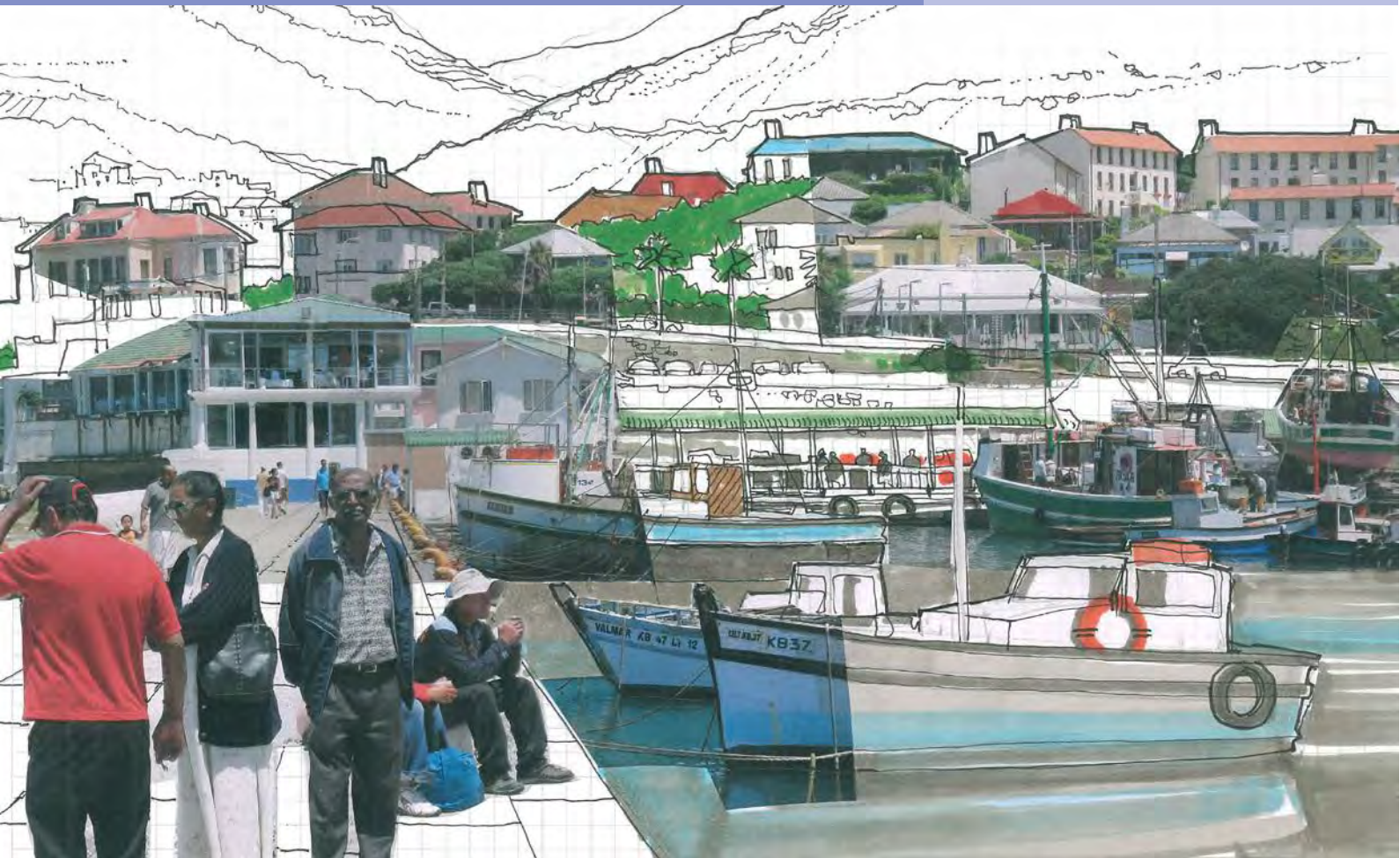


FINAL DRAFT

CitySpace
Planning Cape Town

SOUTHERN DISTRICT PLAN



SPATIAL DEVELOPMENT PLAN &
ENVIRONMENTAL MANAGEMENT FRAMEWORK

TECHNICAL REPORT

2012



CITY OF CAPE TOWN | ISIXEKO SASEKAPA | STAD KAAPSTAD

THIS CITY WORKS FOR YOU

Approved as a Structure Plan in terms of section 4(10) of the Land Use Planning Ordinance, Ordinance 15 of 1985

31 October 2012

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 CTSDf 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 PSDf and CTSDf.
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	Section 2.1
A description of how information was captured;	Section 1
Identification of information gaps	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;	- Section 2.1 – 2.3 - Summarised in Vol. 2: Section 5.2
Development pressures and trends; opportunities and constraints	Section 2.4. (see also section 3)
Description of the environmental (management) priorities in the area	- 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	Section 5.2 read with Section 4.
Management proposals and guidelines	Section 5.2 (see also section 4 and section 6.2)
The desired state of the environment	Section 4 (see also section 3)
Revision schedule for the environmental management framework	Section 1.6
A description of the public participation process including issues raised by I&APs	- Section 1.5 - Baseline information & 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
CPPNE	Cape Peninsula Protected Natural Environment
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
IPTM	Integrated Public Transport Network
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)
NEM: PAA	National Environment Management: Protected Areas Act (No.57 of 2003)
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
SANParks	South African National Parks
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
TMNP	Table Mountain National Park
TMNP CDF	TMNP Conservation Development Framework
TMNP PMP	TMNP Park Management Plan
TPC	Town-planning compliant
UDZ	Urban development zone
VPADD	Voluntary proactive deal driven
WHS	World Heritage Site
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, library) 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 an 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. Due 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

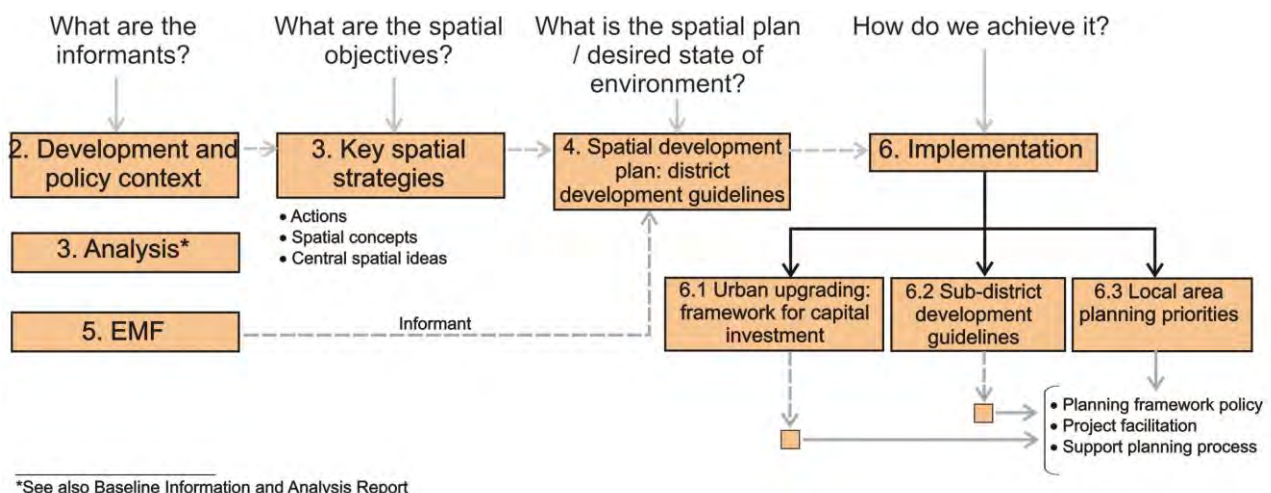
	enhancement of aquatic and riparian ecosystems.
Flood prone areas	Areas that is susceptible to inundation by a specific recurrence interval flood (e.g. a 1:100 year flood) which must be managed in terms of catchment management policies and by-law.
50yr flood line	Line to which flooding is likely to occur 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 is almost invisible, 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 uses additional uses 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 net 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 25-40du/ha du/ha. The achievement of this target could occur via a range of housing typologies and varying net 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 net 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 on 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.
Publicly assisted housing	The realisation of a range of housing opportunities, formal or informal, that 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 residential 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. However, for the purposes of this report 'urban development' excludes noxious industry, land for industrial purposes and mixed use intensification areas, as they are designated separately in the spatial plan. But service trades that generate a low impact on surrounding urban are 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.

1. 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, the plan itself and associated development guidelines 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 (figure 1.1) below summarises its contents.

Figure 1.1: Elements of the District Plan



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.

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 SDF 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 direction of areas for new urban development in the district in a manner that is in line with the principles and policies of higher level planning frameworks;

- Providing a basis for land use change within the existing footprint as well as strategic 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.

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	Province Council	LUPO (Section 4(6)) MSA
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	Will replace or complement pre-existing guidelines	Council	City's system of delegations

Spatial plan/ policy	Purpose	What it is replacing/ adding to	Who approves	Legislation/ policy guiding approval
	example tall buildings guidelines)			

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 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 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 policy compliance and measuring consistency between 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. The findings of such an assessment must be weighed as follows:

1. The statutory designation and/or text of the CTSDf provides for the proposal (and is generally in line with land development proposals);
2. The statutory designation and/or text of the CTSDf does not explicitly provide for the proposal; 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 PSDF or CTSDf.
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.

