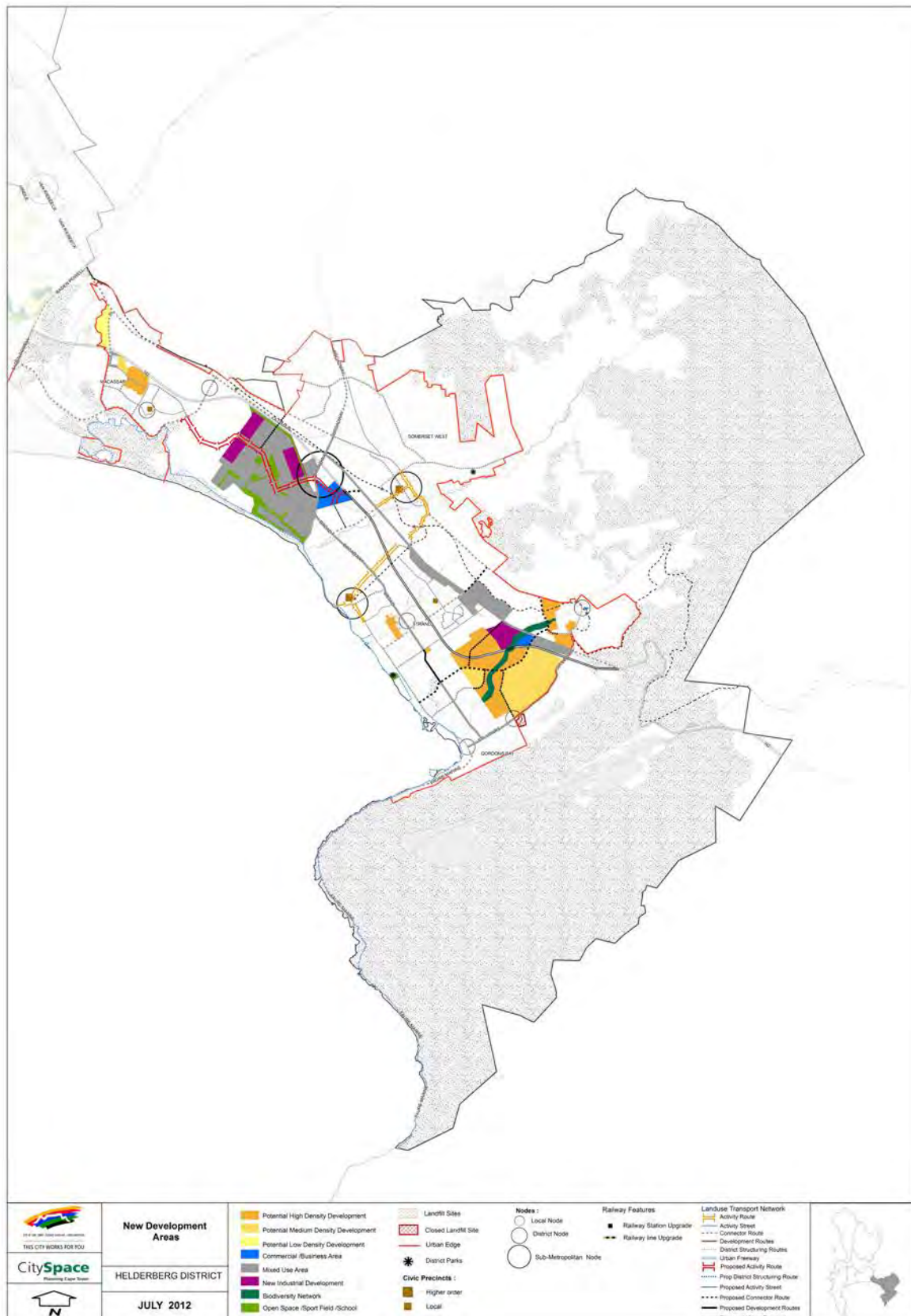
- locating areas for intensification of urban use (e.g. areas where redevelopment is being promoted) as well as new development areas (focussed on significant green field development).
- Providing some indication, where possible of the quantum of development and likely phasing of development

This planning approach will be supplemented by more detailed modelling exercises conducted on a sectoral basis.

New development area	Likely land uses	Possible yield (detailed land use and bulk yields to be confirmed at site planning level)
1. Vergenoegd	Residential (low to medium)	approx. 600 du
2. Macassar	High to medium density residential, mixed use	approx. 2500 du
3. Heartland development area (Paardevelei)	Mixed use, medium to high residential, commercial, light industrial and office development. Phased development over short to long term period.	Full development of the site to incl.: Residential = 3,220 du Detached Res units = 470,565 m ² Mixed use = 639,186 m ² Business park/commercial = 159,267 m ² Office Park = 127,136 m ² Industrial = 192, 666 m ² Local activity nodes = 217,529 m ²
4. Gordon's Bay/Broadlands/Firlands development area	Mixed use, medium to high residential, light industrial	Residential = approx. 7500 du Mixed use = approx. 961 du Industrial = approx. 240 000 GLA
5. Sir Lowry's Pass environ	Medium to High density residential, Rural lifestyle estates and Mixed use	approx. 2000 du
6. Strand proposed housing projects	Medium to high residential	approx. 2500 du

Major intensification areas:

- Zone 2 Somerset West Growth area (approx. 900 du)
- Sitari Fields & Firgrove (Twee Eiken) developments (approx. 3500du)



6.1.1 Transport infrastructure

The prioritisation of interventions in relation to transport infrastructure requires a fundamental shift from the historical approach to movement infrastructure development in this district. Key principles informing intervention around transport infrastructure include:

- Prioritisation of interventions to support non-motorised transport above mobility;
- Prioritisation of public transport over private mobility;
- Prioritising interventions that will release economic development associated with the accessibility and opportunity grid

a) New Road links

Several route connections are necessary to promote more efficient movement within and through the district. Proposals include:

- Activity Routes:
 - Proposed activity route through Paardevlei site, a link from Macassar Road from the west crossing the R44 through the Somerset West Mall triangle and to Victoria Road to the east to facilitate an east-west linkage. The proposed linkage is a long term requirement aimed at providing increased accessibility within the district and promoting spatial integration as well as optimising development opportunities within the Heartland development area (previously known as AECI).
- Development Routes:
 - Broadway (R44) extension is required to provide a parallel linkage (with Faure Marine Drive) to Gordon's Bay and the coastal resort areas to the south. The completion of this road link, which forms part of a development route, will provide for increased accessibility and allow development at appropriate intersections along the route. The upgrade of Broadway into a dual carriage-way is also required to increase the carrying capacity of the route from Strand Main Road to the Victoria Road intersection.
 - The upgrade of Sir Lowry's Pass Road (MR108) from T2 to Gordon's Bay as a dual link will provide for increased traffic movement volumes.
- Connector Routes:
 - Bloubos Road (Gordon's Bay) will establish a much needed link between Faure Marine Drive and the Somerset West / Sir Lowry's Pass Road (M9). The link road will not only address congestion on the T2, but will also alleviate dangerous situations such as the interchange from Sir Lowry's Pass Village onto the T2. The link will likely fulfil the function of a mobility route, but given the fact that it will also serve new developments in future, its developmental role should not be underestimated. The District Plan identifies this road as a connector route.
- Other structuring routes:
 - Proposed secondary road link from the proposed activity route in Paardevlei onto the N2 and Old Main Road and further onto the Main Road to Somerset West CBD, will increase accessibility to and from the surrounding urban fabric, and also alleviate the increasing pressure on the R44 (Broadway)/ Main Rd) intersection.
 - Existing De Beers Road link, which provides direct linkage from the station to Heartland site, requires upgrade in order to provide a safe and attractive pedestrian linkage. This road is also prioritised as a pedestrian route and Class 2 proposed bicycle route in terms of the NMT conceptual plan.
 - Other identified structuring new links associated with the Broadlands / Gordon's Bay Development area include, the proposed Vlakteplass link and extension of Gustrouw road.

- New Urban Freeways:
 - Proposed N2 realignment with transport interchanges (i.e. off-ramp) planned at DeBeers/Broadway (i.e. R44 and N2), Victoria Street, Onverwacht Road, and Firlands (i.e. Sir Lowry's Pass and N2 intersection). Two Toll Plaza are also proposed along the freeway (i.e. Sir Lowry's Pass Toll Plaza, East-side Ramp Plaza). The proposal still needs to go through the necessary environmental and public processes and agreements need to be reached between the various transport authorities on route alignment and operations before construction can commence.
 - Prioritise the investigation for the establishment of a new transport interchange (e.g. hyphen-bend) via N2 to Kramat Ave to facilitate increased local accessibility to the Macassar area and surroundings.

b) Public transport infrastructure

- Rail transport and Stations:
 - The proposed new railway line and associated stations from Khayelitsha through Macassar is a long term vision, which is dependent on PRASA funding, to improve public transport connections between Khayelitsha and Helderberg.
 - Investigate the provision of a new station north of T2 near Chris Nissen Park to serve nearby communities of Lwandle, Nomzamo and Asanda. Currently people in these areas walk long distances to Van der Stel and Strand stations.
 - Stations along the Strand/Bellville line are regarded as harsh and not as user friendly environments. It is therefore required that forecourts be developed for these entry points by introducing functional landscaping elements. Examples may include the defining of parking/pedestrian areas, defining movement corridors and introducing soft landscaping in the form of trees to soften the built environment.
- Taxi Ranks:
 - Most of the taxi ranks in the district are of a small scale and in most cases these spaces are not defined (Strand and Somerset West in particular). Two Public Transport Interchanges have been identified in the district which are to be located in Nomzamo and Somerset West. When planning for these interchanges, considerations of appropriate landscaping and urban design elements are required in order to define these spaces to create adequate public facilities as well as opportunities for informal trade.

c) NMT infrastructure

Investment in NMT infrastructure is a priority. Intervention should occur as part of a programme to develop a broader NMT network throughout the district.

The proposed priority NMT interventions are focused around:

- Significant pedestrian movement generators such as stations / public transport interchanges / future IRT station locations, public destination places, urban civic precincts, economic focal points, and other movement generators;
- The system of structuring routes (activity routes and streets) proposed as part of the SDP – the dominant mobility function of most higher order routes can no longer prevail and the prioritisation of NMT across the existing route network is critical;
- Promoting formalising / upgrading of critical public links, which connect destination places and movement generators;
- Linked internal open space systems.

The plan promotes an integrated network of NMT routes. As part of this network, a number of public links are highlighted for upgrading and development, with a particular focus on access to destination/special places.

Safe movement spaces should be created for both pedestrians as well as cyclists along roads such as:

- De Beers Avenue, which provides a direct link between a station (Somerset West) and the Heartlands development area as well Somerset West Triangle regional node.
- Faure Marine Drive, which fulfils a major mobility function between Strand and Gordon's Bay. It also acts as a buffer between the residential environment on the eastern side, and the amenities on the western side. Therefore it is proposed that adequate opportunities be considered to allow for pedestrian crossing, by allowing mixed use developments at key intersections, which can create a 'slow- down' effect on traffic, and indirectly create safe crossing points for pedestrians. A portion of the road from Strand Main Road intersection to Beach Road has been identified as an activity route and provision should also be made for safe pedestrian/ non-motorised movement along the road by for example introducing cycle lanes.
- Onverwacht Road, Broadlands Road and Faure Marine Drive (as main access to/from Gordon's Bay coastal amenities such as Harmony Park, Hendon Park and Harbour Island).
- Somerset West and Strand Main Road, where adequate provision should be made for pedestrian movement along these activity routes.
- Macassar, where a foot path should be prioritised over the N2 via Macassar Road to facilitate safe pedestrian movement to the nearby train station in Firgrove.

6.1.2 Open space system

Open space upgrading, enhancement and development (associated with the natural environment and higher order sports and recreation facilities) is critical to achieving the vision for the district. In this regard, several interventions relating to the open space system are proposed.

a) Sports and Recreation Complexes

Upgrading of sports and recreation facilities should be focused within existing sports complexes. Efforts should be made to broaden the diversity of activity available within these areas to include activities beyond formal sport to passive recreational activity. The erection of walls around sports fields requires reviewing.

Areas having a strong need for provision of sports complexes include the areas of Nomzamo and Sir Lowry's Pass. There is also an opportunity to upgrading the existing sports field in Lwandle to provide more sporting facilities. The formalisation of the sports field in the Sir Lowry's Pass Village needs to be investigated including its upgrading to provide additional recreational facilities.

Investigate / encourage / promote the upgrading of the existing public sports complex located on Erf 13815 in Gordon's Bay to a high quality district park with additional sporting and recreational facilities and promote easy linkage/access to the adjacent nature reserve area.

b) Linear open space system

It is proposed that open space upgrading in the form of local parks seek opportunities within the local linear open space system. The focus for upgrading and development of the linear spaces should be where there is potential to cluster uses (e.g. development of a park in the system adjacent to an existing primary school).

- The Heartland site is regarded as a strategic site (with major mixed use potential) where the development of the area should also have a major impact on the provision of public open spaces, and the restructuring of the wider built form in general.
- The provision of active and passive recreation space is also recommended in locations along the major Metropolitan Open Space System, such as the Eerste River, Lourens River and Sir Lowry's Pass River 1:100 year flood plains. This can be achieved by the introduction of

landscaping features such as continuous walkways, cycle tracks, focused tree planting, etc. By introducing adequate lighting and positive interfaces onto the river course, safety along the corridor may also be improved by promoting the development of high density residential overlooking the open spaces/river corridor.

d) Detention ponds and other open space

The existing stormwater detention ponds have a role to play in the open space system. Their informal recreational potential, should be promoted where appropriate.

e) Biodiversity network

The following areas within the existing urban fabric should be prioritised in terms of formalising Biodiversity management status:

- Morkels Cottage, the biodiversity/conservation area represents the last remaining remnant of the Weltevreden Core Flora Site and is an irreplaceable CBA remnant. The area is to be formalised as a conservation area.

f) New district parks

The identification of new district parks is focused on the reinforcement of structured open space within the district, responding to high levels of accessibility for the largest possible population thresholds and increasing public amenity within the urban environment as well as ensuring availability of local district parks in much needed poor areas in the district.

- A District Coastal Park is proposed on erf 2615 Strand, which will form an extension of Harmony Park beach facilities. The site is highly accessible from both Broadlands Road as well as Faure Marine Drive, especially for the lower income groups.
- A need for new District Park and Stadium around areas of Strand (i.e. Asanda, Nomzamo and Lwandle) has been identified in terms of the CSIR study and forms part of the priority action areas identified in the CTSDf.

g) Cemeteries

Urban development in the district in areas of Macassar, Somerset West, Strand, Nomzamo, Sir Lowry's Pass Village and Gordon's Bay has resulted in the Somerset West, Lwandle, Goedehoop and Strand cemeteries reaching capacity. Only Rusthof in Gordon's Bay and Sir Lowry's Pass cemeteries are operational, although both have limited remaining capacity. Such limited capacity, together with significant identified urban infill (i.e. Heartland property), and "green-fields" development in the Somerset West area requires a new cemetery. Vaalfontein cemetery is being planned, however, identification and establishment of other interment options to supplement or compliment the traditional in-ground burial must be prioritised to address cemetery constraints in the district.

6.1.3 Publicly assisted housing:

Publicly assisted housing, in the context of the district plan, relates to the realisation of a range of housing opportunities, formal or informal, where the public sector plays a role in providing or supporting the provision of housing through its housing programmes.

The spatial plan supports housing sector planning by:

- giving direction to where these opportunities could occur by identifying land suitable for urban development (refer to section 4 and Figure 4.2: Spatial Development Plan).

- giving further spatial direction through identifying “new opportunities” for publicly assisted housing development (section 6.1.3a),
- providing a framework for “informal settlement development and upgrading” processes in the district (section 6.1.3b).

In the context of the housing backlog, urbanisation trends and land availability patterns at a City and district level, publicly assisted housing in this district does not have the ability to address the City’s housing backlog to any significant degree. Publicly assisted housing will generally focus on:

- Small to medium scale residential infill development (rather than large scale ‘green-field’ public housing development) building on opportunities around small pockets of well-located underutilised land that exists.
- Incremental upgrading, particularly in relation to informal settlements and existing housing estates.

Consideration from both a planning and service infrastructure (solid waste, sewage, stormwater and water) perspective must be given to the accommodation of backyard dwellings in all formal low cost residential developments. In context of limited land available in the district for low income housing development, and very high densities in informal settlements, a key consideration should be the fact that a significant portion of low income households will need to be relocated to other housing areas, most probably outside the district. This can only be avoided if very creative housing development outcomes are achievable and / or significant social compacts are agreed to across communities within sub-district areas.

a) New housing opportunities

In this district, whilst there are not numerous substantial tracts of undeveloped land suited to urban development, a number of opportunities are identified. These include sites which may be part of new subsidised housing projects on the City’s 5 year housing plan, as well as sites that should be further investigated for publicly assisted housing projects. New publicly assisted housing should where possible not be located adjacent to wetlands, rivers and flood-prone areas where either pollution of the water resources or encroachment of dwellings can pose a risk to such water resources. Housing should also as far as possible not be located adjacent to fire prone areas (i.e. the urban edge) due to high risks associated with fire management and evacuation of high density areas.

Table 6.1: *Criteria to be used to guide the identification of land for subsidised and gap housing*

Principle	Subcomponents
Contain urban sprawl and protect the urban edge	The land identified should: • contribute to the development of a more compact city; • maximise the use of existing infrastructure and service capacity.
Facilitate urban integration, and promote the establishment of viable communities	The land identified should: • be in close proximity to existing economic, social and public transport opportunities; and • support a mutually beneficial mix of social, residential, recreational, commercial and employment opportunities.
Facilitate a range of housing options and delivery approaches	The land identified should: • be suited to the development of new settlements, the upgrade and de-densification of existing informal settlements, high-density housing, rental accommodation, and the release of land to the homeless; and • note that the size of the housing project, and type of delivery agent influence its economic viability.