These four initial findings lead to different planning and procedural outcomes, respectively:

- In the case of (1), the proposal is considered to be policy compliant and 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 or considered;
- In the case of (3), consideration may be given to amending the framework or plan against which the proposal was measured as provided for in terms of Section 34(b) of MSA and Section 4(7) of LUPO (or subsequent provisions in legislation, which may replace it). 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 is not supported and may not 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 (once approved), the CTSDf will take precedence.
- The district spatial development plan, as a structure plan in terms of s4(10) of LUPO is 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.

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).

1.3.2 Relationship between the SDP and EMF

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 stand-alone 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 sub-council 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. It is intended that 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

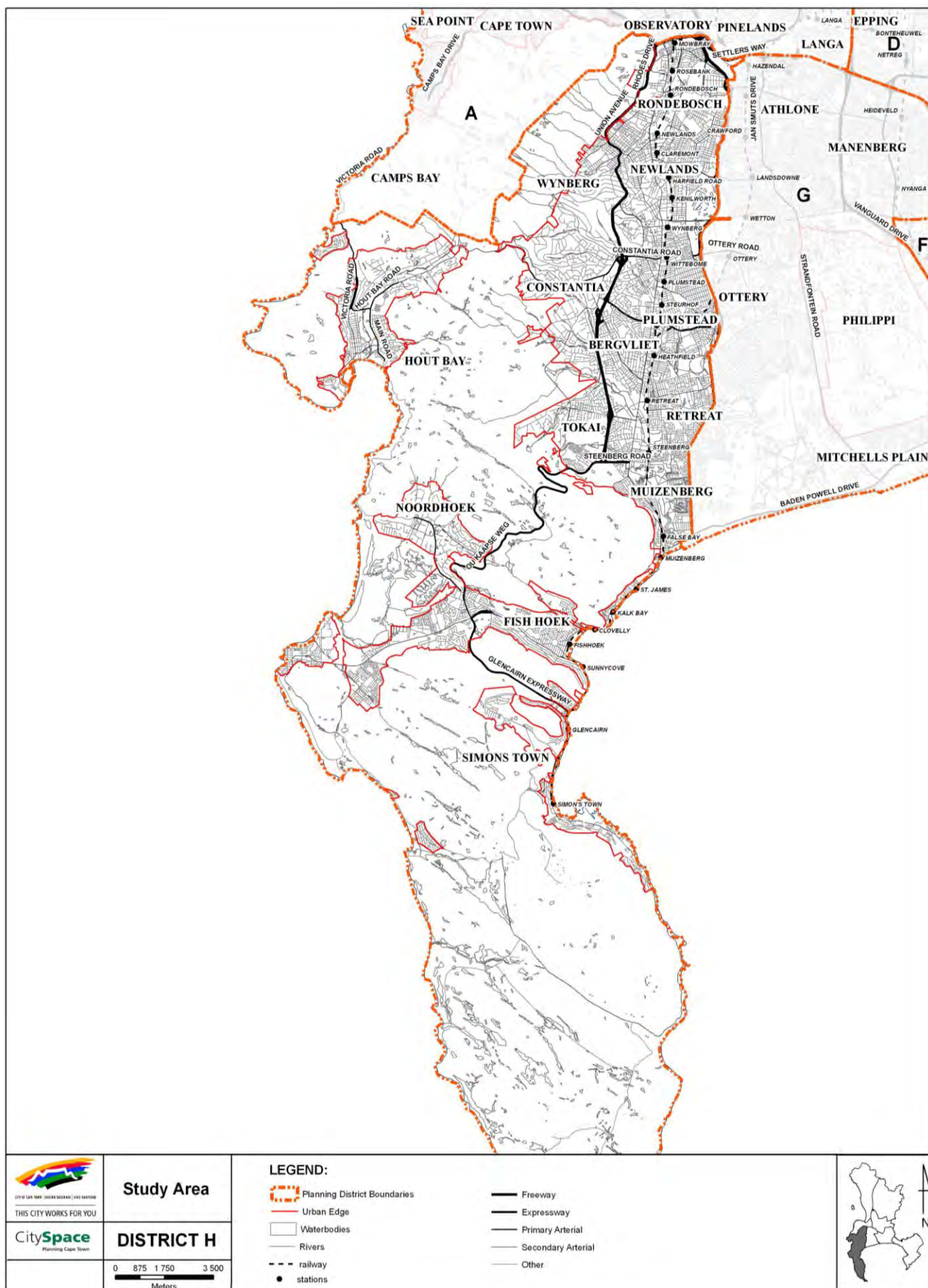
The Southern District is located in the south-west of the City of Cape Town metropolitan area and covers approximately 40 000 ha (400 km²). It incorporates the densely urbanised southern suburbs located in the activity corridor centred on Main Road, agricultural lands and wine farms in the Constantia Valley, the mountain range and valley enclaves (such as Noordhoek, Fish Hoek and Hout Bay) of the South Peninsula. Approximately 38% of the Southern District falls within the Table Mountain National Park (TMNP).

The TMNP is managed by South African National Parks (SANParks) in terms of the National Environmental Management Protected Areas Act 57 of 2003. It therefore does not fall under the jurisdiction of the City of Cape Town, although spatial and environmental planning conducted by the Park and the City need to take cognisance of each other. Approximately 87% of the TMNP is located in the Southern District, with the remainder within the Table Bay District.

A significant portion of the Cape Floral Region Protected Areas World Heritage Site is located in the midst of the district. On 30 January 2009 the Core and Buffer areas of the peninsula portion of the WHS were proclaimed in terms of South African legislation, the World Heritage Convention Act (49/1999) in Gazette No.31832 Notice No.72. The Core areas are already protected as part of the TMNP, whilst special provision needs to be made for protection of the Buffer areas.

The study area boundaries run, from False Bay, up Prince George Drive and the M5, westwards along Settlers Way, along the Table Mountain Chain ridgeline from Rhodes Memorial to Constantia Neck, along the Table Mountain Chain ridgeline to the north of Hout Bay until Apostle Battery and the sea north of Llandudno, then southwards along the coastline to Cape Point and across to Sunrise Circle and Prince George Drive. The district therefore has common boundaries with the Cape Flats District to the east, and the Table Bay District to the north.

Figure 1.2: Study Area



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. They 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:

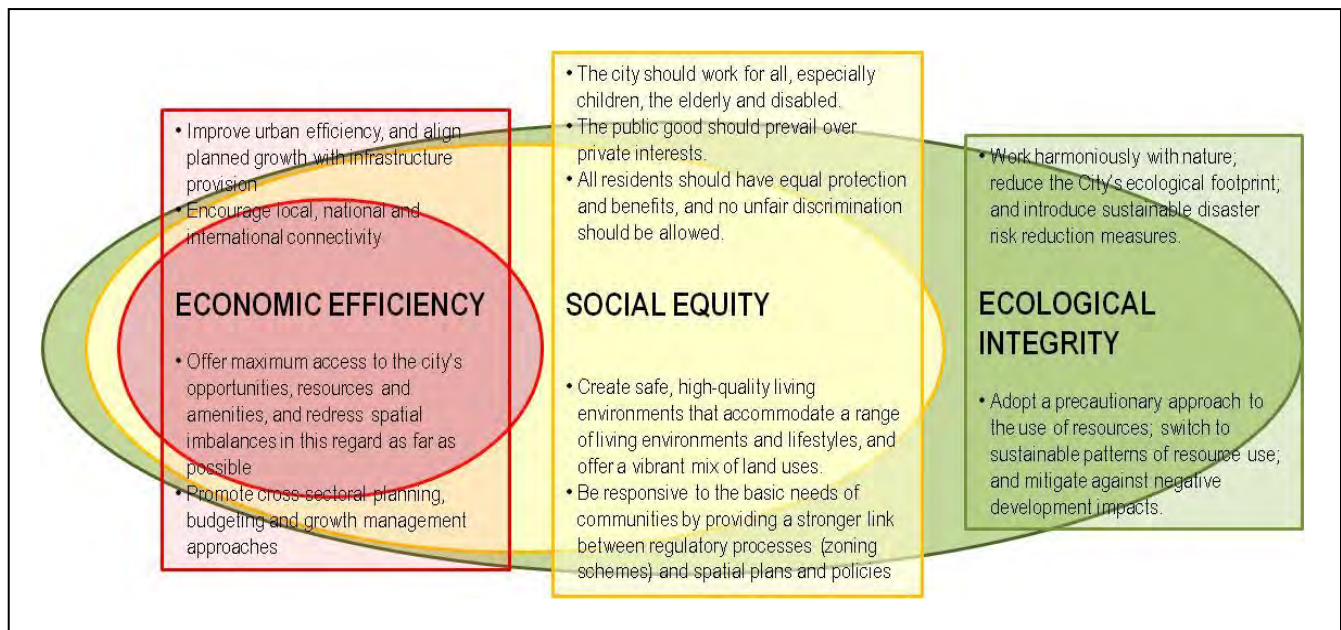
- The spatial principles reflected in the CTSDf which should be used to guide decisions regarding the future development of Cape Town as reflected in Figure 2.1.
- The three spatial strategies of the CTSDf – which have been detailed through the district plan reflected in table 2.1:
- The spatial development 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 investment and facilitate specialisation in desirable city locations.	• Promote inclusive shared economic growth and development • Address spatial economic imbalances • Establish an integrated city-wide public transport system that supports the accessibility grid • Integrate land use, economic and transport planning. • Support the rationalisation, upgrade and/or

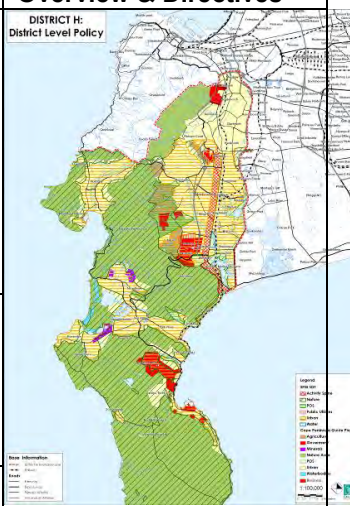
To this end, the City must ensure that it remains competitive and capitalises on existing and future sectoral comparative advantages to promote economic integration and efficiency. A clear spatial logic is necessary to inform economic investment and accommodate freight and logistics demands and improves access to economic opportunities.	development of economic gateways, and manage land uses around the appropriately.
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.	• Facilitate urban development • Support incremental development processes • Encourage a more compact form of development • Appropriately protect the citizens of Cape Town from hazardous areas/activities • Appropriately manage urban development impacts on natural resources critical biodiversity networks • 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.	• Transform the apartheid city • Proactively support publicly-led land reform and new housing delivery • Encourage integrated settlement patterns • Enhance the unique sense of place and quality of built form of Cape Town • Enhance the value of heritage resources and scenic routes • Promote accessible, city wide destination places

Figure 2.1: PSDF and City Spatial Development Principles



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

Table 2.2: Key metropolitan and district level plans

Plan & Status		Key Features	Overview & Directives
Cape Town SDF: Endorsed by Council, March 2011 Approved to Municipal Systems Act (MSA), June 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	 The Metropolitan and District Level Spatial Policies, although contradictory in the detail in some places, particularly along the fringes between the urban and rural landscapes, do reinforce each other at the level of principle, namely: - The importance of conserving the peninsula mountain chain, - Consolidation of the urban areas of Hout Bay, Far South and the Southern Suburbs, - The conservation of agriculture in the Constantia - Tokai Valley. - The imperative for densification of areas associated with key public transport routes, especially Main Road corridor as an Activity Spine. The interface between the National Park and the urban areas emerges as a key strategic focus area on two counts: - Firstly, it is the interface zone through which access to the park is gained at
Guide Plan: Approved by PGWC, 1988		- Approved LUPO section 4(6) plan. - Guidelines for siting major land use elements in the Peninsula. - High densities promoted in general but low in the Peninsula's mountain range.	
MSDF redraft: Adopted by Council, 2001 <i>Due to be withdrawn with approval of CTSDF as a 4(6) plan to LUPO</i>		- Protect natural resources (Urban Edge) - Open space system (MOSS) - Densification at points of high accessibility (Nodes) - Densification on key public transport routes (Corridors)	
South Peninsula Spatial Development Framework (Sub-Regional Plan): Draft, 2001		- Support for MSDF and urban edge. Reference to Claremont / Wynberg metro node - Proposed conservation villages (Misty Cliffs, Scarborough, Smitswinkel Bay, Castle Rock) - Incremental upgrading of existing informal settlements	
Development Edges Policy, draft 2009. Peninsula Urban Edge Study, adopted by Council, 2001. Coastal development edges policy, draft 2008		- Protect natural resources - Visual impact - Linkage to open space system (MOSS) - Cadastral line - Appropriate interface	
Scenic drives network: Adopted by Council, 2003		- Preserve prime road based scenic & cultural landscapes - Network of identified scenic routes subject to guidelines & regulations	
Coastal Protection Zone Policy (in preparation 2010)		- Respect coastal processes - Protect natural resources & landscapes - Nodal rather than strip development - Existing urban areas as danger zones - Public good over private good	
Floodplain and River Corridor Management Policy (2009)		- Respect hydrological processes of aquatic ecosystems - Protect 50 / 100 year flood zone as required - Retain functional and ecological integrity of aquatic ecosystems - Establish buffers along rivers and around wetlands - Developments to be set back beyond the	

		greater of the applicable flood zone or ecological buffer	various scales. - Secondly, it is the greatest area of overlap and in many instances development pressure. However, there was generally: - Insufficient recognition of detail and varied contexts in the district. - Insufficient attention to the water system (especially the social aspects thereof).
Management of Urban Stormwater Impacts Policy (2009)		- Minimise water quality and quantity impacts of stormwater from developments - Developments to achieve stormwater water quality targets - Implement the principles of Water Sensitive Urban Design (WSUD) and Sustainable Urban Drainage Systems (SUDS)	
Biodiversity Network: Draft, 2010		- Uniqueness & irreplaceability of natural environment - Minimum national protection area targets - maintenance of system through id of alternative sites or biodiversity offsets if network sites developed	
TMNP PMP and CDF: Approved in 2008 in terms of NEM: Protected Areas Act		- Protect Natural Resources - Visitor use zones identified, including 'remote wilderness', 'remote', 'quiet', 'low intensity leisure', 'high intensity leisure', tourism destination, mixed-use, picnic-braai, park entry point, and park accommodation.	

2.3 Local Area Plan Informants

In addition to the above district scale policies and plans, there are a plethora of local area plans that have relevance to the district (see also Baseline Information and Analysis Report). Plans that carry through any relevant and scale appropriate proposals into the district plan have been considered.

Table 2.3: Local level plans

Plan	Status	Overview & Directives
Simons Town Structure Plan	4(6) – 1998	A plethora of local area plans exist within the district. These have been developed at various scales and levels of detail over the last 4 decades, and have varying status and applicability. A high degree of complexity, and confusion, exists within many parts of the district in relation to these plans. In a number of areas plans formally approved many years ago have become outdated. In a number of instances more recent plans were initiated, which despite being comprehensive and credible exercises were not formally approved, often due to only a very few unresolved issues. Thus, in many cases these more recent planning initiatives, despite being more up to date and relevant, effectively remain legally subservient to often considerably older and even out of date, plans of higher approval status.
Hout Bay - Victoria Road Commercial Management Plan	4(10) – 1997	
Hout Bay Beachfront Concept Plan	4(10) – 1993	
Hout Bay Village Centre and Beach Crescent Local Structure Plan	4(10) – 1993	
Constantia Triangle Local Structure Plan	4(10) – 2007	
Sunnydale Local Structure Plan	4(10) – 2000	
Scarborough/Misty Cliffs Structure Plan	4(10) – 2000	
Chapman's Peak Coastal Structure Plan	Council policy – 1995	
Two Rivers Urban Park Framework and Management Plan	Council policy – 2003	
Rondebosch / Mowbray Local Area Plan	Council policy – 1992	
Land Use Guidelines for Belvedere Road: Claremont and Milner Road: Rondebosch	Council policy – 1993	
Subdivision of properties in Hen & Chicken Estate, Upper Claremont	Council policy – 1977	
Claremont CBD Transportation and Land Use Study	Council policy – 2003(?)	
Planning Policy for the Edges of Claremont CBD with special reference to Protea Road, Cavendish Street and Grove Avenue, Claremont	Council policy – 1996	
Land Use Management Policy for Kromboom Road, Athlone, Rondebosch East and Rondebosch	Council policy – 2005	
Lansdowne Road Policy Plan	Council policy – 1993	
Harfield Action Area Plan	Council policy – 1990	
Kenilworth Main Road between Claremont & Wynberg, and Kenilworth Main Road: Land Use Management Policy	Council policy – 2007	
Wynberg CBD Integrated Study	Council policy – 1999	