Be suited to housing development	The identified land should: • encourage environmentally sustainable land development practices and processes; • not lead to the loss/have a damaging impact on natural and built assets that merit longer-term protection; and • ensure healthy, safe living conditions.
Take the beneficiaries' economic and social well-being into account	• When identifying land, and providing infrastructure and shelter for the unhoused and poorly housed, it is important to take their livelihood strategies and social support networks into account.

Several infill sites are identified for subsidised housing infill projects within the district in the short to medium term. These are reflected in the Urban Restructuring Plan.

Planned subsidised housing projects:

It is important that these sites be developed in an integrated manner, where a concurrency in planning, budgeting and roll out of required social and service infrastructure related to the development of these sites can occur:

- Macassar integrated residential development project: This is a planned project of the City Housing Department's 5 year housing plan for one of the major Greenfield sites in the district which can accommodate medium to high density residential development. There is an opportunity to provide a mix of densities and housing typologies for inclusionary housing on land abutting the N2. It is proposed that Macassar development will provide for approximately 2500 housing units which will ensure appropriate provision of social/public facilities including open spaces for recreational purposes.
- Morkel's Cottage: This site is proposed to accommodate approximately 500 units and is currently situated next to the critical biodiversity area. Development at this site should ensure appropriate interface with the biodiversity area.
- Somerset West 10 ha site (erf 10490): This site has already undergone a planning process and development of the site has been approved. It will provide more than 390 residential units.
- Other infill sites which already form part of the planning stage is Sercor Park Phase 2 (119 units) located in Strand and Temperance Town in Gordon's Bay with 70 units.

Proposed subsidised housing projects:

Further land has been identified specifically for investigation for publicly assisted housing. This is limited to publicly owned land and will be updated over time based on new information. This includes various portions of undeveloped or underutilised land.

- Vlakteplaas (including erf 5092 as well as portions of erven 5100- 5101) is earmarked by the City of Cape Town for subsidised development. The development of this site should support medium to high density housing. On site access arrangements should ensure that the possibility for potential east west linkage beyond the site boundary remains. Currently most of the land in the Vlakteplaas is within the 1:50 year floodline. The site provides for 500 units, but with the upgrading of the Sir Lowry's Pass River Channel, more residential opportunities can be provided on this piece of land.

- Sir Lowry's Pass Village (Pinetown & Balesta): A minimal infill housing project is proposed in these areas to accommodate approximately 140 units in total. City owned property Farm 1154/31 represents an opportunity to be developed for Gap housing.

Social housing:

In accordance with the City of Cape Town's Interim Social Housing Policy, available social rental housing subsidies may only be accessed if rental housing stock is provided within restructuring zones. In terms of the Interim Social Housing Policy, an area must meet the following criteria in order to qualify as a restructuring Zone:

Table 6.2: 3-dimensional Criteria for determination of social housing restructuring zones

<i>Economic dimension:</i>	Economic dimension is the primary requirement. It refers to economic opportunities / access. It should be used strategically both to open up areas which have economic opportunities and from which poor people have been excluded.
<i>Social dimension:</i>	Social dimension refers to the promotion of a mix of race and class.
<i>Spatial dimension:</i>	Spatial dimension refers to bringing lower income people into areas where there are major economic opportunities and from which they would otherwise be excluded.

Ideally a restructuring zone should be motivated on the basis that it contributes to all three dimensions. Promotion of economic access on its own is however sufficient motivation. So too is racial and income integration where social housing brings predominantly lower income people into higher income areas.

As a general rule, restructuring zones cannot be justified on the basis of spatial morphology alone. It cannot be motivated on the grounds that it contributes to changing the form of urban areas from low density areas which are low rise single dwellings to higher density areas with medium rise buildings. New restructuring zones have been identified for Helderberg District and they are proposed on the activity route Main Road from Somerset West to Strand as well as along strategic locations on the development routes i.e. T2 and Broadway. Social housing opportunities are encouraged in this district in view of the fact that the district currently has limited public land to develop single residential dwelling units for public assisted housing.

Partnerships / Inclusionary and Gap Housing:

The provision of new affordable housing opportunities in the district cannot be addressed through the development of public land alone nor should all publicly owned land be developed solely for public housing purposes. In this regard, the role of partnerships in line with the inclusionary housing provisions of the PSDF and draft Cape Town SDF should be pursued. Areas which should be a particular focus of these efforts are those where their location can contribute to restructuring through the provision of affordable housing close to socio-economic opportunities. This includes:

- Inclusionary Housing

Inclusionary housing is a form of housing delivery aimed at the private property market where lower income households are integrated into private developments, thereby promoting a greater mix of market-driven GAP and subsidised housing developments in as many areas as possible to avoid large concentrations of poor people in any one area. The City of Cape Town is in the process of preparing an Inclusionary Housing Policy in line with the National Department of Housing's draft Inclusionary Housing Policy. The following mechanisms are considered to diversify housing markets throughout the city:

- A. Voluntary Proactive Deal Driven (VPADD): This approach involves the identification of publicly owned land that can be used for inclusionary housing projects that will be executed in partnership with the private sector. Projects should provide for socio-economically integrated communities in a similar ratio of income distribution to that pertaining in the municipality as a whole. Land should be made available on both a freehold and a rental basis.
- B. Town Planning Compliant (TPC): This approach leverages affordable/gap housing from the efforts of the private sector, e.g. by prescribing that a specified percentage of the houses delivered in a particular location of the city be sold to the 'inclusionary/gap' housing market.

The following new development areas within the Helderberg District are considered suitable for inclusionary and/or Gap housing:

- Erf 14443 Strand
- Portion of Erf 3968 Macassar (already part of planned housing project)

Further land identification for publicly assisted housing projects:

Further land has been identified specifically for investigation for publicly assisted housing projects and includes approximately 9.15ha of land which consists of various portions of undeveloped or underutilised land. This is limited to publicly owned land and will be updated over time based on new information. . In addition to these sites, other smaller infill opportunities should be explored as identified. These could include:

- the development of new buildings as part of existing housing estates, especially where these can contribute to a safer, well defined public environment and improved safety;
- development of over-scaled road reserves and buffer strips.
- rationalising underutilised open space.

The intention is that those sites that are found developable should be pursued as new public housing projects or if not feasible for development by the public sector alone, should be the subject of partnership efforts where the provision of inclusionary housing should be a priority.

The potential sites for investigation for publicly assisted housing include the following.

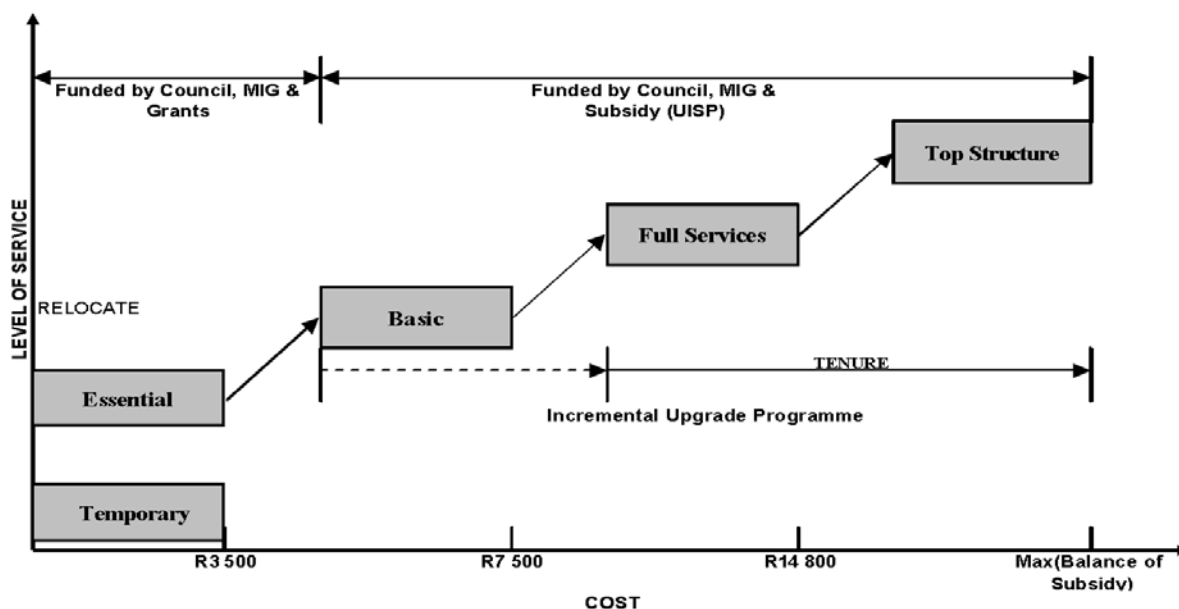
Site location	Erf / Farm no.	Extent	Ownership
Sir Lowry's Pass	Stellenbosch Farm 849	4.4 ha	Republic of South Africa
Sir Lowry's Pass	Stellenbosch Farm 906	2.25 ha	Transnet Ltd
Strand	Erf 14443	2.5 ha	Dept. of Public Works

b) Informal settlement development and upgrading

Informal settlement upgrading is a priority in terms of the City's obligation to provide basic services in terms of its constitutional mandate, as well as more broadly, improving the quality of life of its citizens through improving the urban environment. The City of Cape Town's incremental approach to upgrading is illustrated in Figure 6.1.3 below. The Helderberg District includes types of informal housing ranging from backyard shacks, informal dwellings on serviced sites, and informal settlements of different extents, with varying levels of access to basic services. Some informal settlements are located on private land, servitudes or uninhabitable land. A differentiated approach is required.

In terms of accommodating the demand for housing in relation to informal settlements, the focus in the Helderberg district will be on in situ upgrading due mainly to constraints around public land availability as well as the general desire to ensure minimal social disruption to communities. There is, however, also a need to plan for new housing opportunities, which may, at least initially, accommodate residents on an incremental basis.

Incremental Upgrade Module



• In-situ upgrading

One of the key issues facing informal settlement upgrade is the issue of which settlements should be regarded as permanent and thus becoming the focus of upgrading beyond access to basic services (e.g. in situ upgrading) and which settlements or areas within settlements should be considered temporary and suited to relocation. In this regard the City of Cape Town's Informal Settlements Department has proposed that informal settlements be categorised into three types according to their location and circumstances, which will inform the nature of appropriate interventions. More than one category could be applied within an informal settlement to account for the existence of multiple circumstances. The proposed categories are as follows:

☐ A- occupation is permitted.

☐ B- occupation is only temporarily allowed because it is either demonstrably to the disadvantage of existing rights holders or it is very difficult or costly for services to be supplied.

☐ C- occupation is prohibited because it is hazardous to the residents or the wider community.

The following table indicates in more detail how the categories would be defined and suggests the kind of intervention that could be appropriate. The extent to which such interventions are possible will depend upon the availability of resources and the strength of the required partnerships between the City and resident communities.

Table 6.3: Criteria for categorization of informal settlements:

Category	Circumstances		Intervention
C	1	Occupation poses a direct threat to the safety of the wider urban community (e.g. under power lines)	Registration of addresses and their occupants, Essential Services to the periphery only, no electricity connections and an arrangement between the City and residents (and any other party that is involved with the community) which will organise the vacating of the area and securing it from re-occupation
	2	Occupation poses a <u>real</u> danger to the resident community because of hazardous soil conditions (e.g. flooding, methane)	
B	3	Occupation prevents a higher use for which the land is intended to be used within 5 years	Registration of addresses and their occupants, Essential Services, individual electricity connections and the potential for a partnership-based programme that will create physical and socio-economic improvements for the residents to the extent possible.
	4	Occupation reduces the value of neighbouring property	
	5	Occupation contravenes the rights of servitude holders, but is not necessarily dangerous	
	6	The settlement cannot be serviced without great difficulty or inordinate expense	
A		None of the above	Registration of addresses and their occupants, at least full Essential Services (communal water standpipes and toilets to prescribed ratios, solid waste removal and area lighting), individual electricity connections and the potential for a comprehensive partnership-based improvement programme that could include access to greater security of tenure.

In the light of these criteria, some informal settlements within the district are regarded as permanent settlement areas. In this regard, it is critical that apart from addressing requirements for basic services as is constitutionally mandated, these areas are upgraded into dignified neighbourhoods with associated social and economic opportunities as informed by a clear plan and programme for these settlements.

- **Emergency housing and new incremental development areas**

The identification process for land for new incremental development areas should reflect on the land for investigation for publicly assisted housing. It is critical that land identified and planned for in this regard is developed in a manner that supports the future development of integrated human settlements. This requires comprehensive planning taking into account needs for public facilities, engineering services, open space and principles of good urban form.

Informal settlements proposed for upgrade:

Helderberg District accommodates several areas of informal settlement, less formal township areas (informal structures on formalised erven) as well as vast areas where backyard shacks are prevalent. Based on desktop information there are 3226 households found in the informal settlements (excluding backyard dwellers) in the Helderberg district covering an area of 46.71ha

A number of informal settlements exist within the Sir Lowry's Pass Village area (i.e. Pinetown, Uitkyk, Rasta Camp Erf 911, Javage and Lovemore and Sun City). The area is also subjected to poverty, degradation and drug and alcohol abuse as well as lack of social and employment opportunities. Rasta Camp informal settlement is recommended for in-situ upgrading and formalisation on Erf 911 with the required public investment in infrastructure, open spaces and community facilities. Sun City, Javage and Lovemore are recommended for relocation to a suitable site as the formal area in Sun City is already overcrowded. With regards to Pinetown and Uitkyk, a housing project has been planned in the same location.

Emergency housing and new incremental development areas:

It is critical that land identified and planned in this regard is developed in a manner that supports the future development of integrated human settlements. This requires comprehensive planning which takes into account the needs for public facilities, engineering services, open space and principles of good urban form.

In terms of land for emergency housing, Farm 1154/31 is currently being investigated as a TRA site in the Sir Lowry's Pass Village. It is however noted that this might not be sufficient to cover the needs of the district and additional sites need to be investigated for this purpose.

6.1.4 Infrastructure upgrading

It is anticipated that the proposed densification, intensification of land uses, urban upgrade, upgrading of informal settlements, and impact of areas identified for new development will place increasing strain on the infrastructure which serves the district. The potential infrastructural deficit is compounded by the fact that the district has been subject to extensive growth in recent years, with infrastructure which is either old or not designed to cater for the rapid growth in development in the district.

The intensification of land uses and the development of strategic sites are dependent on the infrastructural capacity of the existing network. Therefore, new infrastructure upgrades must be carefully planned in conjunction with the land use proposals specific to the district and adjacent areas. The timing/ phasing of implementation is therefore critical.

a) Bulk water and reticulation:

The 810 diameter Steenbrass Main bulk water currently serve the Helderberg region and is supplemented by the Faure water works. Most of the future works required in the district are to accommodate the large areas earmarked for future urban development and to accommodate densification on existing urban areas in areas. Somerset West and Strand are the problem areas in the district concerning the water reticulation system.

- Sir Lowry's Pass area: The existing Sir Lowry's Pass Reservoir currently has no major problems however there is a proposed new Knorhoek Reservoir required to boost water supply in the area.
- Gordon's Bay / Firlands development area: A bulk connection of a 400mm pipeline is required for urban development proposed in this area. Vlakteplass and the Broadlands industrial area will also require a new 200-300mm bulk water pipeline, which is in accordance with the Water Master Plan in the district

- Paardevlei (Heartland) development area: Currently 1.2 Mega litres of water will be required for the initial phases of the development. The developer is also responsible for the installation of services on site.
- Somerset West: the area is currently experiencing lot of burst pipes in terms of the water reticulation system, mainly because of aging infrastructure. This requires upgrading and/or replacement. To be able to further density in the Somerset West area, the upgrading and replacement of infrastructure should be prioritized.

b) Bulk wastewater and reticulation:

Two Waste Water Treatment facilities are found in the district i.e. Macassar WWTW which has capacity and Gordon's Bay WWTW which has medium spare capacity. There are plans to extend a new bulk sewer line (Trappies) which will also serve new development proposed in Gordon's Bay and Firlands.

A number of areas in the district have sewer constraints and include:

- Sir Lowry's Pass area: the area requires various upgrading of sewer pipelines which is critical to any new development proposed in the area. The area also requires a new Outfall Sewer Relief pipeline and currently no further development can be undertaken in the area until such pipeline has been installed.
- The Gordon's Bay / Firlands development area: A phased approach is promoted to allow incremental installment of new infrastructure services, mainly due to the extent of development envisaged in this area. New development proposed should be in line with Water Master Plan. The new bulk sewer pipeline (Trappies pipeline) to serve the whole area. The Vlakteplaas development will also require 200 to 315 sewer outfall pipeline.
- Paardevlei (Heartland) development area: The new outfall sewer is to accommodate future development proposed in the Heartland site in Paardevelei has been completed.
- A number of reticulation upgrades is also required within the Somerset West and Gordon's Bay-Bikini Beach to strengthen the sewer system.
- Macassar new development areas will require upgrading of an outfall sewer pipeline.

c) Stormwater and Catchment Management:

Stormwater currently pose a challenge in the district and different systems are in the process of being upgraded, or are earmarked for upgrade. These include inter alia:

- The Macassar/ Firgrove area where the Modderspruit upgrading is required. The upgrade of Geelsloot, upstream from Main Road, Somerset West is still to be done, this also goes for the downstream from the N2 reserve.
- The Lourens River upgrading is an on-going process, where the downstream upgrade from Andries Pretorius Street is in process, whilst the downstream upgrade from Broadway is still to be implemented.
- The upgrade of the Soet River, between the N2 Freeway reserve and Broadway is still to be implemented. The Onverwacht Road canal upgrade between the T2 and Michael Street is also still to be done. This also goes for the Broadlands Road storm water system between the T2 and the future N2 Freeway.