Wynberg Urban Renewal Plan	Council policy – 2001	Further confusion is attributable to agreements where certain completed plans have subsequently become inputs to other greater or more detailed planning initiatives. Despite this, it is necessary that all available plans be taken into consideration in decision-making in an area. This includes all formally approved plans as well as Council policies, and even draft plans and plans in preparation, dependent upon how advanced those draft plans may be. Thus, all the plans listed here require some consideration. Furthermore, with some exceptions which are significantly out of date, most plans have significance representing an accumulated and commonly agreed to vision and land use guidance by local communities and the local authority. Whilst some parts may now be in conflict with the directives of the more recent district plan these local plans are at best valuable local area guidance (despite their status), and at the least important base information, principles etc. for updated future replacement plans.
Main Road Growth Management Strategy	Council policy – 2000	
Constantia- Tokai Valley Local Area Growth Management and Development Plan	Council policy – 1992	
A planning approach to development pressures along Tokai Road, Tokai	Council policy – 1990	
Muizenberg Heritage Park Landscape Framework Plan	Council policy – 2002	
Muizenberg to Monwabisi: Coastal Policy Plan	Council policy – 1987(?)	
False Bay Coastal Policy Statement	Council policy – 1990	
Fish Hoek Valley Local Structure Plan	Council policy – 1999	
Noordhoek Structure Plan	Council policy – 1985	
Kommetjie Main Road Scenic Drive Upgrade	Council policy – 1999	
Structure Plan for Kommetjie/Ocean View Ward and Environs	Council policy – 2000	
Southern South Peninsula Local Structure Plan	Council policy – 1998	
Greening the City	Draft Council Policy - 1982	
Llandudno Structure Plan	Draft Council Policy - 2001	
Hout Bay Structure Plan	Draft Council Policy - 1986	
Hout Bay River Study	Draft Council Policy - 1996	
Victoria Road Coastal Structure Plan		
Maynardville CDF	Draft Council Policy - 2002	
Constantia - Tokai Local Area Structure Plan	Draft Council Policy - 2002	
Constantia Scenic Drives: Landscape Upgrading of Constantia Main Road	Draft Council Policy - 1994	
Constantia Special Area Study	Draft Council Policy - 2002	
Main Road Diep River Policy Plan	Draft Council Policy - 1993	
Porter Estate Development Framework	Draft Council Policy - 2001	
Retreat Road Urban Renewal Programme	Draft Council Policy - 2002	
Retreat/Steenberg/Lavender Hill SDF	Draft Council Policy - 2002	
Military Road Policy Plan Proposals	Draft Council Policy - 1993	
Muizenberg to Pelican Park Growth Management Strategy	Draft Council Policy - 2002	
Beachfront Block, Muizenberg	Draft Council Policy - 2001	
Muizenberg East Urban Design Framework Plan	Draft Council Policy - 1992	
Muizenberg Beachfront Revitalisation Framework	Draft Council Policy - 2004	
Muizenberg Corner Development Strategy & Proposals	Draft Council Policy - 1990	
Noordhoek-Sunnydale Structure Plans Review	Draft Council Policy - 2001	
Noordhoek-Fish Hoek Valley Growth Management Strategy	Draft Council Policy - 2001	
Ocean View Strategic Plan	Draft Council Policy - 1996	
Kommetjie Village Centre Urban Design & Landscape Proposals	Draft Council Policy - 1995	
Bergvliet – Meadowridge – Diep R Local Structure Plan	Draft Council Policy – 2005	
Claremont Development Framework & Growth Management Strategy (Draft)	Draft Council Policy - ?	

A number of trends can be observed from this review of district and local policy plans:

- Urban restructuring and reintegration, with the exception of the Simon's Town Structure Plan (1996), claims little attention in the post 1994 policy plans and even those post 2000. Such planning that does address the plight of the urban poor is largely confined to upgrading proposals in the areas where they have remained since the implementation of the Group Areas Act. The only significant moves to change the Group Areas pattern of the Southern District have not come from public policy but from the urban poor themselves in their occupation of public land in Imizamo Yethu and Masiphumelele primarily, but also in numerous smaller informal settlements across the district. While illegal occupation of land must not be condoned the pressures to locate close to economic opportunities should not be ignored. Indeed a likely increase in these pressures in response to rapidly increasing oil and energy costs that are going to make even public transport significantly more expensive, never mind private transport, must be acknowledged;
- Walking distance as a measure of access to economic opportunities for especially the urban poor is likely to become even more of a consideration and should be used as a guide when identifying opportunities for low income housing. Should planning policy in the Southern District continue to ignore opportunities for low, as well as lower middle income growth, then walking distance from existing economic opportunities is likely to be useful as a predictive tool as to where new informal settlements, or overcrowding of formal dwellings are likely to occur.
- A number of policy plans have sought to promote residential intensification along major linear routes at both the large scale, along Main Road, and throughout the District on certain important minor routes.
- At the same time as promoting residential intensification a number of policy plans, particularly those post 2000, have emphatically sought to confine all non-residential development to pre-identified nodes allowing very little small scale commercial activity outside of that permitted in terms of Council's various home business and informal trading policies. While this policy approach may have benefits in curbing inappropriate nuisance in the form of noise and traffic congestion and speeding in residential areas it also serves to significantly raise the barrier to access to small scale economic activity. This is crucial in addressing unskilled and low skilled unemployment and closing rather than widening the gulf between the first and second economies.
- Another impact of this approach is that it serves to keep job and residential opportunities far apart from each other. This sets up a structural demand for commuting and increases the need to travel. If residential densities are also kept low, for instance, below a gross of 25 dwelling units per hectare, then public transport is not viable, even with the large subsidies that bus and train services, but not minibus taxis, currently enjoy. The net result is increasing traffic congestion. A symptomatic approach to trying to deal with this problem is to attempt to prevent further development based on the premise that this will bring more car users and hence add to the congestion. Ironically, this approach does not address the problem and merely serves to ensure that the current problem is consolidated and worsened. Again, increasing oil and energy costs are likely to force a change in the public's apparently desired pattern of low residential densities with no "encroachment" of economic activity.
- The policy plans pay considerable attention to the maintenance and enhancement of the natural environment within the study area. This is particularly clearly articulated with the Urban Edge and policy plans focusing on the development of land outside of the Urban Edge, although there is some concern regarding the future of the large amount of private land that is intended to become part of the TMNP. However, the concern with the environment is less successfully dealt with where important environmental corridors – rivers, wetlands, estuaries and flood plains - cut through urban areas. Much clearer guidelines are required on how urban development should interface with these corridors.

3. KEY SPATIAL STRATEGIES

The District Plan gives effect to the key spatial strategies proposed by the Cape Town Spatial Development Framework 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 Southern District now?** Key issues are drawn from the *Southern 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 Southern 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 CTSDP and district plan to contribute to addressing those challenges.
4. Associated with these structuring elements, what are the **central spatial ideas** around which proposals for the future spatial development of the Southern District will be built?

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

This section identifies the key challenges in respect of the economic activity and employment in the Southern 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 Southern District in relation to the City of Cape Town as a whole. These include the following:

Population:

- The district has an approximate population of 300 000. Of these, about 35 000 live in the Hout Bay valley and Llandudno, 25 000 live in Constantia and Tokai area, 170 000 live in the Main Road corridor between Mowbray and Muizenberg, and 70 000 live in the 'Far South' (south of Muizenberg and Chapman's Peak).
- Employment: Relative to other districts this district enjoys good employment opportunities. The district, while accommodating only 9.35% of the City's population, has 12% of all economic property in the city, including 18% of all commercial property.

Socio-economic issues:

- The district has the lowest Socio-Economic Status (SES) Index in the city (22.16% - district average across the city is 37.97%). This is a general measurement based on average per capita qualifications, unemployment, occupation skills, and household income.
- The district enjoys the highest average employment rate (86.57%) and lowest unemployment rate (13.43%).
- However, it is a district characterised by predominantly higher income development, both residentially and commercially. Generally high property prices also make access to land, and economic opportunities, for lower income groups increasingly difficult.

Economy and Development:

- This economic activity is concentrated primarily in commercial nodes / centres along the Main Road corridor from Mowbray to Muizenberg. The Main Road corridor is a well-developed and integrated movement route system that originated historically with the linking of beach and harbour settlements at Table Bay and False Bay. The principal centres are at Claremont, Wynberg and Tokai / Retreat, with smaller centres at Mowbray, Rondebosch, and Plumstead. These are generally all highly accessible due to the developed grid-based movement system based on rail, activity route, mobility connectors (e.g. Liesbeek Road) and freeways, which effectively constitute the Main Road corridor. In 2001 7.3% of all economic turn-over in the city was concentrated between Mowbray and Claremont, and most recent economic investment has been focussed primarily in Claremont, as well as Retreat / Blue Route, and Westlake. Wynberg, however, despite having arguably the highest accessibility, and significant other opportunities, of all centres along Main Road, has stagnated as an economic centre for many decades. In addition to Wynberg, considerable economic growth opportunity still exists in the Plumstead node and Blue Route / Retreat node.
- A few outlying commercial centres are located at Constantia, Kenilworth (KC and Access Park), Westlake, Hout Bay, Fish Hoek and Long Beach in Sun Valley. Although less accessible, those east of the mountains are supported to a degree by the Main Road corridor and intersecting east-west route system. However, those in the isolated valley enclaves of Hout Bay and the 'far south' (Fish Hoek through to Kommetjie) are relatively inaccessible. This, combined with limited growth opportunities, constrains development of further economic opportunity in these areas.
- The relative lack of large cheap land areas, as well as environmental issues, has resulted in relatively little industrial development (only 5.4% of all industrial activity in the city).
- The SA navy and Dockyard in Simon's Town is an isolated, but significant hub of employment in the 'Far South'.
- Tourism and recreation activities are significant economic generators in the district.

Movement:

- The good employment opportunities in the district, as well as high land prices and difficulties for lower income households in accessing land to live, means there are many who travel from outside the district to access employment. Most of these people travel into the area from the Cape Flats to the east. However, whilst the Main Road corridor is very well developed in terms of complementing north-south movement routes this is not so for east-west movement. East-west routes are insufficient, not sufficiently complementary, and hampered by constrained access over the railway line. Furthermore, despite being routes with high public transport occupancies (without which the road system would be so over congested to have virtually collapsed) the destinations and / or interchanges at high accessibility economic centres are generally inadequate.
- There is high general traffic congestion in the Main Road corridor area, which is progressively getting worse. This is negatively affecting economic activity in the arguably highest accessibility locations, and is attributable solely to the very high private motor vehicle usage (and reliance) in this district.
- Constrained/restricted road access to Hout Bay and the 'Far South' has implications in terms of growth (increasing congestion on key routes) and key services (e.g. emergency services).

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:

- **Maximise corridor opportunities:** reinforce and support established concentrations of district economic activity within the Southern District which hold competitive advantages, particularly along the Main Road corridor where they can be accessed via key movement routes / public transport routes.
- **Facilitate better access:** improve access to economic and other opportunities from other parts of the City by facilitating efficient movement into the district's economic centres, particularly from the Cape Flats. Also improve access northwards and southwards within the corridor between different economic nodes themselves, and also with residential areas. And

finally, ensure adequate access to the relatively isolated valley enclaves of Hout Bay and the 'Far South' is maintained.

- **Improve public transport:** support the development of an efficient, integrated and complementary non-motorised and public transport network within and across the district.
- **Intensify development around nodes:** intensify development in proximity to the accessible existing economic centres to facilitate thresholds to support them. Also support greater social inclusion and more equitable access to economic and other (e.g., health, education, and recreation) opportunities by facilitating the development of a wider range, and greater number, of living opportunities within the Main Road corridor.
- **Create a more sustainable economy:** build on the district's primary competitive advantage by supporting development of the massive local, national and international visitorship economic opportunities within the district. Also create increased urban agriculture and small enterprise opportunities, especially in the more isolated (less accessible) parts of the district.

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, and for essential services. Furthermore, there is a need to further concentrate employment in areas that are convenient 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.

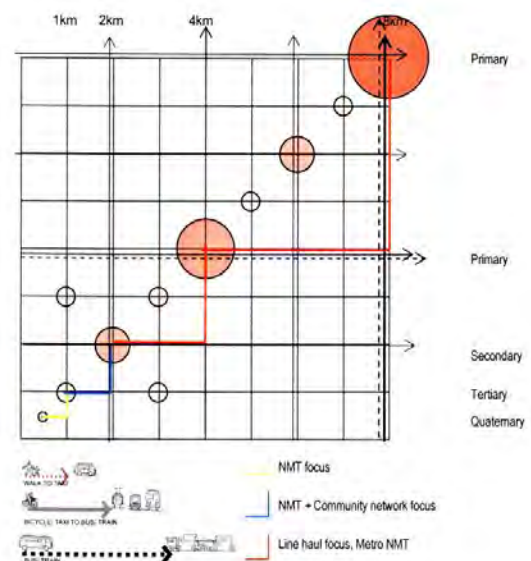


Figure 3.1: Accessibility Grid Concept

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.



Figure 3.2: Activity Route Concept



Figure 3.3: Development Route Concept

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 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:** routes which provide structure (ordering land use configuration and intensities) to local areas and may accommodate a mixed activity / mobility function, but do 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, multi-directional 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 CTSD / district plan route designations and DoT, the PSDF and the City's hierarchical road classification network.

STRATEGY 1 - THE CENTRAL SPATIAL IDEAS

a) Southern District: The multi-directional accessibility grid

The integration of rail and road movement network and easy accessibility to interchanges or points of access where the secondary accessibility grid (community/feeder public transport network) meets the primary grid (18hr public transport network) are central to the functioning of the district. The specific function of each of these routes should be reinforced to support the larger system, with a particular priority on good public transport, with rail as the backbone, and also including local non-motorised transport.

In this context, the central spatial ideas in relation to the **accessibility grid** highlighted in the district spatial concept include:

The reinforcement and expansion of the “primary accessibility grid”:

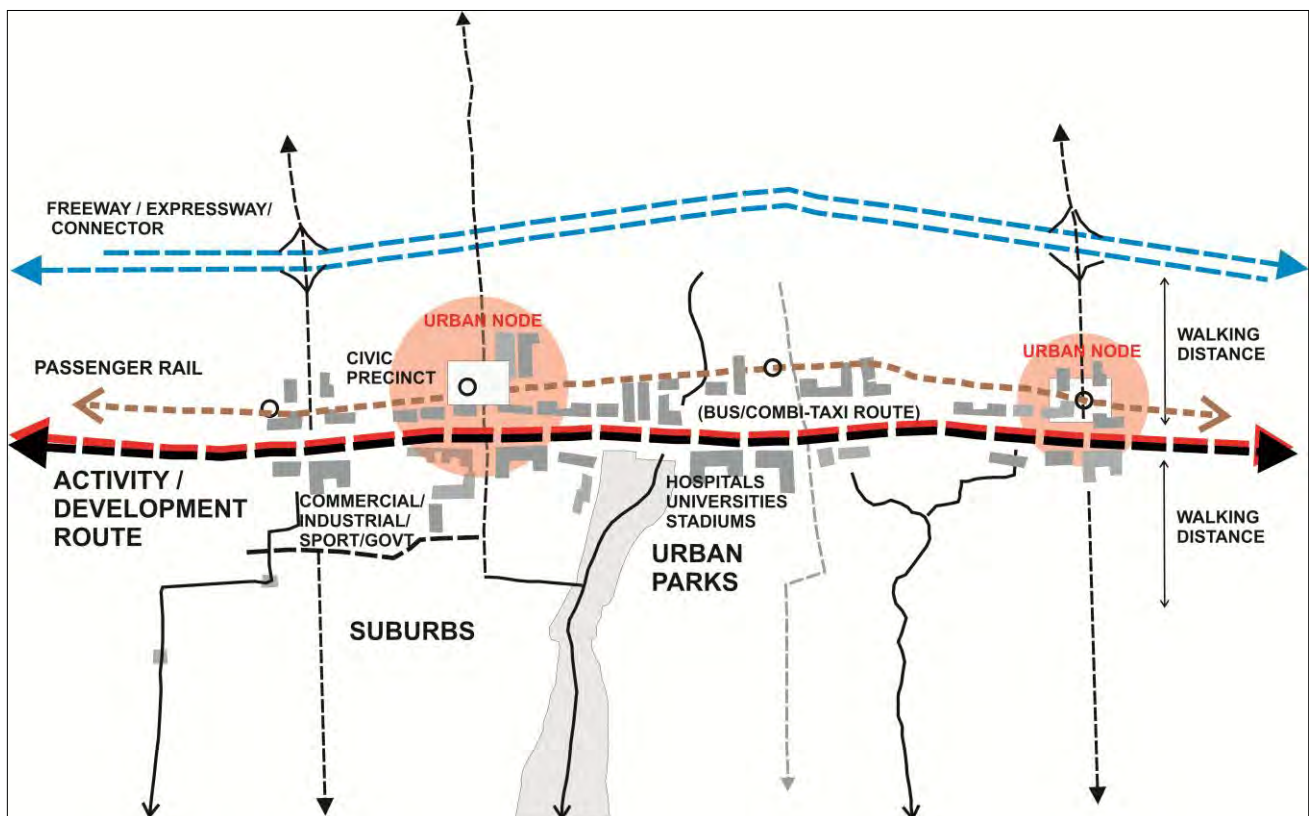
- The reinforcement of the **“primary accessibility grid”** is informed at the city scale by:
 - The north-south axis – Main Road associated with the parallel rail system south to Simon’s Town, promoted as an activity route south to Kirstenhof, and as an activity street from Lakeside south.
 - The connection of this axis to the east-west economic backbone of the metropolitan accessibility grid (from the CBD along Voortrekker Road activity route and parallel rail line), as well as linkage to the north of the city (via Koeberg Road).
 - The primary east-west system (Wetton-Lansdowne Road development route) connecting the southern arm of the City through the Philippi and Khayelitsha areas linking to the Helderberg generator (Strand / Somerset West);
 - The secondary east-west system, in the north (via Klipfontein Road), centrally (via Hout Bay and Constantia Main Roads, and South and Ottery Roads), and in the south (via Kommetjie Main Road).
- In addition to the above, reinforcing the development of a **“secondary accessibility grid”** feeding local movement generators and the primary grid including:
 - A system of local activity streets within the area. This includes: Lansdowne, Gabriel, Retreat, Military, and Victoria Roads.
 - A range of other structuring routes which contribute to completing the secondary accessibility grid. This includes: Rosmead-Belvedere-Milner, Prince George Drive, Palmyra-Campground-Liesbeek Parkway, Woolsack drive etc.
 - 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, 18hr public transport network). This includes primarily Mowbray, Claremont, Wynberg, and Retreat.
- **Development of East West Links:** Consolidating and improving east west linkage, particularly between the district and areas to the east is critical. This includes access to the Claremont, Wynberg and Retreat nodes in particular. This will facilitate access to the economic and social opportunities offered by the district, as well as reinforce existing and emerging nodes associated with these links.
- **Mobility Network:** The mobility network, including rail, freeways and connector routes, plays a key role within the Main Road corridor. However, the network is also the system of arteries that connects the valley settlements such as Noordhoek, Hout Bay and Simons Town with the rest of the metropolitan area, providing for a daily flow of commuters and goods. Furthermore, in many instances, it is the scenic network that connects and gives life to the wide range of world class tourism destinations in the Southern District. The mobility network should thus be reinforced, along with the provision of a quality public transport service to ensure these functions are met.