In order to unlock the Gordon's Bay/Firlands Development area for future urban development (inclusive of Vlakteplaas), the Sir Lowry's Pass River system will need to be upgraded upstream from the diversion channel in Gordon's Bay, inclusive of the portion that runs through the Sir Lowry's Pass Village. Planning for the upgrading of the river channel has already been initiated. Of critical concern is the cost of this upgrade which might pose a challenge to ensure prompt development of this area.

d) Electricity

Eskom provides the electricity for the area. The area is crisscrossed by a number of power-lines of which the main line (132 kV power-line) is the most important and runs alongside the Steenbras Dam pipeline for a fair distance. The main electricity sub-station is located in the Firgrove area and a fair number of smaller stations are widely distributed in the area. Strand and Gordon's Bay areas have been identified as electricity risk areas based on the main substation load.

Electricity infrastructure upgrading is to be focussed on upgrading existing major substations to increase footprint and alleviate areas with problematic substation loading. To add capacity to the existing network Eskom is busy with EIA plans for the following:

- o Construction of a 400Kv double circuit transmission power line from the proposed new Mitchell's Plain substation to one of the following locations:
 - the existing Firgrove Substation,
 - the existing Stikland substation, or
 - a proposed switching station close to the existing 400kV transmission power line from the Palmiet substation to the Stikland substation in order to integrate the latter into this project.

e) Solid Waste

Helderberg, together with the other districts within the City, is confronted with waste management challenges driven by increasing waste generation and limited suitable space for disposal and treatment. Current trends from the available data indicate that the growth in waste being generated is outstripping population growth by 5% (CoCT, 2006). Increasing waste generation leads to cumulative contamination and pollution in the long term as the receiving environment, including water bodies, has limited capacity to assimilate and break down waste. Helderberg has the second highest percentage of households not receiving refuse removal within the entire Cape Metropole, with 7.93% of households in district having not being served by the local authority (Van Heyningen, 2007)

The City of Cape Town runs six waste disposal sites, three of which have been closed including the landfill site located in Gordon's Bay. The only remaining CoCT landfill site located in the district is a domestic site in Faure, which has also reached its capacity and is no longer permitted to receive waste. Recently the City has adopted an Integrated Waste Management Policy to try to minimise and effectively manage waste. To plan for solid waste, the city has identified a future Transfer Station to be accommodated in the Helderberg district.

6.1.5 Public facilities and public space

a) Urban and civic upgrade

Urban and civic upgrades are proposed in a number of precincts throughout the district. These are focussed on reinforcing the structuring routes and public investment nodes and supporting their civic and commercial roles.

High order urban and civic precincts:

- **Somerset West CBD:** is one of the dominant district nodes of highest significance within the district which has been functioning as the focal point for business and civic activity. In recent years the CBD area has been gradually weakened due to changing circumstances. The need for revitalisation of the CBD area has been identified with the following interventions being highlighted to ensure the upgrading of urban environment:
 - o The upgrading of the Main Road is seen to be the major stimulus to the overall revitalisation of the CBD area. The upgrading of building facades, forecourts and landscaping of hard open spaces inclusive of pavements is encouraged. This should also include investigating levels of use of the parking areas and upgrading.

- o Upgrading of private areas that visually form part of the public environment requires private sector involvement and a momentum needs to be set up to facilitate the process of regeneration which will improve the character of the Main Road and creating an attractive place for local shoppers and visitors.
 - o The introduction of high density residential development along the Main Road in the CBD area should be investigated to support economic activity as well as to encourage night life. In this regard, mixed use activity should be permitted on the ground floors and residential be accommodated above.
 - o Development and/or upgrading of pedestrian routes from Main Road leading to the Somerset West station and civic centre.
- **Strand CBD:** is another significant node in the district which requires upgrading opportunities. It is one of the most significant destination place within the district and the Metropole area, with its main attraction being the beach area. The character of the town is currently dilapidating and most of the significant heritage areas require renewal process which will not alter the character of the town. The interventions within Strand should firstly focus on the Main Road, which offers opportunity for redevelopment and densification. The area around the Civic Centre needs improvement in order to reinforce the significance of this precinct as an administrative hub.

Lower order urban and civic precincts:

- **Nomzamo / Lwandle Civic Precincts:** the precincts in Nomzamo and Lwandle are mainly there to provide the local residents with access to essential public facilities such as libraries, community halls, sports facilities and local municipal services. Nomzamo precinct has recently been landscaped into a quality public space, which is hoped to increase the quality of the public realm. Provision of parking facilities within this precinct is a necessity to ensure maximum usage of public facilities such as the Civic Hall (which is currently underutilised due to a lack of parking provision). With regards to Lwandle, the area is currently overcrowded and the establishment of hard and soft landscaping should be encouraged.

b) Public facilities

The district plan provides an input to guiding the provision and distribution of public facilities, which should be supplemented by local development plans and Community Services Directorate's master plans.

The distribution of public facilities (such as clinics, libraries and community halls) is informed by the location of the proposed hierarchy of civic precincts (see section 4) proposed as clusters of social facilities and public institutions and proximity to the accessibility grid. Furthermore, the development of higher order (e.g. district and metropolitan) parks and sports facilities is informed by the identification of the structuring open space system that these facilities should seek to reinforce.

In terms of the further provision of public facilities in the district, there is a need to address both areas of shortfall as well as plan for the development of new facilities in relation to new development areas. In the Helderberg district, a focus on both aspects is required.

- **Areas of shortfall**

Key areas of shortfall include:

- Lwandle
- Nomzamo
- Sir Lowry's Pass Village

These areas of shortfall should be addressed through detailed facility planning and review in order to either identify appropriate sites for new facilities that may be required or upgrade existing facilities to a higher order to address service delivery requirements. The challenge within the above areas is the lack of vacant land to provide much needed facilities.

The CSIR public facilities accessibility analysis report has indicated the need for several new public facilities within the district. Compared to other districts in the City, Helderberg is relatively well catered for in terms of public facilities, however, there are gaps in facility provision in certain parts of the district. In areas such as Nomzamo, Lwandle and Sir Lowry's Pass Village a need for well-developed community parks and sports facilities is high, as these areas are overcrowded with no green areas provided. The CSIR report indicated the need for a stadium or additional soccer pitch in the Nomzamo/Lwandle areas. A need for a district park to serve Strand, Nomzamo, Lwandle and Gordon's Bay is also identified. The development of additional schools, regional library in the district as a whole is also highlighted as an important aspect in view of the fact that Helderberg district is growing rapidly.

- **Requirement for planning for facilities in relation to new development areas**

In terms of the new development areas in the district, there will be additional requirements in terms of public facility provision. In this regard the areas identified in the new development areas table above (see table 6.3) require review in terms of budgeting for public facility provision. This should be initiated as part of the detailed planning for the development of these sites.

d) Destination places

The Helderberg District includes stunning vistas and the magnificent Hottentots Holland and Helderberg mountain ranges form a backdrop which is associated with a number of proposed destination places. These are places where the residents and visitors can experience and enjoy the district's most prized assets. The district has significant recreational promise as a result of its natural assets, and formal opportunities for such experiences should be enhanced in a manner than offers spectacular, safe and affordable recreation spaces accessible to all income groups. A number of locations within the district are identified as places that, with the necessary enhancement, could play that role. These include:

- **Coastal destination places**

Helderberg is renowned for its long stretches of white, sandy beaches and safe swimming at blue flag beaches and in warmer waters. This has made the district a popular prime holiday destination for water-sports enthusiasts. Ongoing efforts should be made to increase the tourism potential of these areas, by means of optimising accessibility (especially pedestrian access), appropriate landscaping (inclusive of addressing safety issues), and public facility development. Private initiatives should be supported in order to enhance the qualities of these environments. A set of coastal attraction places are identified in this district with proposals to redevelopment and support intensification opportunities as well as strengthening their role as coastal destination places. These include:

- o *Coastal node proposed in Paardevlei area:* The coastal dune system to the south of the Heartlands development node (Farm 790) provides an opportunity for a natural special place to be established. This area accommodates an extremely sensitive biodiverse environment. The nature and the form of this proposed coastal node development is to be determined by further detailed investigations as part of local area planning initiatives.
- o *Strand coastal node:* Strand's main attraction is the beach which is known to be one of the best and safest bathing areas in the country. The area is well developed with higher size buildings accommodating residential opportunities for both residents and tourists.

Revitalisation opportunities, varying in nature in the form of upgrade of streetscapes with quality landscaping and improvement of building facades and forecourts, are encouraged along Beach road to strengthen its character as a vibrant mixed use coastal node with a range of day and night recreation and/or entertainment opportunities.

- o *Harmony Park Urban Park*: Harmony Park provides the potential for redevelopment into a mixed use area, which could accommodate a coastal urban park as well as some private sector investment. It is argued that the future development of the site may include higher density housing development, dependant on the impact which expected sea level rise may have on the viability of such development. The site is highly accessible from both Broadlands Road as well as Faure Marine Drive, especially for the lower income groups.

- **Nature areas and Viticulture destination places**

- o *Helderberg Nature Reserves*: The Helderberg Nature Reserve is one of the treasures of this region and is situated on the slopes of the Helderberg Mountain near Somerset West, overlooking False Bay coastline. It offers various recreational activities such as picnic facilities, hiking trails, bird watching, tea rooms and environmental education facilities. The natural vegetation of the reserve consists of largely mountain fynbos and supports almost 600 plant species which forms part of critical biodiversity elements. The nature reserve must be safe-guarded from urban development to ensure protection of valuable cultural landscapes and environment.
- o *Kogelberg Nature Reserve*: forms part of the Kogelberg Biosphere Reserve that extends beyond the borders of the Helderberg district and is located above the eastern slopes of False Bay and stretches eastwards and southwards into the Hottentots Holland and to the coast. The reserve is considered to be one of the most complex examples of biodiversity in the world and is a World Heritage Site (Kogelberg Biosphere Reserve, 2008). It offers recreational opportunities such as hiking and picnic opportunities in the heart of the fynbos as well as camping facilities. The Kogelberg Biosphere Resort provides opportunity for redevelopment as a 'gateway' into the biosphere which could have a positive impact on the tourist potential of the area.
- o *Steenbras Dam*: is a primary water source for the City of Cape Town and currently offers several but limited recreational and tourism facilities. The area around the dam needs to be promoted to allow intensification of tourism opportunities which are of low impact and does not detract from the nature character of the area.
- o *Special Cultural destination places*: The Helderberg district is also a wine growing region and shares many attributes associated with the Stellenbosch Wine Route. Several wine estates have been established in the district and these plays a significant role towards promoting tourism. These include wine estates such as the Vergelegen wine estates situated in the outskirts of Somerset West (known as one of the oldest remaining vineyards in South Africa) and the Lourensford wine estate. Tourism opportunities should be enhanced and maximised on these special places associated with agricultural activities.



6.2 Guidelines for land use decision-making

As indicated in section 1.1. the purpose of the district plan is to provide broad guidance for land use development, and environmental, decision-making across the district. However, the desired spatial vision may change in relation to the changing needs across the district. It is thus imperative to respond to the various needs of the respective local areas, which make up the district.

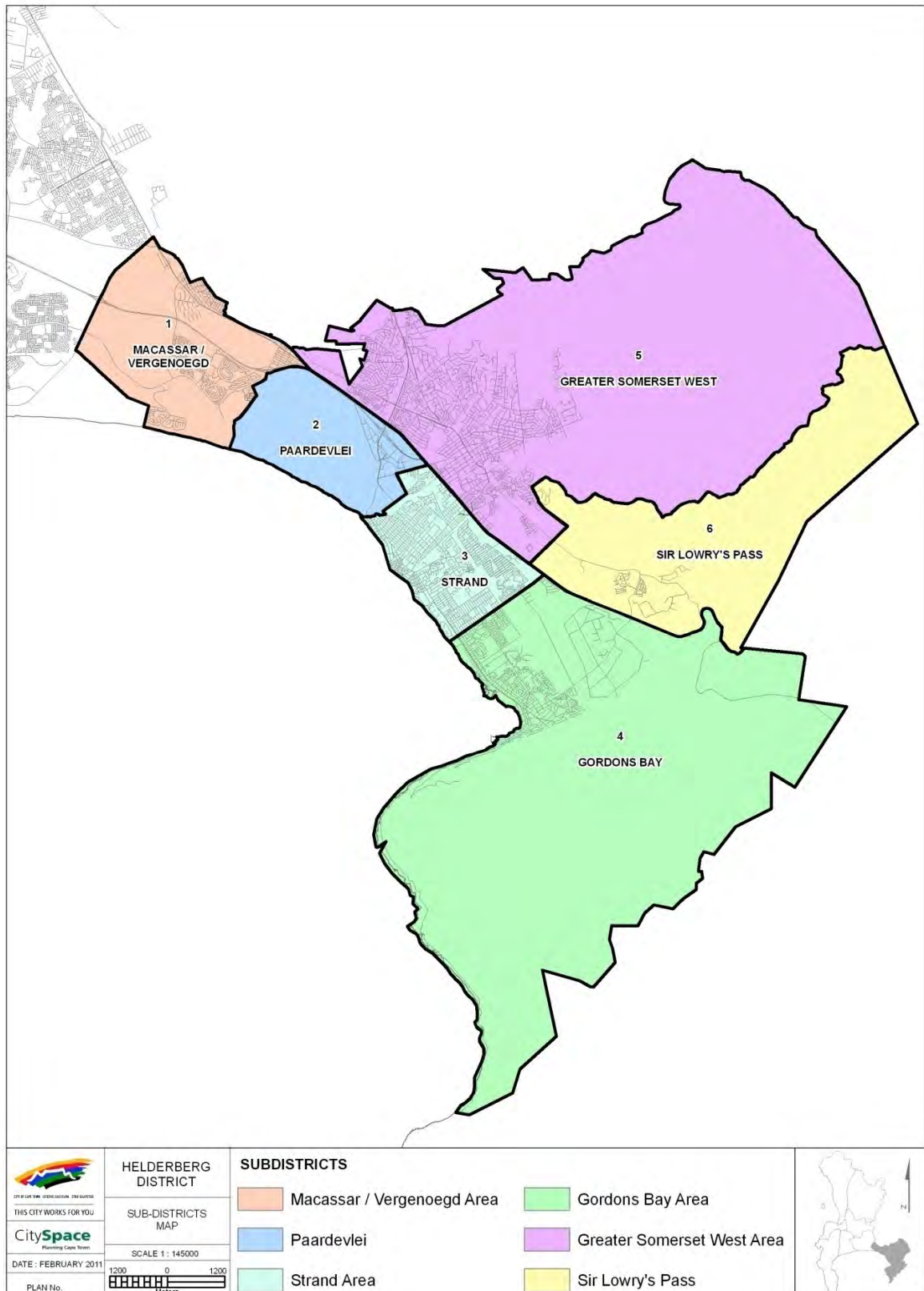
Therefore the purpose of this section is to provide land use decision-making on a more localised scale, hereafter called “Sub-district”. The various sub-districts within the district have been demarcated according to several criteria:

- o Spatial demarcation based on clear management boundaries
- o Urban form and character
- o Pressure for land use change

The Helderberg District comprises 6 sub-districts for which district future spatial development visions apply. These are:

1. Vergenoegd / Macassar Environs
2. Paardevlei
3. Strand / Nomzamo / Lwandle
4. Gordon's Bay
5. Somerset West
6. Sir Lowry's Pass area

Apart from local sub-district land-use guidelines, this section identifies future policy work to be conducted as well as new development areas within these respective sub-districts.



6.2.1 Sub-district 1: Vergenoegd / Macassar Environs

The sub-district includes areas of Vergenoegd farm, Faure, Croyden, Firgrove, Macassar and Sandvlei smallholding and is bounded by Baden Powell Drive to the west, the municipal boundary to the north, the Somchem cadastral boundary to the east and the coastline and Macassar Dunes conservation area to the south.

Vergenoegd farm is located in a key position, at the transition between the South East metro and the more rural Helderberg and Stellenbosch areas. The area has recently been subject to development pressures with a significant number of planning approvals being granted that have accelerated the level of development (e.g. the Cape Town Film Studios, Croyden Vineyard Estate, Croyden Olive Estate, Sitari Fields and Kelderhof Country Village). As a result of the recent developments, the character of the area is changing from semi-rural to a more urban mixed use character.

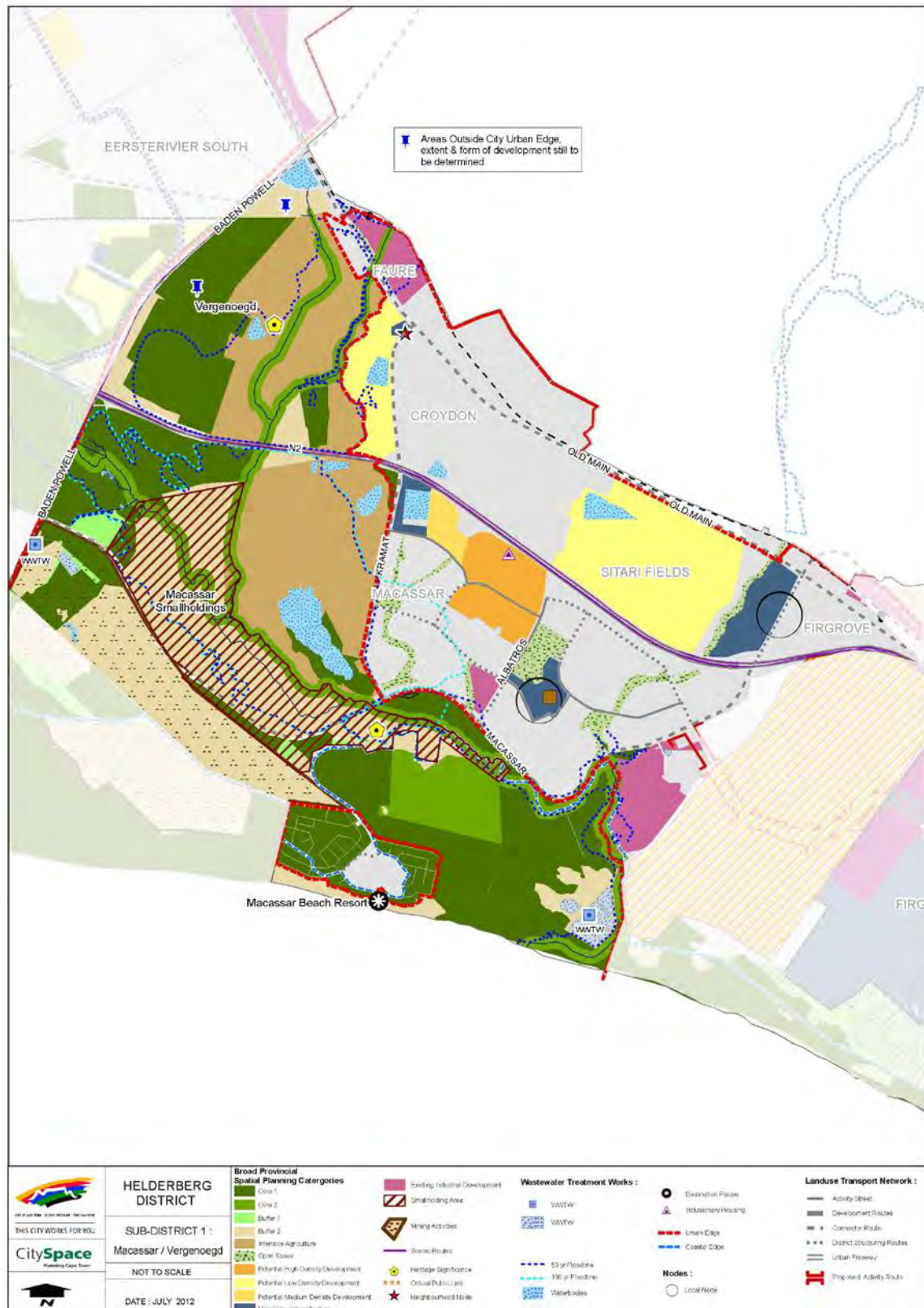
One of the major Greenfield sites (which is city owned) which can address the housing needs in the district is located to the north of the built environment of Macassar. The broader area also includes important cultural landscapes with numerous heritage sites such as Sheik Yussuf's Kramat, historic farms (Zandvliet) and other historic buildings.