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 they offer 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 and 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 3.4 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.

Figure 3.4: Development corridor concept



- **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 generally comprises mixed uses (commercial, industrial and residential) and is often located along portions of development routes and activity routes / streets. Depending on the intensity of activity, 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 others 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	Wynberg Station
Employment station	Specific industrial / commercial uses and	Limited intermodal	Generally associated with	Blackheath Station

	destination	connectivity	industrial area.	
Urban neighbourhood station	Local centre of activity, live, work, shop	Transit feeder station with parking	Generally associated with local urban node	Rondebosch station
Neighbourhood station	Primarily residential function.	Local transit feeder station with limited parking	Likely to reflect embedded position in urban fabric.	Harfield Station
Coastal station	Coastal amenity with surrounding residential / tourism / restaurant orientation.	Limited intermodal connectivity	Generally outlying areas with minor urban catchments.	St James Station



Rondebosch



Muizenberg

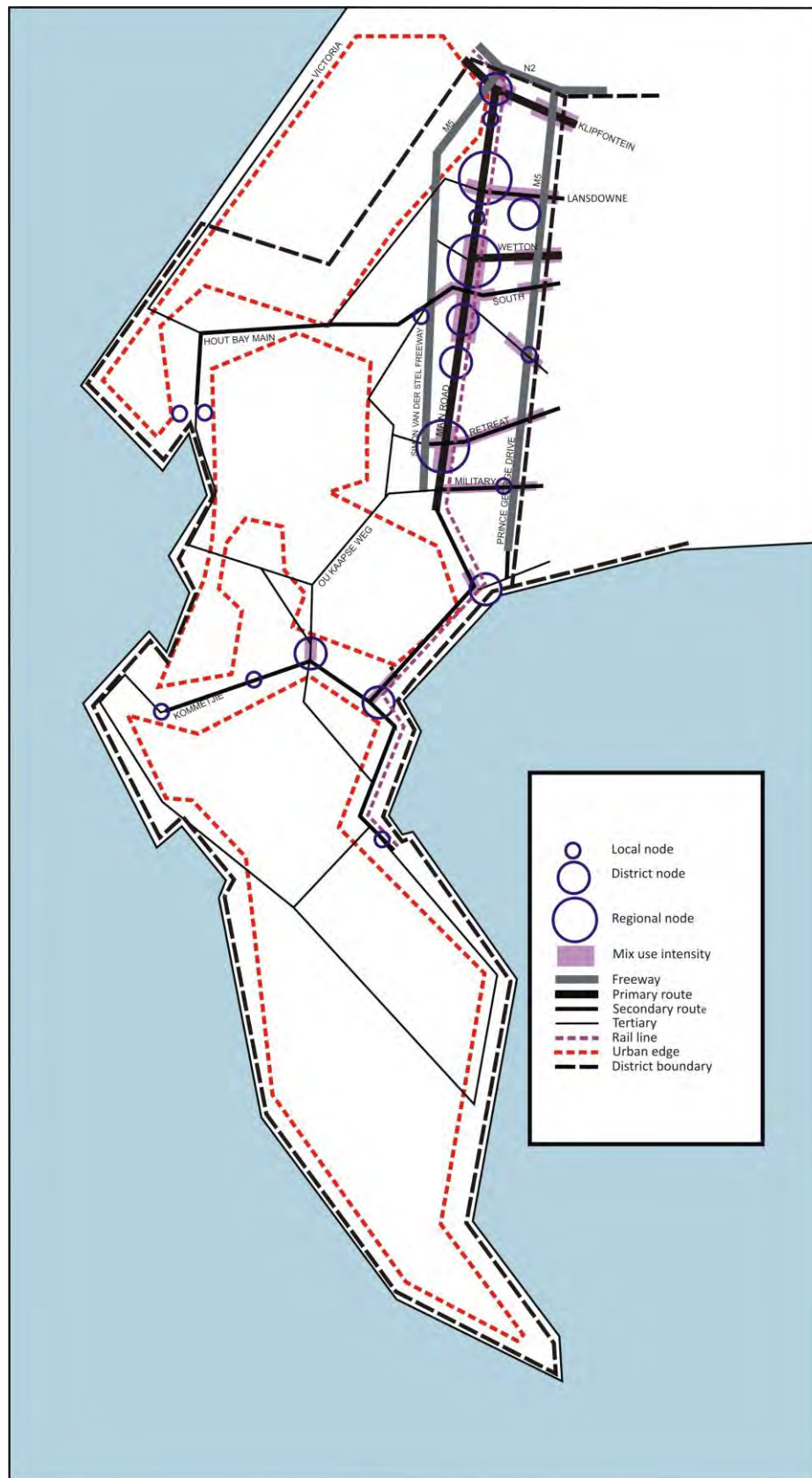
STRATEGY 1 - THE CENTRAL SPATIAL IDEAS

b) Southern District: Areas of Land Use Intensification

The plan identifies the following as areas for intensification:

- The Main Road (development) corridor as the primary area for intensification:**
 The Main Road corridor should be the primary focus for intensification of land uses in the district. This will support public transport in the corridor and build on existing positive patterns of development. Intensification of development in the main road corridor is not proposed in a blanket manner. In general it is proposed that the system of nodes associated with public transport routes and interchanges (especially rail stations) be strengthened along the corridor. This includes the most significant sub-metropolitan nodes, which are associated with particularly high levels of accessibility and exposure, such as Wynberg, Claremont, and Retreat, as well as lower order nodes and also consolidation of strip development areas.
- Intensification within the district nodes:** including, apart from those in the Main Road corridor, those at Kenilworth CBD (around Kenilworth Centre) and Sun Valley in Noordhoek.
- Intensification in suitable locations abutting development and activity routes** (as identified in section 4.2) including, apart from Main Road, Lansdowne Road, Gabriel Road, Retreat Road, Military Road, and Victoria Road, as well as along Klipfontein Road, Broad Road, Chichester / Doncaster Road, Ottery Road, and Kommetjie Road. This intensification is not proposed in a blanket manner, but at identified (existing) high accessibility points.
- Urban nodes in the “walking village context”:** It is important that local nodes (such as the Hout Bay, Constantia, and Fish Hoek village centres) maintain their vitality and function as the clusters for local services, particularly in the more isolated and dispersed parts of the district. In these areas, limited intensification of activity could be considered that promoted more multi-functional, vibrant and walkable environments without compromising the character of these areas.

Figure 3.5: District accessibility grid and areas for intensification concept



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 Southern District now

A number of challenges present themselves when considering the Southern District in relation to the City of Cape Town as a whole. These include, primarily:

Development:

- General urbanisation pressure associated with the increasing demand for access to high amenity/recreation areas, generally in peripheral coastal and mountain areas, as well as work opportunities and educational, health, sports and other facilities, generally in proximity to Main Road.
- Development pressure in environmentally sensitive areas along the urban edge (primarily in mountain areas). These areas tend to be of high scenic / tourism importance or high biodiversity importance. Highest pressure areas are the Hout Bay and Noordhoek valleys (including Fish Hoek through to Kommetjie), and the Plateau Road area. Associated with this are considerable risks of veldfires, sewage spills and polluted run-off, and illegal dumping.
- Development pressure on valuable agricultural land (e.g. historic winelands areas), most of which have been designated as cultural landscapes.
- Development pressure on open space in valuable open space areas alongside rivers and wetlands, or even within their flood or ecological buffer areas.
- 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. This also includes threats to key major infrastructure, such as the railway line south of Muizenberg (already closed south of Fish Hoek), and back-flooding of stormwater drainage lines.
- Inappropriate development pressure in identified cultural heritage areas (e.g. Constantia, Hout Bay between Valley and Hout Bay Roads, and Noordhoek).

Accessibility:

- Inadequate accessibility of the wider population of Cape Town to the globally unique and significant natural environment and rich developing cultural heritage environment.

Within the district, there are also a number of challenges that distinguish some parts of the district from others in respect of the open space system and development pressure, including:

Environment:

- Wetland, riverine and coastal habitats are threatened by environmental degradation and pollution sources associated with urban development, often from higher in their catchment areas. Particularly problematic therefore are the lower lying riverine, wetland, and vlei areas nearer the coast.
- The protection of mountain areas is under threat from urban development in certain areas. This tends to correspond to more newly developing areas including Hout Bay and the 'far south', where past perceived uncertainty over where urban development should be curtailed has resulted in numerous speculative land use applications. At threat here is the natural environment of biodiversity significance, and landscapes and viewsheds of significance which cumulatively comprise the Peninsula Mountain Chain, inclusive of a proclaimed World Heritage Site.
- Certain open space areas, in the south eastern part of the district in particular, remain degraded and / or perform poorly.

Infrastructure & Services:

- Infrastructure and service provision in certain areas is inadequate in relation to urban growth. These areas include primarily the isolated urban enclaves of Hout Bay and the 'Far South', and most particularly Imizamo Yethu, Hangberg, and Masiphumelele therein.
- The Southern District is largely dependent on cemeteries in the Cape Flats District (e.g. Klip and Muizenberg cemeteries) given that numerous cemeteries have been closed (i.e. Brodie Road, Wetton road, Seaforth and Dido cemeteries) or are reaching capacity (i.e. Plumstead and Spaanschemat cemeteries), and that little or no land is available in the district for new cemetery areas.