Sub-district 1: Vergenoegd / Macassar Environs: Changes in Land Use and Form		
Spatial development objectives (what?)	Suggested response / Guidelines / Policy statements (how and where?)	Applicable (existing / proposed) local policies and actions
VERGENOEGD AREA		
a) Promote integrated visioning and planning as opposed to fragmented planning and decision-making for any potential future development on Vergenoegd Farm and surrounds. b) Ensure sustainable development, retention of the unique visual character of the area and environmental conservation. c) Planning to take cognisance of location in key position between the south-east metro and the more rural Stellenbosch and Helderberg area.	1. The area is acknowledged as an area of change, located in-between existing urban areas and currently outside the City's urban edge, any potential future development to be considered holistically in terms of visioning and planning in order to balance development and conservation opportunities found in this farm. 2. Future development to be undertaken in a manner that will not negatively affect the character of the farm. Details of the scale and form of development to be appropriate to the unique setting of the site. 3. Any proposed future development, must treat the historic Vergenoegd farm with care in order to retain and celebrate the heritage value of the farm. This should include: • Retain viticulture activity as an active element within the farm precinct; • Enhance retention of the homestead and tree lanes as distinct elements in the landscape. 4. Development to ensure a suitable biodiversity offset and long-term biodiversity management which will benefit and reduce negative biodiversity impacts to an acceptable level. 5. Urban design guidelines to be prepared of any future development proposed in the area.	

Sub-district 1: Vergenoegd / Macassar Environs: Changes in Land Use and Form		
Spatial development objectives (what?)	Suggested response / Guidelines / Policy statements (how and where?)	Applicable (existing / proposed) local policies and actions
d) Ensure positive interface between developments and scenic routes (N2 and R310). Views of the Helderberg Mountains from these routes need to be protected.	6. Future development to ensure appropriate interface between land parcels and active interface with scenic routes (i.e. Baden Powell Drive and N2) with frontage of buildings facing scenic routes. 7. Ensure heavy and quality landscaping along the edges to mitigate against potential visual impact.	
MACASSAR COASTAL AREAS		
Access to the coast: e) Encourage the upliftment and revitalization of existing facilities at Macassar Beach resort area to improve the appearance, quality and variety of attractions in order to increase and improve access to the coast for the residents of Macassar and visitors. f) Support Eerste River Estuary as a Coastal Special Place.	8. Improve public amenity of the Macassar beachfront area by encouraging redevelopment opportunities that will create a vibrant coastal park with recreational and tourism facilities to benefit the nearby Macassar residents and visitors. 9. The development footprint in the beachfront area should minimize the negative impact on biodiversity and ensure an adequate connectivity biodiversity corridor along the coast that will still function following sea level rise scenarios. Development here will be subject to an EIA and suitable mitigation measures on coastal dynamics. Biodiversity management will likely be required. 10. Investigate the establishment of a new critical public link to the coastal resort area to ensure easy access to the coastal resort for the residents of Macassar. It is proposed that the link should connect with Albetros street in Macassar. 11. Enhance Eerste River Estuary as a Coastal Special Place. On-going effort should be made to increase the tourism potential of this area, by means of optimising accessibility (especially pedestrian access), appropriate landscaping (inclusive of addressing safety issues) and public facility development.	
MACASSAR AND ENVIRONS		
Economic opportunities: g) Promote opportunities for mixed use intensification in the local node in Macassar to strengthen its character as a vibrant community node. h) Promote intensification of available industrial land in Macassar. i) Ensure the development of sustainable communities with access to appropriately located economic opportunities.	12. Promote mixed use intensification in the form of commercial/business, medical practices and light industrial opportunities in proximity to local civic precinct in Macassar. 13. Identify opportunities for the establishment of SMMEs at appropriate locations displaying local business energy along activity streets and restructuring routes in Macassar. 14. Reinforce industrial development in the unutilised industrial land in Macassar located at the corner of Albatross Street in Macassar Road.	Macassar and Environs Spatial Development Plan, 2002

Sub-district 1: Vergenoegd / Macassar Environs: Changes in Land Use and Form		
Spatial development objectives (what?)	Suggested response / Guidelines / Policy statements (how and where?)	Applicable (existing / proposed) local policies and actions
j) Protect and conserve heritage significant areas found in Macassar.	15. Any proposed new development adjacent to the Kramat to be carefully considered and development that is non-institutional and/or not complementing to the character of this heritage area to be discouraged. 16. Investigate new heritage site in Macassar previously known as Slave House located along Kramat Road.	
k) Retain the residential character of Faure residential area.	17. Densification can be further encouraged within the residential area of Faure where appropriate.	
l) Support provision of access via N2 to Kramat Ave.	18. Investigate the establishment of transport interchange at via N2 to Kramat Ave to facilitate increased local accessibility to the Macassar area and to facilitate increased development potential of mixed use development proposed at the corner of Kramat and Mandela street.	
m) Restrict and discourage any further mining rights in Macassar.	19. No additional mining rights should be encouraged north of Macassar Road to protect the valuable environment and the smallholding area. 20. All existing mining rights or previously mined areas to be rehabilitated prior to closure of the mines.	
n) Promote preservation of significant tree lines/avenues.	21. Development proposals are to take cognisance of an accurate plot of existing tree groups, lines or avenues.	
MACASSAR SMALLHOLDINGS		
o) Promote preservation of Macassar (Sandvlei) smallholding area.	22. Development within this area to be carefully considered over and above existing development rights. 23. The opportunity for accommodating urban agriculture should be investigated. 24. A land use management policy to be put in place to manage activities within the Macassar smallholding area.	

Sub-district 1: Vergenoegd / Macassar Environs: New Development Areas		
Spatial development objectives (what?)	Suggested response / Guidelines / Policy statements (how and where?)	Applicable (existing / proposed) local policies and actions
VERGENOEGD FARM		
p) Promote residential and mixed use development of a low impact on the extreme eastern side of Vergenoegd Farm along Kramat Ave.	25. Support residential and mixed use development at appropriate scale on land above 1:50 year flood line. Further detail site planning and environmental impact should determine the appropriate development footprint for the area. 26. Development to be compatible with the neighbouring developments of Croyden Vineyard estates east of Kramat Ave and that is in keeping with the agricultural character of Vergenoegd Farm area. 27. Support lower intensity mixed use development of scale appropriate to the character of the area at the corner of Kramat Ave and Old Main Road.	
MACASSAR (ERVEN 3968 AND 2633-1)		
q) Promote development of medium to high density residential opportunities to accommodate public assisted housing on vacant city owned land in Macassar.	28. Support development of medium to high density residential in the form of an integrated residential development which offers various opportunities and/or typologies with appropriate provision of social/public facilities including open spaces for recreational purposes. 29. Inclusionary housing opportunities in the form of medium residential development with quality design to be promoted along properties abutting the N2. 30. An appropriate interface with the N2 should be promoted, as this is a scenic route which requires the maintenance of the visual quality.	Macassar and Environs Spatial Development Plan, 2002
FIRGROVE		
r) Promote mixed use on properties bounded by Old Main Road, N2, Macassar Road and Moddergat River.	31. Mixed-use development to be investigated subject to studies and finalisation of access. Interface with Moddergat River and treatment/setback from Macassar Road to be carefully considered.	



6.2.2 Sub-district 2: Paardevlei environs

The sub-district is located on the seaward side of the N2 freeway and forms part of the western environs of the developed area of Somerset West and Strand. It includes the major land holdings of Denel (Pty) Ltd (i.e. Somchem noxious industry) and Heartland landholdings (previously known as AECI).

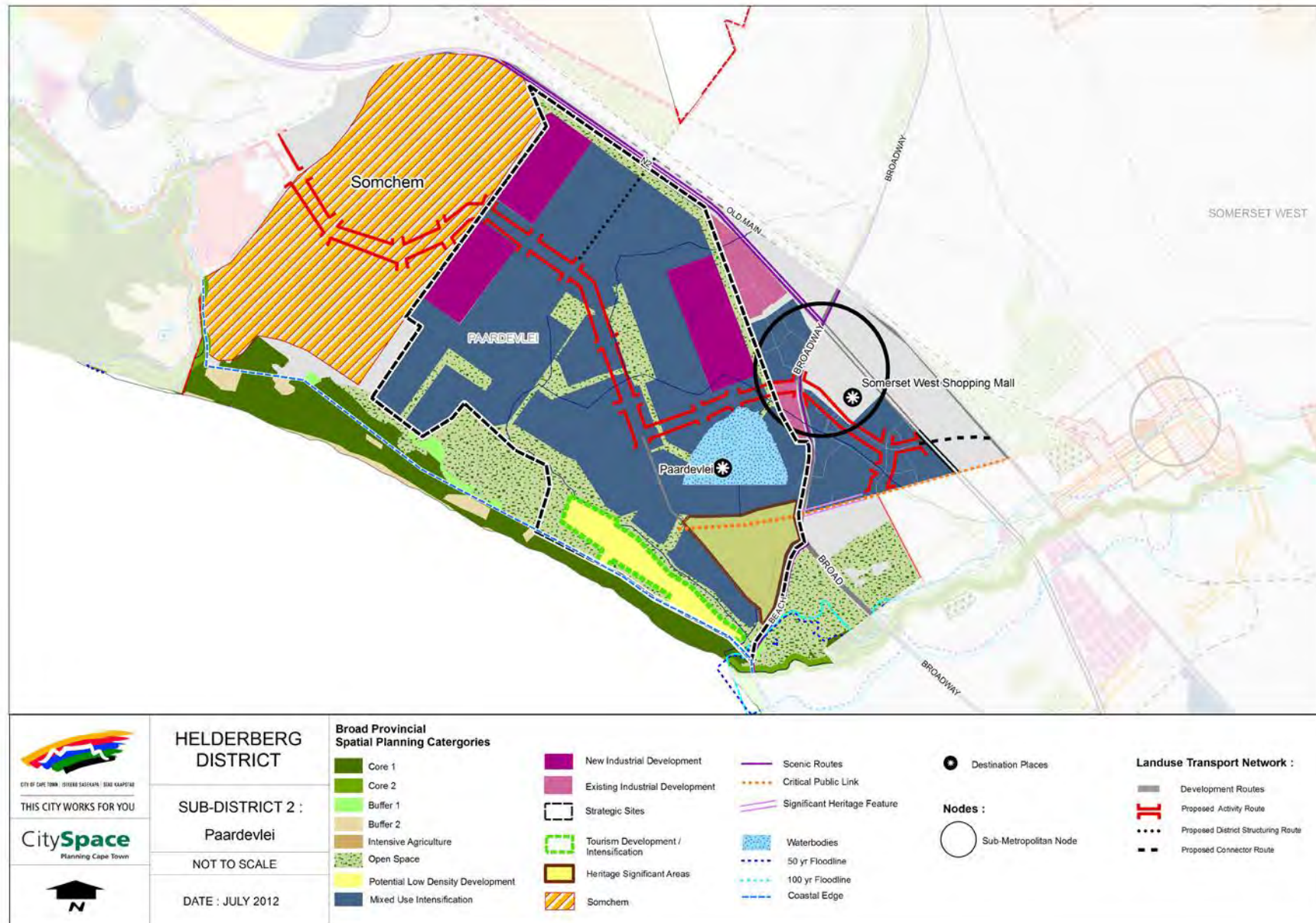
The Heartland site forms a natural extension of the development of the built environment of Somerset West and the Strand towards the existing development of Macassar. The site has been identified as a strategic site for large-scaled, new mixed use urban development offering integrated and sustainable development opportunities. Development of the site will have a significant impact on the economy and service provision in the district. It will also provide for significant employment opportunities, both short and longer term. The development is envisaged to be phased over a longer period.

The major economic opportunity zone / sub-metropolitan node for Helderberg district is located within this sub-district and consists of the Somerset West Triangle and the Paardevlei - Heartland site.

Sub-district 2: Paardevlei Environs: Changes in Land Use and Form		
Spatial development objectives (what?)	Suggested response / Guidelines / Policy statements (how and where?)	Applicable (existing / proposed) local policies and actions
SOMCHEM		
a) Ensure development which avoids risk areas.	1. Ensure establishment of an appropriate buffer to protect urban development from sprawling towards risk industrial area of Somchem.	Structure Plan for Somchem, 1988
FARM 790		
b) Preserve unique natural environment which forms part of coastal dune system to the south of Paardevlei site (Farm 790).	2. The coastal Biodiversity Network in this area functions as an ecological linkage between the Macassar Dunes area and the Lourens River corridor, it must be protected from development impacts. 3. Access to this coastal area to be controlled in order to guarantee the survival of this pristine environment.	
c) Support Laurens River Estuary as a Coastal Special Place.	4. Enhance Laurens River Estuary as a Coastal Special Place and on-going effort should be made to increase the tourism potential of this area, by means of optimising accessibility (especially pedestrian access), appropriate landscaping (inclusive of addressing safety issues), and public facility development.	

Sub-district 2: Paardevlei Environs: New Development Areas		
Spatial development objectives (what?)	Suggested response / Guidelines / Policy statements (how and where?)	Applicable (existing / proposed) local policies and actions
HEARTLAND DEVELOPMENT AREA		
d) Support development of an integrated mixed use development at the Heartland landholdings	5. Promote the development of the area as a strategic site that will provide a unique opportunity for a mixed use development envelope to accommodate commercial/ office/service industrial, tourism and residential developments, as well as community facilities such as a sports fields, schools, churches, multi-purpose centres, public open spaces public transport facilities and environmental conservation. 6. Public access to area to be encouraged and City guidelines on gated communities to be applied. 7. To note that the proposed land use reservations as per the sub-district plan are only conceptual in nature, and should in no way be interpreted as fixes, only legislative procedures for land use rights will confirm the form of development. 8. Proposed development to include consideration of affordable housing as a development option.	
9. Reinforce the development of an east-west activity route as a long term vision to support mixed use development and to facilitate increased connectivity and integration of areas.	10. Support and encourage development of an activity spine (i.e. two east- west axes, a link from Macassar road in the west with the R44 and Victoria road in the east) to support higher density mixed use development at points of opportunity, which will also support public transport. The development of this route is seen as a long term requirement to be prioritised which will also play a key role for integration of areas within the District.	
11. Ensure retention of the heritage significance areas.	12. Retain the character heritage properties in the Paardevlei area which forms part of the broader Heartland development area and support redevelopment opportunities that do not negatively affect the character of existing heritage.	
13. Support redevelopment of the Paardevlei (vlei area) as an urban destination place.	14. The Paardevlei (part of the coastal vlei system) is regarded as an urban special place where new development around the vlei area should optimise its use and tourism potential and ensure its protection. Public access should be guaranteed.	

Sub-district 2: Paardevlei Environs: New Development Areas		
Spatial development objectives (what?)	Suggested response / Guidelines / Policy statements (how and where?)	Applicable (existing / proposed) local policies and actions
15. Promote preservation of significant tree lines/avenues.	16. Development proposals are to take cognisance of an accurate plot of existing tree groups, tree lines or avenues.	



6.2.3 Sub-district 3: Strand and environs

The sub-district is bounded by the T2 development route to the north; Broadlands Road to the east, the Lourens River and De Beers Avenue to the west and the False Bay coastline to the south.

The area is largely urban in character with economic opportunities in the form of light industrial and retail development. Further mixed use intensification opportunities exist along the section of T2 and Strand Main Road. Residential areas found in this sub-district include: Strand northern areas, Victoria Park, Greenways, Rustehof and the low income areas of Asanda Village, Nomzamo and Lwandle etc. The sub-district's main attraction is the five kilometers of white sandy beach found along False Bay coast.

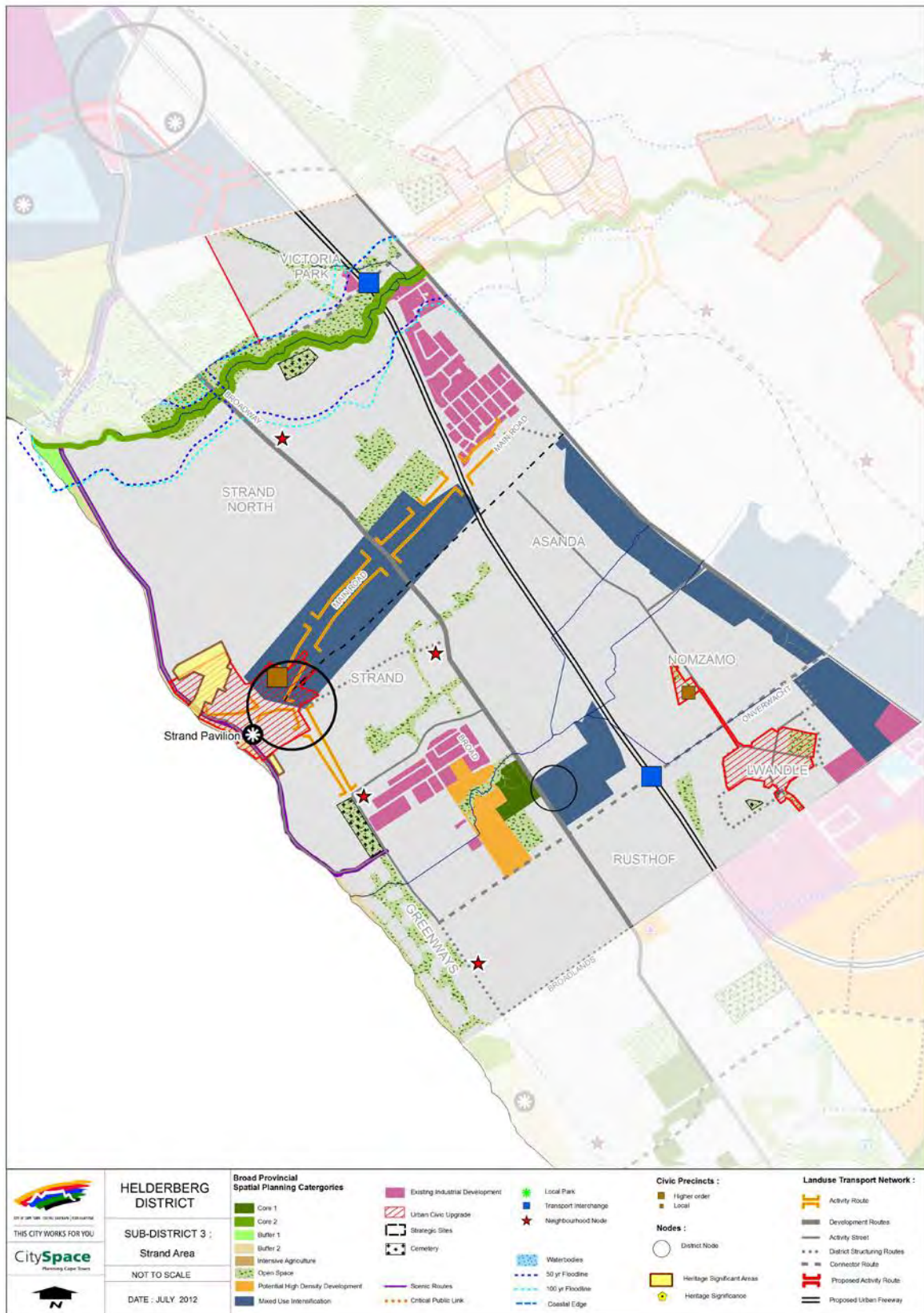
Sub-district 3: Strand Environs: Changes in Land Use and Form		
Spatial development objectives (what?)	Suggested response / Guidelines / Policy statements (how and where?)	Applicable (existing / proposed) local policies and actions
STRAND MAIN ROAD AND CBD		
a) Reinforce Strand CBD as a commercial, residential and public facilities node. b) Enhance the redevelopment opportunities along Main Road in Strand (a major activity route in the district) and to promote high density residential and mixed use development. c) Support the upliftment and the regeneration of the character of Main Road as a vibrant activity route.	1. Encourage appropriated densification and redevelopment opportunities along the Main Road to support development of high density mixed use development in the form of residential and commercial activities. 2. Investigate appropriate locations for tall buildings along the activity route and Strand CBD. This could be in a form of business/commercial on ground floor and residential above ground level. 3. Where possible, parking areas to be located behind buildings or in basements to ensure a positive built interface with Main Road. Where parking areas face Main Road, these areas are to be appropriately landscaped. 4. Redevelopment or renewal of building facades along the Main Road and on strategic locations within the CBD area should be encouraged over a long term to facilitate revitalisation of the character Strand CBD to reinforce it as one of the significant attractive investment areas in Helderberg. 5. Prioritise upgrading of area around the Civic Centre in order to reinforce the significance of the Civic precinct and administrative hub. 6. Ensure NMT and landscaping upgrades in the station area to improve the public environment. 7. Office development to be considered at appropriate locations along Mill Street.	• Tall Building policy to be applied.

Sub-district 3: Strand Environs: Changes in Land Use and Form		
Spatial development objectives (what?)	Suggested response / Guidelines / Policy statements (how and where?)	Applicable (existing / proposed) local policies and actions
d) Ensure retention of the Heritage character of the Heritage Significant Areas of the Strand and allow redevelopment and/or renewal opportunities that do not negatively affect the existing character of these areas.	8. Allow redevelopment or renewal of dilapidated significant heritage buildings and urban environment in a manner that does not detract from the character of the area.	
e) Redevelopment and intensification of Strand railway station.	9. Strand railway station is located in the heart of the Strand CBD. It is surrounded by a mixture of shops, flats and offices. Its location close to the Strand Beachfront and directly opposite the City of Cape Town's Strand Civic Centre means that it is a popular destination for recreational and civic activities. With increasing land values and land around the station being underutilised, the station precinct offers significant potential for redevelopment and intensification. Opportunities to rationalise land by providing structured car parking, which could be linked to a high quality park and ride facility, should be investigated and will enable Strand to fulfil the role of a high order urban node of metropolitan importance.	
STRAND BEACHFRONT AREAS		
f) Ensure the creation of the vibrant environment of the beachfront area by improving public amenity.	10. Improve the pedestrian environment by reducing the dominance of vehicles along the Strand beachfront and upgrading NMT infrastructure. 11. Support revitalisation opportunities in the form of streetscape upgrade with quality landscaping to strengthen the character of the beachfront area as a vibrant mixed use coastal node with a range of day and night recreation and/or entertainment opportunities. 12. Promote positive contextually appropriate urban design responses to the beachfront area by the private sector. 13. Any development in the beachfront area should consider the sea level rise risk and ensure appropriate mitigation measures in this regard.	
g) Support revitalization of Jetty Precinct area in Strand.	14. Support upgrade of the Jetty Precinct area to create a pedestrian orientated place through the rationalisation and upgrade of parking, trading, movement and related infrastructure and landscaping.	

Sub-district 3: Strand Environs: Changes in Land Use and Form		
Spatial development objectives (what?)	Suggested response / Guidelines / Policy statements (how and where?)	Applicable (existing / proposed) local policies and actions
h) Retain character of Beach Road.	15. Densification can be considered where appropriate along Beach Road. 16. Business intensification is encouraged on ground floors in the manner that will not detract from the existing character of the route.	
FAURE MARINE DRIVE		
i) Reinforce limited section of Faure Marine Drive as an activity route/street.	17. Promote densification of properties along Faure Marine Drive from the intersection of Strand Main Road to Beach Road by supporting development opportunities of mixed use commercial and high density residential development. 18. Where possible, parking areas should be located behind buildings or in basements to ensure a positive built interface with Faure Marine Drive. Where parking areas face Main Road, these areas should be appropriately landscaped.	
GEORGE STREET		
j) Support industrial intensification along George Street.	19. Industrial development not to negatively impact on abutting residential developments and ensure appropriate interface with residential areas.	
STRAND RESIDENTIAL AREAS (i.e. Strand North, Die Bos, Rusthof etc.)		
k) Retain the existing residential character.	20. Retain the low density residential character of the area. 21. Establishment of second dwelling units and increase of coverage and the relaxation of lateral building lines to be considered where appropriate. 22. Densification opportunities to be considered where appropriate in a manner that will contribute to the upliftment of the area and that does not detract from the residential character of the area. 23. Retain the character of the area located at the intersection of Onverwacht Street and Broadway for medium to high density residential development and support further mixed use intensification. Development in this area to ensure appropriate interface with the proposed N2 realignment.	
LWANDLE/NOMZAMO/ASANDA VILLAGE		
l) Promote upliftment of the urban environment by providing and upgrading of quality areas to improve the public amenity of the low income residential areas of Lwandle and Nomzamo.	24. Facilitate redevelopment and/or upgrade of local civic precincts in Nomzamo and Lwandle by focusing on the redevelopment opportunities and providing quality landscaping along key public spaces. 25. Support refurbishment of rental accommodation (i.e. CRU units) found in Lwandle.	• Prepare local area spatial framework for the area.

Sub-district 3: Strand Environs: Changes in Land Use and Form		
Spatial development objectives (what?)	Suggested response / Guidelines / Policy statements (how and where?)	Applicable (existing / proposed) local policies and actions
	26. Promote establishment of green spaces by investigating the provision of community parks and tree planting	
Economic opportunities: m) Reinforce Solomon/Michael streets as local activity street and prioritise NMT movement. n) Ensure the development of sustainable communities with access to appropriately located economic opportunities.	27. Identify opportunities for the establishment of SMMEs at appropriate locations along activity streets displaying local business energy in Lwandle and Nomzamo. 28. The intersection of Onverwacht Road and Solomon/Michael Street to be emphasized as a gateway to Lwandle and Nomzamo and active uses that will serve the surrounding community be supported as well as the establishment of public transport interchange. NMT and appropriate landscaping to be prioritized along Onverwacht Road.	
o) Prioritise informal settlement upgrade in Lwandle and Nomzamo.	29. Support upgrading of existing informal settlements that are located on land suitable for urban development. 30. Where densities are too high to facilitate the upgrading of an area support de-densification of the settlements and assist with the identification and development of alternative land for them to be settled on. 31. Where informal settlements are located on land that, for health and safety reasons is not suited to development support the identification and development of alternative land for them to settle. 32. Where possible, allowance must be made in the provision of essential and basic services for the management of grey water and flooding.	

Sub-district 3: Strand Environs: New Development Areas		
Spatial development objectives (what?)	Suggested response / Guidelines / Policy statements (how and where?)	Applicable (existing / proposed) local policies and actions
Intensification and economic opportunities: p) Promote mixed use and industrial intensification on vacant properties located along south of T2. q) Ensure positive interface between developments and T2 as development and scenic route. r) Support development of a potential district level node at the intersection of Onverwacht Road and T2 to create employment opportunities for nearby low income communities of Lwandle and Nomzamo.	33. Encourage development of mixed use light industrial opportunities on vacant properties south of T2. 34. Development along T2 should ensure a positive interface with the T2, with the frontage of buildings facing the route and provision of quality landscaping along the edges to mitigate against potential visual impact as well enhancing the character of the route. 35. Investigate the potential of a district level node to accommodate district level amenities and facilities combined with some small scale retail and industrial hives for SMME's linked to the institutional skills development at the intersection of Onverwacht Road and T2.	
s) Unlock available City land for development opportunities.	36. Support development of medium to high residential development to support public assisted housing opportunities in Morkel's Cottage. Development of this area to ensure sustainable development that is well integrated with the environmental conservation area (i.e. critical biodiversity currently found in this area). 37. Erf 14443 to be investigated for affordable housing to accommodate Gap housing opportunities.	
t) Potential provincial hospital	38. Investigate the viability of establishing a new provincial hospital for the Helderberg region along T2. 39. Any development should ensure an appropriate interface with surrounding communities and the T2. 40. Investigate opportunities for other uses (social and or commercial) to co-locate with the hospital.	



6.2.4 Sub-district 4: Gordon's Bay

The sub-district is bounded by the T2 (i.e. TR2) a development and scenic route to the north; the City of Cape Town jurisdictional boundary to the south-east; Broadlands Street to the west and the False Bay coastline to the south-west. Gordon's Bay consists of the old village situated around the old harbour, Bikini Beach, the lower slopes of the Hottentots-Holland Mountains overlooking False Bay and the low-lying suburbs close to the main beach.

The sub-district has the potential to provide a wide spread of housing opportunities needed in the district, ranging from public assisted housing (Vlakteplaas), to high income residential development at lower to higher densities (Firlands / Gordon's Bay development area). The area also provides the potential for other land use types, such as industrial (along and south of the T2), as well as commercial development and mixed use development. It is crucial that the different land uses be fully integrated, and that adequate service infrastructure, public facilities are provided and optimum public access to the area is guaranteed. It is also critical to note that maximum development of this area will depend on the upgrading of the Sir Lowry's Pass River corridor, as the majority of land in the area is located within the flood prone areas.

Sub-district 4: Gordon's Bay Changes in Land Use and Form		
Spatial development objectives (what?)	Suggested response / Guidelines / Policy statements (how and where?)	Applicable (existing / proposed) local policies and actions
Broadlands Industrial area		
a) Reinforce intensification of the Broadlands industrial area	1. Support further intensification of Broadlands industrial area by providing various opportunities for mixed use light industrial and limited retail development. 2. Promote development of industrial hives to accommodate SMME's.	
b) Ensure a positive interface and appropriate landscaping between the built development and the T2 as a scenic and development route.	3. Development along the T2 should ensure a positive interface with the T2, with the frontage of buildings facing the route and provision of quality landscaping along the edges to mitigate against potential visual impact as well enhancing the character of the route.	• Scenic Drive Network policy.
Sweet Waters Smallholdings		
c) Manage development of and retain character of Sweet Waters Smallholdings.	4. Retain the character of the smallholding area for rural living and boutique farming. The area plays a critical role as a functional interface between the urban area and the Kogelberg Biosphere Reserve. Stewardship programme/conservancies facilitating smallholding conservation interface with the Kogelberg Biosphere Reserve should be promoted 5. Limit development beyond 120m contour line on the mountain-side of Sweet Waters Smallholdings to ensure the protection of valuable cultural landscapes, the pristine mountainside of Kogelberg Biosphere/Steenbras Mountain.	• Review of Policy Guidelines for Development within Helderberg Smallholding areas. • City of Cape Town Agricultural Land Review Study.
d) Protect valuable cultural landscapes.		

Sub-district 4: Gordon's Bay Changes in Land Use and Form		
Spatial development objectives (what?)	Suggested response / Guidelines / Policy statements (how and where?)	Applicable (existing / proposed) local policies and actions
	6. Subdivision of properties should be according to the applicable Policy Guidelines on smallholdings and subdivision below 1ha not to be encouraged.	
e) Reinforce the urban edge transitional zone area along the Sir Lowry's Pass Road (MR108) by encouraging intensification and provision of additional tourism facilities that are appropriate with the character, scale and the nature of the smallholding area on both sides of the road.	7. Support tourism development on properties abutting the Sir Lowry's Pass road situated on the eastern side of the road, to prevent urban development from sprawling beyond the urban edge to the Smallholding area of Sweet Waters as well as to maintain the character of the scenic route. 8. Tourism development in these properties could be in the form of boutique restaurants and shops, nurseries with coffee shops etc.	
Gordon's Bay Village		
f) Investigate retention and preservation of the character of the footprint of the Historical Village in Gordon's Bay.	9. Investigate the character and elements of the Historic Village to identify aspects to be retained and promoted. 10. Any development in the Bikini Beach area should consider the sea level rise risk and ensure appropriate mitigation measures to protect against the risk of flooding. 11. Ensure upgrading of existing infrastructural services before allowing or simultaneously with any further densification in the area such as reticulation upgrades to strengthen the sewer system.	- Investigate the character and elements of the Historic Village to identify aspects to be retained and promoted. - Develop appropriate urban design and landscaping guidelines for the area to enhance the character of the harbour.
g) Manage development within the Bikini Beach area.	12. Encourage revitalisation of the Bikini Beach area by redesigning the harbour (i.e. Yacht Basin), opening the area to create a vibrant public space with additional recreation and entertainment facilities.	
h) Improve public amenity of the beachfront and harbour area.	13. Consider and investigate alternative uses for the naval land should the naval base cease to operate/relocate.	
Gordon's Bay Residential areas (i.e. Fairview Golf Estate, Pine Acres, Anchorage Park, etc.)		
i) Maintain and improve the quality of existing open spaces within the residential areas. j) Ensure positive interface between urban development and open spaces.	14. Preserve and maintain the existing open spaces within neighbourhoods. 15. Promote positive interface by ensuring visually permeable boundary treatment of properties abutting open spaces. 16. Encourage buildings on properties adjacent to open space to front onto the open spaces.	
k) Support densification on properties interfacing with the biodiversity corridor.	17. Support densification opportunities in the form of high density residential developments overlooking the Nature area to promote positive interface and surveillance.	

Sub-district 4: Gordon's Bay Changes in Land Use and Form		
Spatial development objectives (what?)	Suggested response / Guidelines / Policy statements (how and where?)	Applicable (existing / proposed) local policies and actions
l) Promote preservation of significant tree lines/avenue.	18. Mature vegetation particularly in the form of groupings, tree lines and avenues should be preserved.	

Sub-district 4: Gordon's Bay: New Development Areas		
Spatial development objectives (what?)	Suggested response / Guidelines / Policy statements (how and where?)	Applicable (existing / proposed) local policies and actions
GORDON'S BAY / BROADLANDS / FIRLANDS DEVELOPMENT AREA		
m) Promote development of high density residential on Vlakteplaas to accommodate public assisted housing	19. Support the development of medium to high density residential development to accommodate affordable public assisted housing opportunities. The development of the area should be undertaken in an integrated manner with appropriate provision of public facilities and open spaces. 20. The layout should ensure that the potential east west linkage beyond the site boundary remains. 21. Development along N2 realignment to ensure appropriate interface with the route.	Development framework and urban design guidelines to be formulated to guide any future development proposed in this area.
n) Encourage development of high density housing on land along the proposed N2 realignment and the Sir Lowry's Pass River corridor.	22. Ensure development of appropriate high density housing on land abutting the N2 realignment and Sir Lowry's Pass river corridor to ensure positive interface with the N2 and river corridor as well as surveillance/safety by encouraging development fronting the river corridor.	
o) Promote development of medium density residential to ensure appropriate interface with existing residential area.	23. The vacant properties south-east of the proposed Bloubos Road are earmarked for medium density residential to ensure positive interface with the existing developments to the south (i.e. Fairview Golf Estate).	
p) Support medium density residential development on land bounded by Bloubos Road, Gustrow Road, Sir Lowry's Pass Road (MR 108) and N2 realignment.	24. Support development of medium density residential development in Firlands. Medium density housing should be provided on properties in close proximity to the Sir Lowry's Pass road (MR 108), in order to reinforce the transitional zone area and to protect the area beyond the urban edge from possible urban development. Development in this area to respect quality environment, of the urban and rural landscape.	