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:

- Clearly delimit 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. To be effective this obviously requires that these areas are subsequently well managed.
- Assist with this protection of environmental and economic value by guiding new urban development towards appropriate infill areas, and encouraging densification in areas close to economic and other opportunities as well as public transport that exists along Main Road.
- 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.

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 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 water bodies 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 core 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) Southern District: Natural Assets

- **Protecting and consolidating the TMNP and Environs as the major green anchor:** The Cape Peninsula mountain chain represents the single biggest tourism asset in the region. The Table Mountain National Park now formally protects a significant portion of this. However, significant mainly privately owned natural areas adjacent to this need to be either consolidated into the park or assured of appropriate nature area management over the long term. In this regard the proclaimed Cape Floral Region World heritage Site core and buffer areas, the designated Cape Peninsula Protected Natural Area, and the City's urban edge line should all guide the consolidation and protection of as much of this natural area as possible.
- **The Constantia - Tokai Winelands:** This forms a major part of the Cape's cultural heritage. It is also a significant productive viticulture area and tourist attraction. These areas require protection from urbanisation, and careful management of the land uses and activities thereon and also of their interfaces with urban areas. The Porter Estate area should be investigated as a possible significant addition to the Constantia - Tokai winelands area.
- **The coastal belt and beaches:** This area needs to be clearly reserved as both a recreational asset and as a danger zone buffer. Public access to and along the coastline should not be unduly compromised, and any development should be sufficiently set-back so as not to be subject to sea storm or flooding damage, especially in light of predicted sea level rise associated with climate change. Coastal development should also minimise associated visual impact.
- **The water system and mountain to sea "blue-ways":** The conservation, enhancement, and sound management of the rivers, wetlands and estuaries are 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.

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: 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.

Figure 3.6: Urban Edge concept

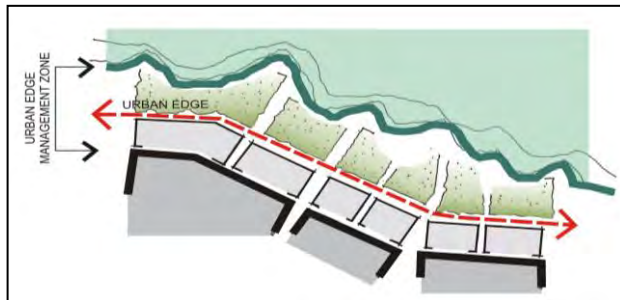
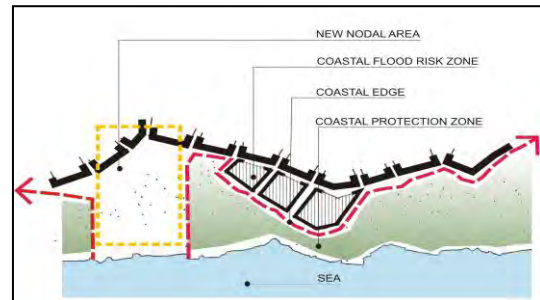


Figure 3.7: Coastal Edge concept



STRATEGY 2 - THE CENTRAL SPATIAL IDEAS

b) Southern 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 (re- sea storms, sea and riverine flooding, and veldfires). An essential component of this is appropriate treatment of the urban interface areas.

c) Future urban growth areas:

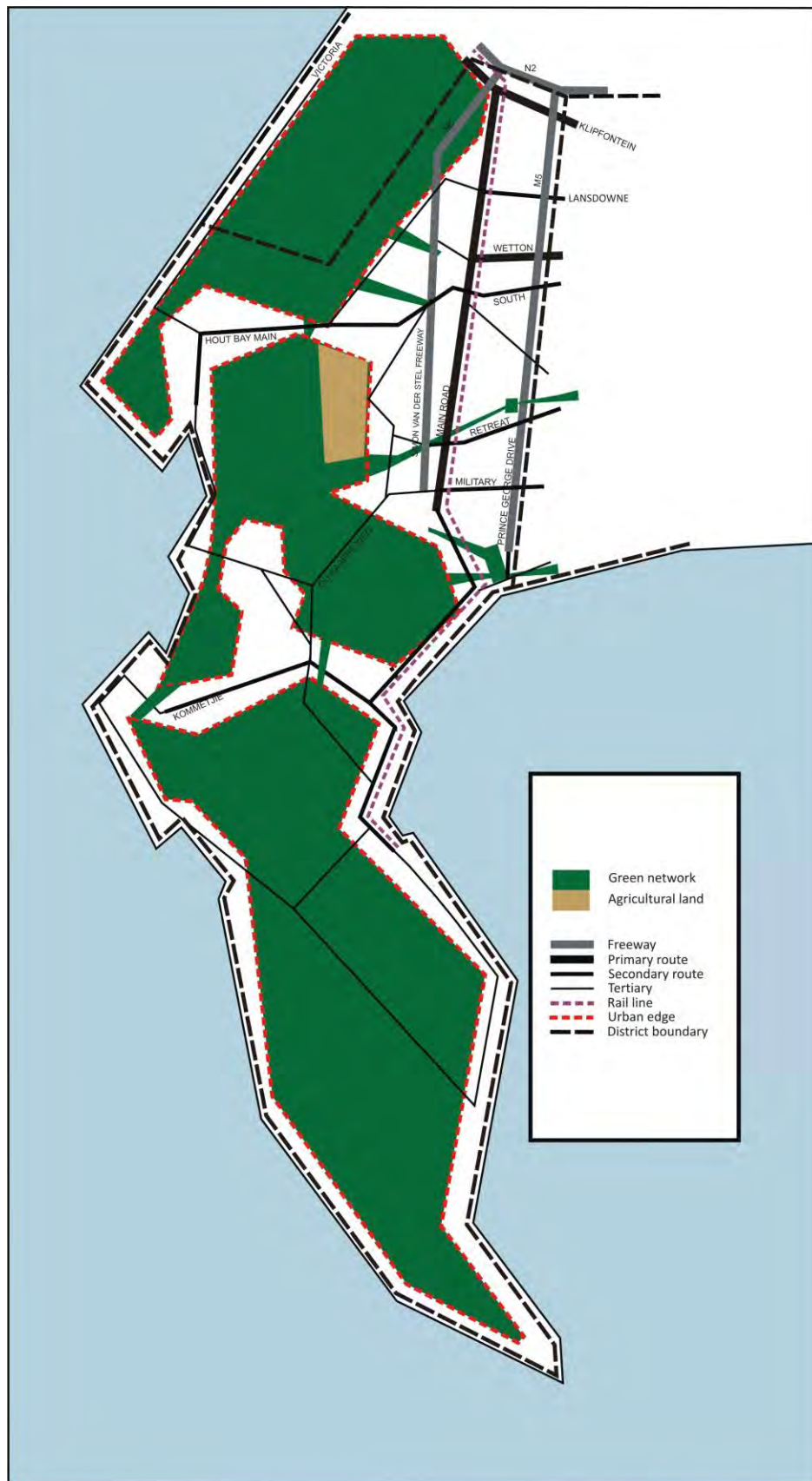
Urban development should be directed away from significant natural asset resource areas (e.g. nature and agricultural areas, aquifer) and hazards. It should occur as a priority within the existing footprint (such as development of underutilised infill sites or other forms of densification), and where it expands beyond this into areas of settlement / developmental opportunity that are appropriate for urban development. Future urban development should be 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 provision (i.e. health facilities, schools, libraries, parks and cemeteries).

STRATEGY 2 - THE CENTRAL SPATIAL IDEAS

c) Southern District: future urban growth areas

- **The Main road corridor as the focus**: Despite limited undeveloped land in this area it is considered, by means of 'brown fields' redevelopment, to be the main future urban growth area in the district. This is due primarily to its good public transport and access to significant work and social opportunities. This growth should respond directly to available opportunities, identified nodes and mixed use areas, and primary public transport route. The corridor should therefore be prioritised for infrastructure maintenance and upgrading linked to increased capacities. In certain areas (e.g. Kenilworth) significant existing, enhanced, but as yet unutilised, development rights already exist.

Figure 3 8: District natural assets and urban growth concept



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

This strategy focuses on the redressing transforming the apartheid city and encouraging more integrated settlement patterns. Furthermore, the intent is to enhance the quality and value of the qualitative aspects the urban fabric and the unique aspects of the City and district for its people as well as those that visit the area.