Sub-district 4: Gordon's Bay: New Development Areas		
Spatial development objectives (what?)	Suggested response / Guidelines / Policy statements (how and where?)	Applicable (existing / proposed) local policies and actions
q) Promote new industrial development on undeveloped land to the south of T2.	25. Support development of new industrial development on the remainder of portion 43 Stellenbosch Farm 918, located south of T2 adjacent to the Broadlands industrial area.	
r) Promote development of a mixed use area south of T2.	26. Encourage and support development of mixed use development south of T2, portions of Stellenbosch Farm 959, in a form of low impact residential, commercial and office development. 27. The development of the area should be of a lower impact/ local scale, in order to preserve or reduce any negative impact on the quality of the environment further to the east. Any development of this area should also include good quality landscaping that will soften the impact of the built environment on the landscape.	
s) Maintain and enhance the character of the area as the Gateway to the City of Cape Town and the Helderberg	28. Investigate the creation of a gateway at the T2-N2 -Sir Lowry's Pass Road intersection, with particular emphasis on tourist and information uses. Form, massing and placement of buildings are critical for the retention of vistas and view corridors.	
t) Promote positive interface with the T2, a scenic and development route.	29. Development to ensure positive interface with the T2, with buildings fronting the T2 and appropriate landscaping along the T2.	
u) Ensure a positive interface between the proposed urban development and the Sir Lowry's Pass River Corridor. v) Prioritise Sir Lowry's Pass River Corridor upgrade.	30. Development applications to ensure appropriate urban design and interface guidelines for the Sir Lowry's Pass River corridor to ensure appropriate interface and landscaping along the river corridor. 31. Prioritise the Sir Lowry's Pass River Channel upgrade to realise full potential development of the Broadlands/Firlands Development area, in view of the fact that most of the land is currently within the flood prone area.	
w) Promote development of new local node to serve the future development proposed within the Broadlands, Gordon's Bay, Firlands development area.	32. Investigate the development of a new mixed use commercial node at the intersection of Gustrow road and Sir Lowry's Pass road MR 108. Mixed use development could be in a form of commercial/retail, office and low impact residential development. Other much needed public facilities such as recreational /entertainment and health facilities can be promoted within the node. 33. Development of the node to be guided by a precinct plan with urban design guidelines to guide the extent, form and character of the node.	

Sub-district 4: Gordon's Bay: New Development Areas		
Spatial development objectives (what?)	Suggested response / Guidelines / Policy statements (how and where?)	Applicable (existing / proposed) local policies and actions
Harmony Park		
x) Strengthen Harmony Park as a coastal destination place.	34. Support development of a new District Park on portions of erven 2615 and 2612, Strand, which will form an extension of Harmony Park Coastal Resort facility. The park is to be promoted as a multi-purpose district park to be utilised by the wider community of the Helderberg. 35. Investigate the viability of mixed use development on City land (i.e. erf 2612) and adjacent vacant residential properties fronting Faure Marine drive. Development is to be guided by appropriate urban design and landscaping guidelines and should ensure appropriate interface with Faure Marine Drive. 36. Development of the area to consider the sea level rise risk and coastal processes impacts and ensure appropriate mitigation measures which works with these coastal dynamic processes.	Urban design guidelines to guide redevelopment of the Harmony Park resort area and adjacent residential sites along Faure Marine Drive.

6.2.5 Sub-district 5: Somerset West

The sub-district is bounded by the slopes of the Helderberg Mountain to the north, the CoCT's jurisdictional boundary to the north-west and the T2 to the south.

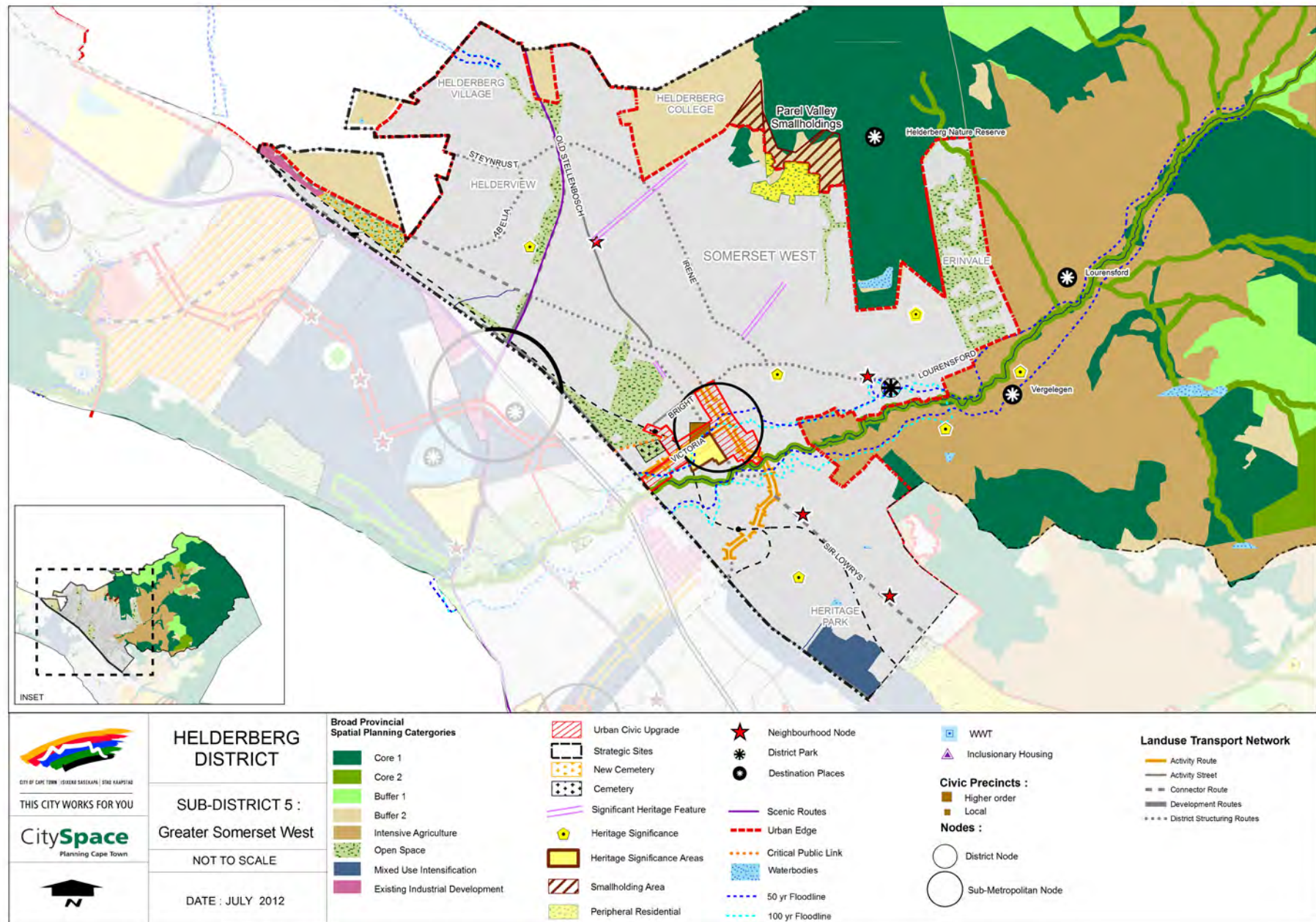
Somerset West is one of the upmarket residential suburbs in the Helderberg Basin. The area also includes the agricultural and viticulture areas adjacent to the urban edge. It offers excellent educational institutions (both public and private) ranging from pre-school to tertiary level. Major tourism opportunities are also found in this sub-district, including special cultural landscape destination places e.g. Lourensford Estate, Vergelegen Estates and nature areas e.g. Helderberg Nature Reserve.

Sub-district 5: Somerset West: Changes in Land Use and Form		
Spatial development objectives (what?)	Suggested response / Guidelines / Policy statements (how and where?)	Applicable (existing / proposed) local policies and actions
MAIN ROAD CBD a) Reinforce a clear hierarchy of nodes; b) Facilitate the regeneration of the CBD; c) Encourage appropriate intensification of business use; d) Strengthen the identity of Somerset West CBD and reinforce its role as a vibrant business district; e) Encourage appropriate residential densification along the Main Road;	1. Ensure development of offices and retail businesses that is not detrimental to the existing residential units; 2. Reinforce existing civic and social functions in the CBD in order to strengthen its role as a node; 3. No further commercial development beyond the CBD core area; 4. Retain shopfronts of architectural quality wherever possible, especially where part of a historical building; 5. Non-retail businesses and offices are preferably to be located on upper floors and retail uses at street level. 6. Consideration to be given to granting of additional bulk, where appropriate; 7. Consideration to be given to granting of departure from parking requirements, where appropriate; 8. Height of buildings generally to be limited and moderately exceeded at appropriate focal points within the CBD; 9. Adequate public parking is to be provided in small pockets in accessible locations; 10. Public parking areas to be attractively design and landscaped; 11. Strengthen link between railway station and Main Road by means of a direct pedestrian link which needs to be upgraded according to an urban design / landscape plan.	Formulate policy with respect to Places of Assembly in the CBD.
f) Reinforce Church Street Heritage Precinct.	12. Church Street acts as a critical structuring axis. Support appropriate development with stronger pedestrian links between the core of the CBD area and this heritage area.	Prepare an urban design framework for this heritage precinct which investigates new development opportunities and intensification of current residential land

Sub-district 5: Somerset West: Changes in Land Use and Form		
Spatial development objectives (what?)	Suggested response / Guidelines / Policy statements (how and where?)	Applicable (existing / proposed) local policies and actions
g) Strengthen Victoria Road as the important linkage route into Somerset West	13. Facilitate revitalisation of the urban environment and built fabric along the Victoria Road to enhance its role as the important linkage route into Somerset West.	
h) Reinforce a clear hierarchy of local/neighbourhoods nodes within the Somerset West Sub-district.	14. Extensions to built envelope and granting of additional bulk to be carefully considered for Waterstone Village. 15. Limited extensions and upgrading of the shopping centre of Heldervue local node. 16. Limited extensions to Land-&-Zeezicht local node given its optimal location on the intersection of Lourensford Road and Hillcrest Road. 17. Local nodes at Cynor and Schapenberg Road to remain as local nodes.	
i) Encourage appropriate intensification of use along the Old Stellenbosch local activity street.	18. Encourage development of community-orientated land uses. 19. Intensification of use to be concentrated on southern side of Old Stellenbosch Road, opposite de Hoop Primary School, between Open Space Erf 1264 and Scholtz Road, where appropriate; 20. Facilitate mobility as well as intensification of land use along the parallel service road.	
j) Retain the character of the Bright Street –Reitz Street area and support intensification opportunities of mixed use developments.	21. Retain and reinforce existing function of Bright Street as a local activity street; 22. Retail and mixed-use development to be supported; 23. Ensure positive street interface with the existing residential areas. 24. Residential densification to be encouraged.	Formulate urban design guidelines.
k) Protect character of Lourensford Road.	25. Reinforce role as major tourism route; 26. Limited tourist-or amenity-orientated retail development to be permitted at appropriate points along the route, as determined by access constraints and degree of fit.	
l) Conserve the important Lourens River catchment system (i.e. Lourens River PNE).	27. Consent to be obtained for all activities within the PNE.	
m) Reinforce Radloff Park as the District Park.	28. Conserve the important Lourens River catchment system; 29. Provide opportunities for physical and recreational activities such as sportsfields, walking and bicycle trails, etc; 30. To enhance the aesthetic value of the overall urban environment.	

Sub-district 5: Somerset West: Changes in Land Use and Form		
Spatial development objectives (what?)	Suggested response / Guidelines / Policy statements (how and where?)	Applicable (existing / proposed) local policies and actions
n) Open Space Network	31. Promote a linked, continuous open space system comprising of an overall framework (green belts and significant river corridors) and a local web (streams, landscaped streets, local corridors). 32. Promote a clear hierarchy of open space from large regional parks to small neighbourhood play spaces. 33. Ensure positive interfaces between parks/open spaces and surrounding built form.	
o) Retain Heritage character.	34. Large properties of historical significance and/or that perform an important role in establishing an area's character should be retained and not further subdivided. A limited form of development such as a guest house, hotel, conference centre, restaurant, institutional use could be considered, where appropriate; 35. Design of new buildings and spaces should reflect the design principles of the historic/original setting. 36. Reuse of existing buildings (rather than construction of new buildings) for tourism or institutional use is favoured.	
p) Zone 2 Development Area	37. Development rights for Zone 2 are in place. Intensification and/or densification thereof could be considered.	
q) Promote preservation of significant tree lanes/avenues.	38. Mature vegetation particularly in the form of groupings, tree lines and avenues should be preserved.	
r) Retain the rural character of Parel Valley Smallholding.	39. Subdivision below 1ha not be encouraged and to be in accordance with applicable Policy Guidelines for Smallholdings in the district. 40. The visual impacts of any new development in smallholding areas should be considered carefully in the evaluation of development applications. Unsightly and prominent structures in particular should be prevented. 41. Built form to be limited and architectural guidelines to stipulate fragmented massing of built form.	Helderberg Smallholding Policy to be applied in this area.
s) Parel Valley Peripheral Residential.	42. Retain the rural/natural and unique character of the area by promoting peripheral residential development that may include rural living/rural lifestyle estates. 43. Development form layout and density to be determined on application in accordance to local character and context.	

Sub-district 5: Somerset West: Changes in Land Use and Form		
Spatial development objectives (what?)	Suggested response / Guidelines / Policy statements (how and where?)	Applicable (existing / proposed) local policies and actions
t) Recognition of existing winery estates as destination places.	44. Wine farms such as Vergelegen, Lourensford estate and other smaller wine estates along Helderberg Wine Route to be enhanced as destination places to promote tourism in the district.	



6.2.6 Sub-district 6: Sir Lowry's Pass Environs

Sir Lowry's Pass sub-district is located north of the T2 on the north-eastern boundary of the district. It includes the smallholding areas (now referred as peripheral residential), agricultural land with vineyards estates and the Sir Lowry's Pass Village.

The Sir Lowry's Pass Village has become a dormitory village and which is regarded as one of the poorest communities in the district. In recent years it has grown massively and in a poorly managed manner which has led to infrastructural and social problems. A range of these socio-economic factors has also led to unemployment and contributed to a large numbers of people living in informal structures and poor living conditions.

The Sir Lowry's Pass environs as a whole represent a unique rural character, which is under considerable development pressure to subdivide properties and establish additional urban development in or around the village. Predominant challenges experienced in this area include the need to manage the interface between the area and urban development and to maintain the unique rural character while simultaneously accommodating residential uses.

Sub-district 6: Sir Lowry's Pass Environs: Changes in Land Use and Form		
Spatial development objectives (what?)	Suggested response / Guidelines / Policy statements (how and where?)	Applicable (existing / proposed) local policies and actions
SIR LOWRY'S PASS PERIPHERAL RESIDENTIAL (i.e. Former Smallholding areas in Sir Lowry's Pass)		
a) Retain the rural/natural and unique character of the area by promoting peripheral residential development that may include rural living/ rural lifestyle estates.(i.e. area located between the T2 and Sir Lowry's Pass Road)	- Any development between T2 and Sir Lowry's Pass Road forms part of the Urban Edge Management Zone and should act as a transition zone from an urban to rural / wilderness landscape. Such development can consist of extensive land units (ranging in size and character) and can include rural living estates. Conventional urban development which does not reflect sensitivity to the unique rural character will be discouraged. - Due to the different local contexts prevalent in this sub-district, applications will be evaluated based on site-specific considerations which includes but is not limited to the site's position in relation to the urban edge, the impact on important vistas and the character of the surrounding area, particular constraints and characteristics of the site (including aspects topography, soil, drainage corridors and visual impact), as well as the impact of development on fire management and control. - Peripheral residential is encouraged in this area which allows land to be developed for residential purposes in a rural setting and which seeks to preserve the rural and landscape amenity of such areas. The rural character of the area should remain the overwhelming feature and conventional urban development which does not reflect sensitivity to the unique rural living aspects of the area should be discouraged.	

Sub-district 6: Sir Lowry's Pass Environs: Changes in Land Use and Form		
Spatial development objectives (what?)	Suggested response / Guidelines / Policy statements (how and where?)	Applicable (existing / proposed) local policies and actions
	4. Any development, if supported, should be encouraged to locate on areas with the lowest environmental and visual sensitivity and where it will have the least visual impact. 5. Peripheral residential can take on different forms and the clustering of units could be encouraged to promote more effective management of the property and agricultural practices in some instances and to minimize environmental impacts and make service provision more efficient. 6. The design of any new buildings should be sensitive and complementary to the landscape and to one another. 7. Buildings are preferably to be sited within or adjacent to existing treed landscapes and/or in close proximity to existing structures so as to minimize any additional visual impact. 8. The development of peripheral residential (including rural living estates) should not apply to existing properties of 1 ha or less, given the potential cumulative visual impact. Consolidation of adjacent properties less than 1ha could be pursued in order to achieve a land parcel of sufficient extent. 9. Built form should avoid the appearance of significant building massing in the rural environment. No development on upper slopes or on ridgelines should be permitted. 10. Architecture is to be sensitive to the natural environment and environmental sustainability is to be a fundamental design consideration. Water use, energy, biodiversity and the nature of materials used for building are of critical importance. Particular attention is to be given to water saving and re-use measures, energy consumption, passive ventilation systems and appropriate landscaping/planting. 11. Applications for development in this area are to be motivated in terms of contribution to the unique qualities of the site in question and in the relation to the broader area context. These qualities can include a prevailing rural and natural character or scenic qualities. Applications should include, inter alia, consideration of the landscape character, the visual impact of development, heritage aspects and agricultural potential. 12. Where possible active farming elements (e.g. Viticulture) or rural activities (e.g. keeping of horses)	

Sub-district 6: Sir Lowry's Pass Environs: Changes in Land Use and Form		
Spatial development objectives (what?)	Suggested response / Guidelines / Policy statements (how and where?)	Applicable (existing / proposed) local policies and actions
	should be retained. 13. Accommodate agricultural/food security opportunities where appropriate.	
b) Protect the heritage character of Broadlands Farm located north of T2, west of Sir Lowry's Pass River.	14. Portion of Broadlands Farm with heritage significance to be protected from conventional urban development. At appropriate locations within the farm, peripheral residential can be developed taking into consideration environmental, visual sensitivities of the site, heritage and cultural landscape features of the site. The above policy development guidelines to be applied.	
c) Reinforce tourism potential of Farm Goedverwachting.	15. Farm Goedverwachting to be regarded as a destination place, with a specific tourism focus, inclusive of a boutique hotel, museum, art gallery and similar uses. Development of this unique and critical heritage resource should be handled sensitively. The farm holds the potential to become a heritage and cultural hub.	
d) Protect scenic quality of Sir Lowry's Pass Road and important vistas	16. Landscapes worthy of preservation and/or which are clearly visible from Sir Lowry's Pass Road as well as more distant views from other roads of importance should be protected. Any proposed development should be informed by the impact on scenic vistas, particularly along Sir Lowry's Pass Road and should be informed by the future Scenic Drives Network Management Plan currently under review. Visual impacts could potentially be mitigated by means of setbacks from scenic routes, limiting the permissible height of proposed structures and ensuring that such structures are screened from the road. These mitigation measures will be based on an application basis.	
e) Prevent urban sprawl	17. The urban edge must be reinforced by ensuring that development within but adjacent to the urban edge serves a transitional function between urban and rural areas and that development in this area is not merely a continuation of urban sprawl.	
TRE DONNE AND HIGH RIDING		
f) Retain the character of the area east of Sir Lowry's Pass Village.	18. The character of the areas to the east of the Village which includes Tre Donne and High Riding serve an interface function to the conservation area and mountain slopes to the east and south-east. Consolidation of erven for the creation of gated community developments and other urban forms that are unsuitable to this context will not be supported. 19. Any further subdivision of this area will not be encouraged.	

Sub-district 6: Sir Lowry's Pass Environs: Changes in Land Use and Form		
Spatial development objectives (what?)	Suggested response / Guidelines / Policy statements (how and where?)	Applicable (existing / proposed) local policies and actions
SIR LOWRY'S PASS ENVIRONS (areas outside the urban edge)		
g) Restrict and discourage urban development beyond the urban edge to protect valuable agricultural land, biodiversity and cultural landscapes as well as the rural character that exist outside the urban edge.	20. The urban edge in the Sir Lowry's Pass to be reinforced as a restrictive edge to discourage possible intrusion of urban development onto land of high agricultural and heritage value as well as biodiversity significance. 21. Any built form above the 120m contour line to be discouraged in order to maintain the visual amenity and slope stability of important cultural landscapes such as the Hottentots Holland mountainside and the Schaapenberg Hills. 22. Support development of appropriate and small scale tourism facilities that do not detract from the agricultural and or natural character of the area on immediately abutting farmland north of Sir Lowry's Pass Road in order to reinforce the urban edge management zone. 23. Any land parcels or portions thereof in this area that possess the potential to contribute to its long-term conservation and biodiversity should be protected. 24. The fragmentation of rural land and loss of rural character through piecemeal, ad hoc subdivision should preferably be avoided. In this regard, subdivision of large agricultural parcels should only be considered for the following reasons: - To realign cadastral boundaries for farming and/or access purposes, with no increase in the number of properties; - To protect or actively conserve places of natural and cultural heritage; - To allow for the efficient provision of utilities and infrastructure; - Multiple properties under single ownership may be rationalised through boundary realignments to improve farm management and/or to provide access to landlocked parcels, provided that no additional land parcels are created, the new boundaries reflect good environmental and land management practice and are appropriate for the intended land use. 25. Building not permitted on slopes steeper than 1:4. 26. As far as possible, natural platforms should be used for the siting of buildings. 27. On sloping sites, buildings should be fragmented in form and terraced. The extent of fill/retaining structures should be minimised.	• Develop management guidelines to ensure appropriate interface between urban development and agricultural and rural land / natural "veld" in order to discourage urban intrusion.

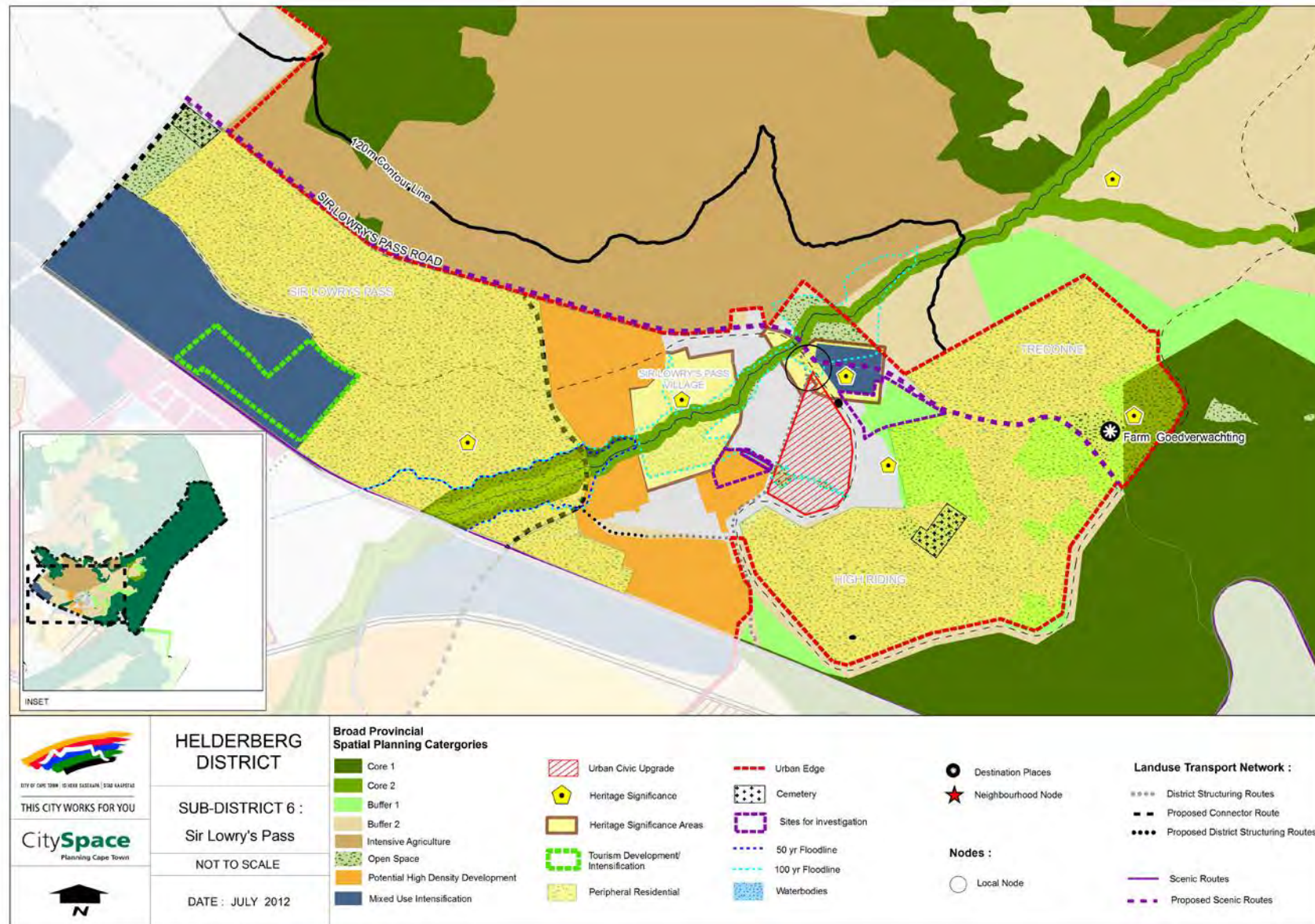
Sub-district 6: Sir Lowry's Pass Environs: Changes in Land Use and Form		
Spatial development objectives (what?)	Suggested response / Guidelines / Policy statements (how and where?)	Applicable (existing / proposed) local policies and actions
h) Recognition of existing winery farms in the Schapenberg Sir Lowry's Conservancy area as special cultural landscapes destination places.	28. Wine farms such as Ongegund, Onderkloof, Waterkloof and Mount Razier and other wine estates along Helderberg-Somerset West Wine Route to be recognised and supported as destination places in order to promote tourism opportunities in the district.	
SIR LOWRY'S PASS VILLAGE		
i) Encourage upgrading opportunities within the Sir Lowry's Pass Village to improve the general living conditions of the area. j) Ensure the upliftment of the urban environment by providing quality areas of amenity. k) Maintain and improve the quality of existing public open space and the public realm in general.	29. The Sir Lowry's Pass Village has in recent years grown massively and in a poorly managed manner which has led to infrastructural and social problems. The upgrading of necessary infrastructure and social services is highly recommended in the area in order to improve the quality of life for residents living within the Village. 30. Retain and upgrade existing sports field in the Village. 31. Enhance open spaces to serve a functional role and to have positive interface with residential areas.	
u) Ensure retention of the heritage significance areas found in the Village.	32. Retain the character of properties with significant heritage value in the Village and support redevelopment opportunities that do not negatively affect the character of the existing heritage.	
Economic opportunities: l) Reinforce the character of the village to a vibrant local commercial/business node to serve the communities within the Sir Lowry's Pass area. m) Identify opportunities for establishment of SMME's by investigating sites to accommodate small business / industrial hives in the Village.	33. Facilitate and support redevelopment opportunities and mixed use intensification in a form of commercial/business activities which will provide much needed services such as shopping and banking facilities to the communities of the Sir Lowry's Pass Village and environs. 34. The redevelopment opportunities in the commercial node should not negatively affect the remaining heritage character of the area but rather strengthen the aesthetic quality of the area. This can also contribute towards tourism opportunities related to the heritage value of the settlement. 35. Available land with business rights must be used to its optimum potential to support the creation of local-based employment and entrepreneurial opportunities. 36. Suitably located pockets of land to be investigated for rezoning to accommodate local economic opportunities in a form of small business / industrial hives, training centres.	Sir Lowry's Pass Village Structure Plan, 1998

Sub-district 6: Sir Lowry's Pass Environs: Changes in Land Use and Form		
Spatial development objectives (what?)	Suggested response / Guidelines / Policy statements (how and where?)	Applicable (existing / proposed) local policies and actions
n) Prioritise informal settlement upgrade.	37. Support upgrading of existing informal settlements that are located on land suitable for urban development. 38. Where densities are too high to facilitate the upgrading of an area, support de-densification of the settlements and assist with the identification and development of alternative land for communities to be settled on. 39. Where informal settlements are located on land that, for health and safety reasons is not suited to development support the identification of TRA sites and development of alternative land for communities to settle. 40. Where possible, allowance must be made for the provision of essential and basic services for the management of grey water and flooding.	

Sub-district 6: Sir Lowry's Pass Environs: New Development Areas		
Spatial development objectives (what?)	Suggested response / Guidelines / Policy statements (how and where?)	Applicable (existing / proposed) local policies and actions
SIR LOWRY'S PASS VILLAGE SURROUNDS		
o) Promote development of medium to high density residential on available public land as well as on appropriate private land.	41. Investigate higher density residential to accommodate much needed public assisted housing in the area on properties located north-east side of the village (i.e. Stellenbosch Farm 849 and 906). 42. Support development of high density residential on erven 1154/31 and 1154/3. City-owned erf 1154/31 represents an opportunity to be developed for public assisted housing which can interface well with the private development on erf 1154/3. Access to the proposed pieces of land pose a challenge and it should be resolved before development can take place in the area. 43. The area west of the village along the proposed Bloubos Road is encouraged for development of medium to high density residential opportunities. Development of this area should be of good quality design in order to enhance the visual quality that already exists in this area as well as to create positive interface with the proposed peripheral residential area to the west.	

Sub-district 6: Sir Lowry's Pass Environs: New Development Areas		
Spatial development objectives (what?)	Suggested response / Guidelines / Policy statements (how and where?)	Applicable (existing / proposed) local policies and actions
	44. Urban design input to this development is critical, particularly with respect to the interface with the peripheral residential use to the west of Bloubos Road. Built form, massing and setbacks are to be carefully considered. 45. Any new development adjacent to natural vegetation must be compatible with ecological fire management requirements of fynbos and renosterveld (i.e. summer burns) and developments should not prevent pro-active ecological management of the vegetation.	
SIR LOWRY'S PASS: PORTIONS OF THE AREA BETWEEN T2 TO THE RAILWAY LINE		
Economic opportunities: p) Promote mixed use development on Portions 22, 51-56,25-31 and 63 Farm 918	46. Encourage mixed use development (excluding industrial development) on the area comprising of Portions 22, 51-56,25-31 and 63 Farm 918 which can promote a range of uses.. It can possibly accommodate a mixture of appropriate business, limited residential and community uses. Agriculture and related activities will still be accommodated. Primary uses include same as Mixed Use Zone in Cape Town Zoning Scheme (new draft), excluding parking garage as primary use and the proposed additional use rights and consent uses. 47. Development rules still to be determined for this area, with possible overlay zone to be imposed. 48. Development applications in this area will be assessed on their own merits. 49. Even though the area is located adjacent to the T2, it remains visually linked to the broader Sir Lowry's Pass and Environs. Protecting the visual amenity from impacts of this mixed zone is important. Treatment of built form and signage are to be handled accordingly. 50. Height and massing of built form to be determined on application. 51. Development in this area should ensure positive interface and appropriate landscaping with the T2.	
q) Potential provincial hospital	52. Investigate the viability of establishing a new provincial hospital for the Helderberg region along T2. 53. Any development should ensure an appropriate interface with surrounding communities. 54. Investigate opportunities for other uses (social and or commercial) to co-locate with the hospital.	

Sub-district 6: Sir Lowry's Pass Environs: New Development Areas		
Spatial development objectives (what?)	Suggested response / Guidelines / Policy statements (how and where?)	Applicable (existing / proposed) local policies and actions
r) Encourage further development of agri and eco-tourism facilities.	55. Properties around/within Farm 918 Portions 22, 26, 28 Portion 63 and Portion 25 (Monkey Town), are to be retained for primarily agri- and eco-tourism related purposes with possible limited mixed use development in order to enhance the development of a tourism gateway to the Helderberg and the City as a whole.	
s) Review and enhance development of scenic route network.	56. Sir Lowry's Pass Road (M9) to be declared as a scenic drive and an overlay zone to be proclaimed.	
t) Promote preservation of significant tree lanes/avenues.	57. Mature vegetation particularly in the form of groupings, tree lines and avenues should be preserved.	



6.3 Local area planning priorities

While the district plan gives direction at a district scale, local area plans are required to provide a greater level of planning direction in strategic locations, aimed at implementing the plan. Several priority local planning and investment areas are identified in order to implement the plan. Inputs from the public engagement process have been an essential part of this process. These inputs have been balanced with the need to be:

- strategic in focussing on projects with maximum impact;
- aligned with the spatial strategies of the CTSDP 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.
- Project/development facilitation projects where further work is needed to unlock strategic land for development.

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 thus not comprehensive, but strategic, focusing on areas where multi-sectoral intervention is needed to ensure high impact restructuring and upgrading within the district.

The local area planning priorities for the Helderberg District are detailed in the following table.

Plan/project	Description	Timeframe (s: 1-2yr, m: 2-5yr, m/l: 5+yr)
Local Area Planning Initiative		
Vergenoegd Development Concept and Urban Design Guidelines	Preparation of spatial development concept plan and urban design guidelines to guide future development of the area in terms of proposed land use change and character of the area.	S: 1-2yr
Broadlands, Gordon's Bay and Firlands Development area	Spatial development framework to guide changes in land use. Planning for the infrastructure for future development has already initiated. Upgrading of Sir Lowry's Pass River corridor to be prioritised.	S:1 -2 yr
Strand Main road activity route Urban Design Framework and Land Use Policy Guidelines	Urban Design guidelines and Land use policy required to guide the form, land use change and character of the activity route to facilitate redevelopment and its revitalisation opportunities along the route.	M:2 -5 yr
Strand and Gordon's Bay Beachfront management and development guidelines	Preparation of high density development and high rise buildings management and development guidelines to manage development within the coast.	M:2 -5 yr
Upgrade of Jetty Precinct area in Strand.	Strand Jetty Precinct which has become rundown over the years and is in dire need of an upgrade.	S: 1-2yr
Somerset West CBD Main road activity route Urban design guidelines and Land Use Policy guidelines	Urban Design guidelines and Land use policy required to guide the form, land use change and character of the activity route to facilitate redevelopment and its revitalisation opportunities along the activity route.	M:2-5 yr
Bright Street –Reitz Street Urban Design framework and guidelines.	Urban Design guidelines required to guide the form, land use change and character of the activity street.	M:2-5 yr
Church Street Heritage Precinct Plan	Prepare an urban design framework for this heritage precinct which investigates new development opportunities and intensification of current residential land.	M: 2-5 yr
Nomzamo/Lwandle Local area plan	The public amenity in the area is deteriorating due to poorly maintenance and overcrowding, urban design guidelines/framework with landscaping proposals are necessary to improve the character of the area as well as to rationalise the existing sports facilities in Lwandle to ensure additional recreational activities.	S:1 -2 yr
Sir Lowry's Pass (i.e. portions of the area between T2 and Sir Lowry's Pass road) and Parel Valley (in Somerset West) Peripheral residential land use and urban design policy guidelines.	Detailed investigations in a form of agricultural potential, environmental and heritage assessments should be undertaken as well as a development framework for the area should be prepared to inform the extent of development in terms the form, access, heritage, visual impact, land use, appropriate densities to be proposed in the development of the area.	S: 1-2 yr
Sir Lowry's Pass Village local area development framework and investment strategy	Development plan for the area that will serve as a platform for investment in the area, with a set of logical interventions aimed at enhancing the functionality and desirability of the area. Community driven planning process to be explored in this regard.	M: 2-5yr

Faure Marine Drive development guidelines	Land use guidelines are necessary to manage the changing nature of uses in Faure Marine Drive.	M: 2-5 yr
Harmony Park Coastal Precinct	Urban design guidelines to guide redevelopment of the Harmony Park resort area and adjacent residential sites along Faure Marine Drive to strengthen the resort area as a coastal destination place.	M 2-5 yr
Revise the Policy Guidelines for Development within the Helderberg Rural areas	Policy outdated, review required.	M: 2-5 yr
Revise the Policy Guidelines for development within Helderberg Smallholding areas	Policy outdated, review required	M: 2-5 yr

ANNEXURES

ANNEXURE A: List of withdrawn planning policy documents

Approved structure plans

Plans promulgated in terms of section 4(10) of the Land Use Planning Ordinance, and that impact on the Helderberg District, which are withdrawn include:

- Gordon's Bay Structure Plan (1989)

Council approved policy plans

Policy plans approved by Council, and that impacted on the Helderberg District, which are withdrawn include:

- None

	Name of the Spatial Plan/ Policy	Study Area	Status	Date of Approval	Purpose	Changes in Planning Context	Proposed Future Status of Plan
1	Sir Lowry's Pass Structure Plan	Sir Lowry's Pass Village	4(6)	1997	To formulate a policy promoting future development within the study area, and the general well-being of the community.	Integration of communities	Downgraded to 4(10) structure plan through the approval of the CTSDF and then replaced by the District SDP. To be retained as 4(10) Structure Plan.
2	Gordon's Bay Local Structure Plan	Gordon's Bay Municipal Area	4(6)	1989	To lay down development guidelines and - objectives that will stimulate and regulate future development.	• Change in Environmental Legislation • Emphasis on Densification and Integration • Amalgamation of local authorities	Downgraded to 4(10) structure plan through the approval of the CTSDF and then replaced by the District SDP. To be withdrawn entirely.

ANNEXURE B:

Principles for assessing development proposals in “areas of potential impact” on selected natural environmental attributes

1. *Areas of potential impact should be addressed as soon as possible in the planning process and before significant resources have been allocated to a project.* This requires a cooperative and transparent approach to these areas. Consultation with key role players should be initiated and include the City's Environment & Heritage Management Branch, Biodiversity Management Branch, Spatial Planning, Catchment Stormwater and River Management Branch, and other key stakeholders such as Cape Nature.
2. *Proactively and timeously search for the best practicable alternative:* The application of this principle is dependent on the significance of the potential impact when viewed in the context of the broader strategic intent of the district plan. In many instances, trade-offs are required and the SDP has sought to inform where these might be appropriate. However, development in highly sensitive or significant natural environments is generally undesirable, and has, where possible, been avoided in the district plan. In the limited instances where this has not occurred, balance has been sought by, for instance, the planning of biodiversity corridors where highly sensitive natural environments are likely to be impacted. More detailed planning of these areas should consider alternatives and detailed design intervention to prevent or minimise potential impact (as per 3 and 4 below). The Biodiversity Management Branch in the Environmental Resource Management Department and/or the Catchment Stormwater and River Management Branch of the Roads and Stormwater Department, where relevant, should be consulted to provide advice.
3. *If an environmentally sensitive area has to be developed or transformed, investigate means to:*
 - *Maximise the retention of intact natural habitat and ecosystem connectivity*
 - *Avoid fragmentation of natural habitat and aim to maintain spatial components of ecological processes (e.g. ecological corridors and vegetation boundaries)*
 - *Minimise unavoidable impacts by reducing the project footprint and determining the least damaging layouts of the proposed development and its accompanying infrastructure (e.g. by concentrating disturbance in degraded areas)*
 - *Remedy habitat degradation and fragmentation through rehabilitation.* ⁶
4. *In key areas (particularly where on site mitigation is limited or not possible) investigate the use of biodiversity offsets⁷ as a mitigation measure.* This may involve making

⁶ More information on the above may be obtained from the Fynbos Forum Ecosystem Guidelines for Environmental Assessment in the Western Cape – from which the above points were extracted. Other useful sources of information include the principles included in the National Environmental Management Act and the National Environmental Management: Biodiversity Act, the Provincial Spatial Development Framework (promoting densification), the Coastal Edge Policy, the Catchment Management policies on river buffers and developments in flood prone areas and the Department of Environmental Affairs and Development Planning's (DEADP) offset guideline. The DEADP guideline for involving biodiversity specialists in EA processes also provides useful information.

⁷ Provincial Guideline on Biodiversity Offsets (revised draft, March 2007). Department of Environmental Affairs and Development Planning, Provincial Government of the Western Cape

resources available to secure and manage an alternative piece of land of the same ecosystem type or conservation of a proportion of the property *in situ*. The Biodiversity Management Branch may provide advice in this regard, but DEA&DP are the decision-making authority.

5. *Areas of potential impact may be identified in the district plan which already have environmental authorisation in terms of applicable legislation. The identification of these areas is not intended to form grounds for review of such approvals.*

Although most areas of potential impact on natural resources occur due to the presence of critical biodiversity areas and listed ecosystems which require conservation measures in terms of national legislation, consideration also has to be given to the potential loss or sterilisation of natural resources which currently – or in future – will have value as economic resources (e.g. strategic mineral resources or aquifer water to supplement the City's supply), or which provide an ecosystem service (e.g. water filtration and flood attenuation).

The principle to apply is that where there are potential impacts of development/land use proposals on key resources – efficiency, equity and sustainability criteria must be used to determine the best use for the greater good of the City's people and the environment. The assessment of impacts in terms of these criteria should include assessment of cumulative impacts at local, regional and national scales.

ANNEXURE C: Relevant legislation and policies per Environmental Impact Management (EIM) Zone

EIM ZONE	ENVIRONMENTAL ATTRIBUTES	POTENTIALLY APPLICABLE LEGISLATION / POLCY (note: list not exhaustive and should not preclude review)
<i>Hydrological Zone</i>	Flood Risk Areas - Flood risk area 1 (1:50 flood line) - Flood risk area 2 (1:100 flood line) - Flood risk area 3 Rivers, Estuaries and Wetlands - Rivers, wetlands and associated buffers Aquifers - Highly productive aquifers - Moderately productive aquifers	- National Water Act 36 of 1998. - Cot's Floodplain and River Corridor Management Policy (May 2009). - Agricultural activities close to water bodies: conditions contained within the Care of Agricultural Resources Act 43 of 1983 pertaining to rivers and wetlands. - Rivers, wetlands and within estuaries: Chapter 4 of the National Environmental Management Integrated Coastal Management Act 24 of 2008 and the associated National Estuarine Management Protocol and Estuarine Management Plans.
<i>Coastal Protection and Dune Zone</i>	Coastal Protection Areas - Coastal Protection Zone - Coastal risk areas Dune Areas - Sensitive dune fields	- National Environmental Management: Integrated Coastal Management Act 24 of 2008. - Draft Integrated Coastal Management Bill, or Act as promulgated - Draft Delineation of the Proposed Coastal Protection Zone for the City of Cape Town: Draft Report 2009 - City of Cape Town Coastal Protection Zone Bylaw (in preparation 2010).
<i>Conservation and Biodiversity Priority Zone</i>	Conservation and Biodiversity Areas - Protected areas - Critical Biodiversity Area 1 - Critical Biodiversity Area 2 - Critical Ecological Support Areas - Other Ecological Support Areas - Other Natural Vegetation	- National Environmental Management Protected Areas Act 57 of 2003. - National Environmental Management Act 107 of 1998.
<i>Cultural and Recreational Resources Zone</i>	Cultural and Heritage Areas - Cultural landscapes - Potential archaeological sites - Other significant heritage resource areas - Grade 3 heritage sites - Scenic Routes Public Open Spaces - Structuring Open Spaces	- National Heritage Resources Act 25 of 1999. - A Heritage Overlay is being developed and will become part of the Integrated Zoning Scheme. Reference to the zoning schemes / CTZS is required. Public open spaces: - Outdoor Advertising and Signage By-Law, 2001. - Authorisation of the activities in these zones must be in compliance with the City of Cape Town By-Law Related to Streets, Public Places and the Prevention of Nuisances, 2004
<i>Natural Economic Resources Zone</i>	High Potential Agricultural Areas - High potential and unique agricultural land worthy of statutory and long-term protection - Agricultural area of significant value given existing, potential and emerging use - Other Agricultural areas	High Potential Agricultural Areas - Care of Agricultural Resources Act 43 of 1983. - Subdivision of Agricultural Land Act 70 of 1970. - Draft Sustainable Utilisation of Agricultural Resources Bill, 2003. Mineral extraction areas

	• Smallholdings and agricultural areas Mineral Extraction Areas • Priority mineral resources	• Mineral and Petroleum Resources Development Act 28 of 2002. • Land Use Planning Ordinance (LUPO).
<i>Urban Uses and Utilities Zone</i>	Nuclear and Landfill Exclusion Areas • Nuclear Exclusion zones • Landfill sites and buffer zones Industrial and Commercial Areas • Industrial areas • Commercial areas Infrastructure and Utilities Areas • Infrastructure servitudes, including WWTWs	• Relevant air pollution guidelines, including the City of Cape Town's Air Pollution Control By-Law (2001). • National Environmental Management Air Quality Act 39 of 2004. • CCT Zoning Scheme Regulations

ANNEXURE D: Relationship between CTSDF and District Plan Spatial Planning Categories and the Biodiversity Network classification

Biodiversity network: critical biodiversity area mapping categories CTSDF / District Plan Spatial Planning Category	Formal protected	Critical biodiversity areas (CBA 1 a-e and CBA 2)	CESA	Other natural vegetation	OESA
	■	■			
			■		
				■	
					■

ANNEXURE E: Relationship between CTSDf and District Plan route designation, the National Department of Transport road classification system, the PSDf (2009), and City's hierarchical road network classification system

The relationship between the CTSDf (and district plan) route designation and the National Department of Transport (DoT) road classification system, the PSDf (2009) and the City's hierarchical road network classification system is described in Table C.1, providing a general indication of the relationship between different road classification systems and their land use functionality.

The route designation does not replace the City's hierarchical road network classification system, nor is it intended to run in parallel as a duplicate classification system. The City's hierarchical road network classification system will continue to determine road network planning, classification and the mobility and accessibility functions. The City's hierarchical road network classification system, together with the Road Access Guidelines (PGWC, 2001), will continue to manage competing demands between mobility and accessibility in the evaluation of development applications to change or enhance land use rights.

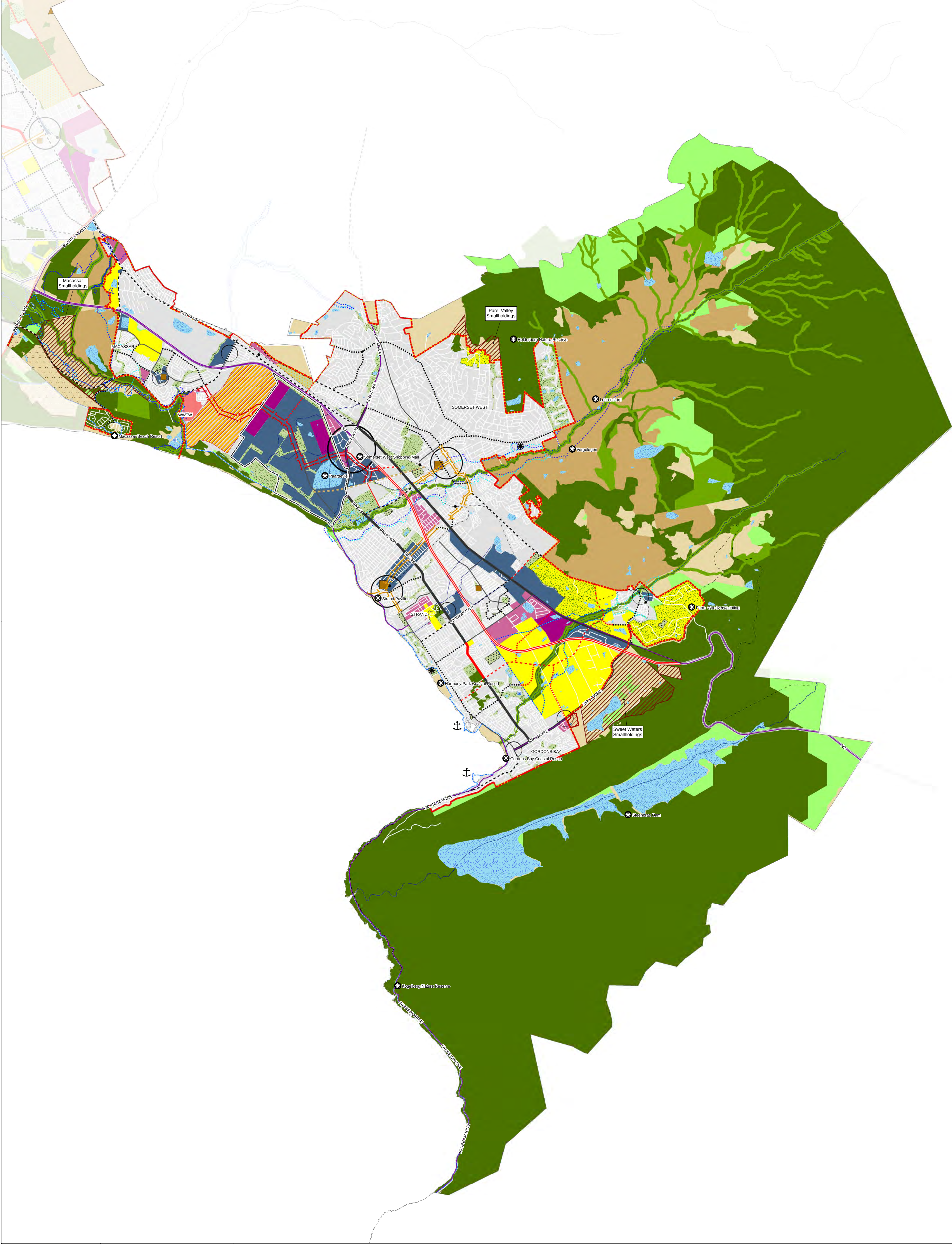
Table E.1: CTSDf route (and district plan) designation relationship with the National Department of Transport road classification system, the PSDf (2009), and the City's hierarchical road network classification system.

ROUTE DESIGNATION	ROAD CLASSIFICATION		
Cape Town Spatial Development	Department of Transport (DoT)	Provincial Spatial Development	City of Cape Town Road Network
ACTIVITY ROUTE	Predominantly Class 2 to 4 roads	Predominantly main roads	Predominantly secondary arterials
ACTIVITY STREET	Predominantly Class 2 to 4 roads	Predominantly main roads	Predominantly secondary arterials
DEVELOPMENT ROUTE	Predominantly Class 2 or 3 roads	Predominantly trunk roads	Predominantly primary arterials
CONNECTOR ROUTE	Predominantly Class 2 to 4 transport routes	Predominantly national roads, divisional roads	Predominantly expressways, primary and secondary arterials
URBAN FREEWAY	Class 1	National roads	Freeway

It is anticipated that the CTSDf route designation indicating land use functionality will encourage an appropriate level of development and more intense mixed land uses to locate on, or adjacent to, the accessibility grid. Opportunities along designated routes can also be linked to parallel streets and side roads in line with applicable policies, the relevant zoning scheme, District SDPs, and applicable local plans. This will contribute towards establishing the thresholds required for sustainable and cost effective public transport.

Routes exhibit different characters and do not represent a uniform mix and density of land uses along their length. It is for these reasons that the route designations are indicated as a conceptual designation on the Cape Town Spatial Development Framework.

The process of land use intensification along designated routes must be evaluated at a more detailed local level of planning to inform land use management decision-making and the processing of development applications – to consider, for example, the nature of access roads, additional traffic impacts, parking requirements and the level of service (LOS) provided by public transport services. This is necessary to protect the mobility and operational integrity of road networks, and to ensure that land use intensification is informed by the operational capacity of particular routes and the public transport services by which they are supported.





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Spatial Development Plan

HELDERBERG DISTRICT

JULY 2012

Broad Provincial Spatial Planning Categories

- Core 1
- Core 2
- Buffer 1
- Buffer 2
- Intensive Agriculture
- Open Space

Civic Precincts :

- Higher Order
- Local
- District Parks
- Destination Places
- Wastewater Treatment Works (WWTW)
- 50 yr Floodline
- 100 yr Floodline
- Scenic Routes
- Proposed Scenic Routes

Landuse Transport Network

- Activity Route
- Activity Street
- Connector Route
- Development Routes
- District Structuring Routes
- Private Road
- Prop Activity Route
- Prop Activity Street
- Prop District StructuringRoute
- Proposed Activity Street
- Proposed Connector Route
- Proposed Development Routes
- Proposed Urban Freeway
- Urban Freeway

Nodes :

- Local Node
- District Node
- Sub-Metropolitan Node
- Harbours
- Urban Edge
- Coastal Edge
- Critical Public Link

Broad Provincial Spatial Planning Categories

- Mixed Use Intensification
- New Urban Infill
- Urban Development
- New General Industrial Development
- General Industrial Development
- Strategic Site
- Mining Activities
- Closed Landfill Site
- New Cemetery
- Cemetery
- Peripheral Residential
- Smallholdings
- Waterbodies
- Somchem
- Noxious Industry