3.3.1 Southern District now

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

Low income residential development:

- The district faces a number of social challenges related to large relatively newly developed high density pockets of low income people within historically developed, well-resourced, high income areas. These pockets exhibit some of the worst living conditions in the city with extreme over-crowding (related to their good location and lack of expansion opportunities), poor health conditions, high uncertainty over tenure, and poor integration with surrounding communities.
- The district has very few remaining areas for new development to occur.
- The paucity and price of land has also restricted opportunities for lower income households to now access land in the district. This was effectively exacerbated by the previous apartheid policies, which included the historic forced removal of coloured, and generally lower income, people from areas within the district (such as Harfield Village and Wynberg), which subsequently 'gentrified' over time, as well as the historical exclusion of Blacks from the city as a whole. This also explains the current residential property market in the district, and why access to land in the district by low income people has in recent times been largely only through land invasion and backyard shacks, such as is the case in Imizamo Yethu, Hangberg, Masiphumelele, Ocean View, Red Hill, and a few other small squatter settlements.
- Access to land by lower income households is also affected by the issue of 'nimbyism' and associated steep potential income differential between existing residential and any new 'affordable' residential development. This problem is heightened by the fact that the developable vacant sites are generally embedded within the existing urban area rather than being new growth areas on the city's periphery and communities in these existing areas are long established and well resourced. In addition to this, the generally high and rising property prices are also increasingly 'pressurising' lower middle income households, such as teachers, policeman and nurses, as well as the young professional and elderly households, out of the district. Housing authorities with limited land acquisition budgets find that they can acquire significantly more land more easily in other (more peripheral) areas of the city than in a district characterised by very high property prices and considerable development obstacles.

Amenity and Facilities:

- The district is blessed with (a relative over-) abundance of special places, both purely natural environmental (Noordhoek beach) and urban character enriched (i.e. Kalk Bay), which should be made more accessible to both those within the district as well as those in the wider city. This access needs to be premised on public transport and non-motorised transport (walking and cycling).
- The district is generally very well provided for with social facilities, including health, education, and sports. This is particularly so along the Main Road corridor between Mowbray and Retreat. These facilities are also accessed by a great many from outside the district.

Within the district, there are also some challenges that distinguish some parts of the district from others in respect of access to urban opportunities, including:

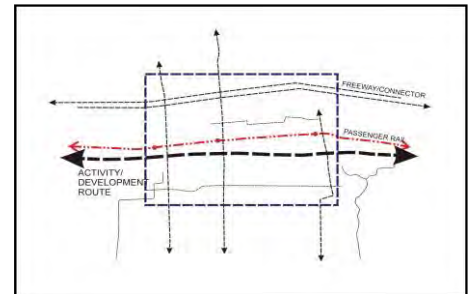
Access to opportunities:

- There is a major difference between those areas within the Main Road corridor which have access to some of the best economic and other urban opportunities in the city and also public transport, and those areas within the (distant) isolated urban enclaves such as Hout Bay and the 'Far South' which generally don't have good access to either.
- There is generally good access to excellent open space and recreational facilities along the coastline and mountain chain. However, this is not generally the case in the southern parts of the district which are east of Main Road.

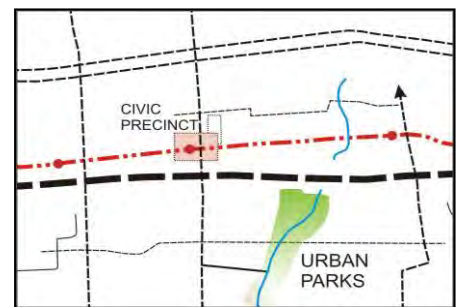
3.3.2 What action is needed?

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

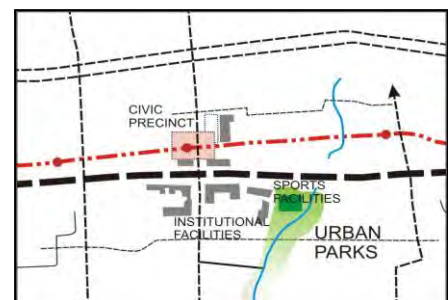
- Encourage public investment that will be a catalyst to urban regeneration in the areas of greatest need, namely in and near to pockets of recently developed low income areas.
- Consolidate and reinforce clusters of existing facilities in accessible locations, along with associated public space improvements.
- Identify destination places with potential for improvement. These are usually places of significant environmental attraction, such as parks, beaches, or harbours which furthermore are able to attract and have capacity for many people.
- Upgrade existing informal settlements where they are not in hazardous or environmentally sensitive locations.
- Utilise potential infill sites that are state-owned towards addressing the public housing backlog. This includes supporting identified land restitution initiatives, 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 other opportunities such as jobs etc.).
- Support and facilitate the creation of environments that accommodate a mix of residential types and also, in well located areas, a range of income levels.



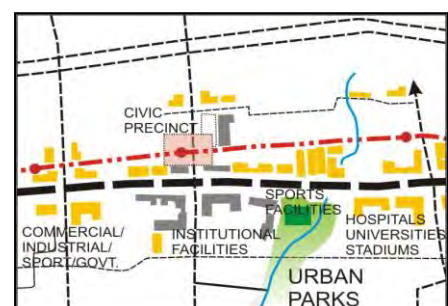
Road hierarchy



Interchange



Public investment



Private response

Figure 3.9: Building inclusive, integrated and vibrant living environments

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 citywide significance will by and large be located at the intersection of the primary grid, such as Bellville and Wynberg. 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. They will therefore be closely associated with urban nodes.

STRATEGY 3 - THE CENTRAL SPATIAL IDEAS

a) Southern District: Civic precincts

- **Reinforcing Wynberg as the civic heart:** A key area of intervention in the district should be in Wynberg, an area in decline for many years, but where arguably the greatest cluster of public facilities in the district is located. This includes magistrate's court, library, home affairs, hospital, public park, schools, and public transport interchange. A focus on public area improvements in key areas, such as Main Road and links to the park and station, should result in significant private sector response in regeneration of this area into the major urban node in the district.
- **Higher order civic precincts on the accessibility grid:** Civic precinct clusters should locate at other identified nodes along the Main Road corridor, guiding where any future public facilities should locate. Public area improvements in these precincts should result in attractive areas that direct private sector investment and activity in the district.
- **Building on local civic precincts to support the pockets of need:** Attention should also be given to local civic precincts, such as at Constantia, Hout Bay, Sunnyside and Ocean View, that meets local area needs within walking distance for an increasing proportion of the district's communities.
- **New development areas** must accommodate new public facilities as part of their planning and implementation depending on the shortfalls experienced in that particular area.

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.

Table 3.3: Types of destination places

Destination place	Examples
Nature-based	Table Mountain, Cape Point, Princess Vlei, Tokai Arboretum
Built/heritage-based	Kalk Bay Harbour, Simon's Town, Chelsea Village / Wynberg
Coastal-based	Muizenberg, Fish Hoek, Kommetjie
Special cultural landscape	Constantia, Noordhoek, Rhodes Estate



Fish Hoek

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) Southern 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 Peninsula Mountain Chain, coastline, rivers, vlei's and wetlands, are district significant parks, sports facilities, school grounds, golf courses, and cemeteries. These are major attractions to communities within the district and beyond. Their specific functions of each, 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 most especially between Muizenberg and Simon's Town. In the mountain areas continuous public footpath access between Cape Point and the city bowl exists, but a north-south mountain bike trail route should also be developed. Foot and cycle access within urban areas should be comprehensively developed across the district as part of the NMT plan and roll-out.

STRATEGY 3 - THE CENTRAL SPATIAL IDEAS

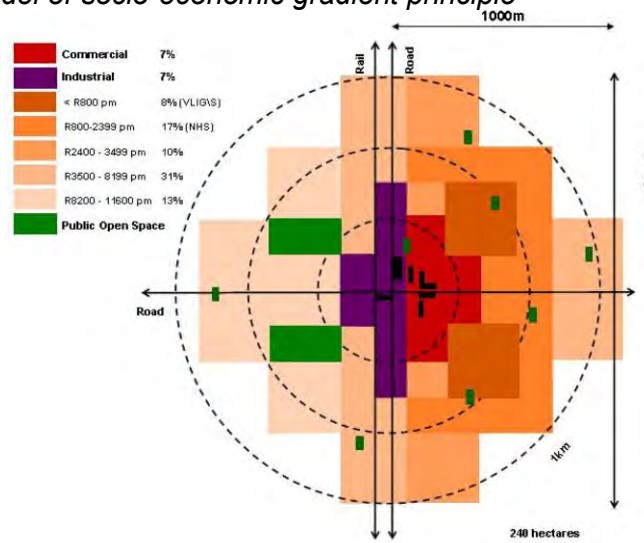
b) Southern District: Destination places

- **The coastal jewels:** Areas with potential to accommodate large numbers of people need to be supported. This includes large beaches that are highly accessible, especially to public transport, such as Muizenberg and Fish Hoek. It also includes the harbours, Kalk Bay, Simon's Town, and Hout Bay, with the latter the least developed and having the greatest potential. Development on the sea side of the coastal edge line should focus only on recreational activities, which offers potential for private sector intensification responses in adjacent urban areas.
- **Nature area attractions:** Potential exists for considerable upgrade to facilities associated with certain natural areas in support of recreation and tourism for wider Cape Town communities, much as has been achieved at Kirstenbosch. This includes Maynardville, Tokai 'forest/plantation' area, and Princess Vlei. Within the natural areas themselves attention should focus on environmental enhancement and improved facilities, whilst urban development should focus on the adjacent urban interface areas.
- **Special places of cultural/heritage significance:** Places of cultural and historic significance that require conservation and enhancement within the district include the Tokai (around the arboretum and new TMNP headquarters), Chelsea Village, and Groot Constantia and associated winelands.

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 as well as 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.

Figure 3.10: Spatial model of socio-economic gradient principle



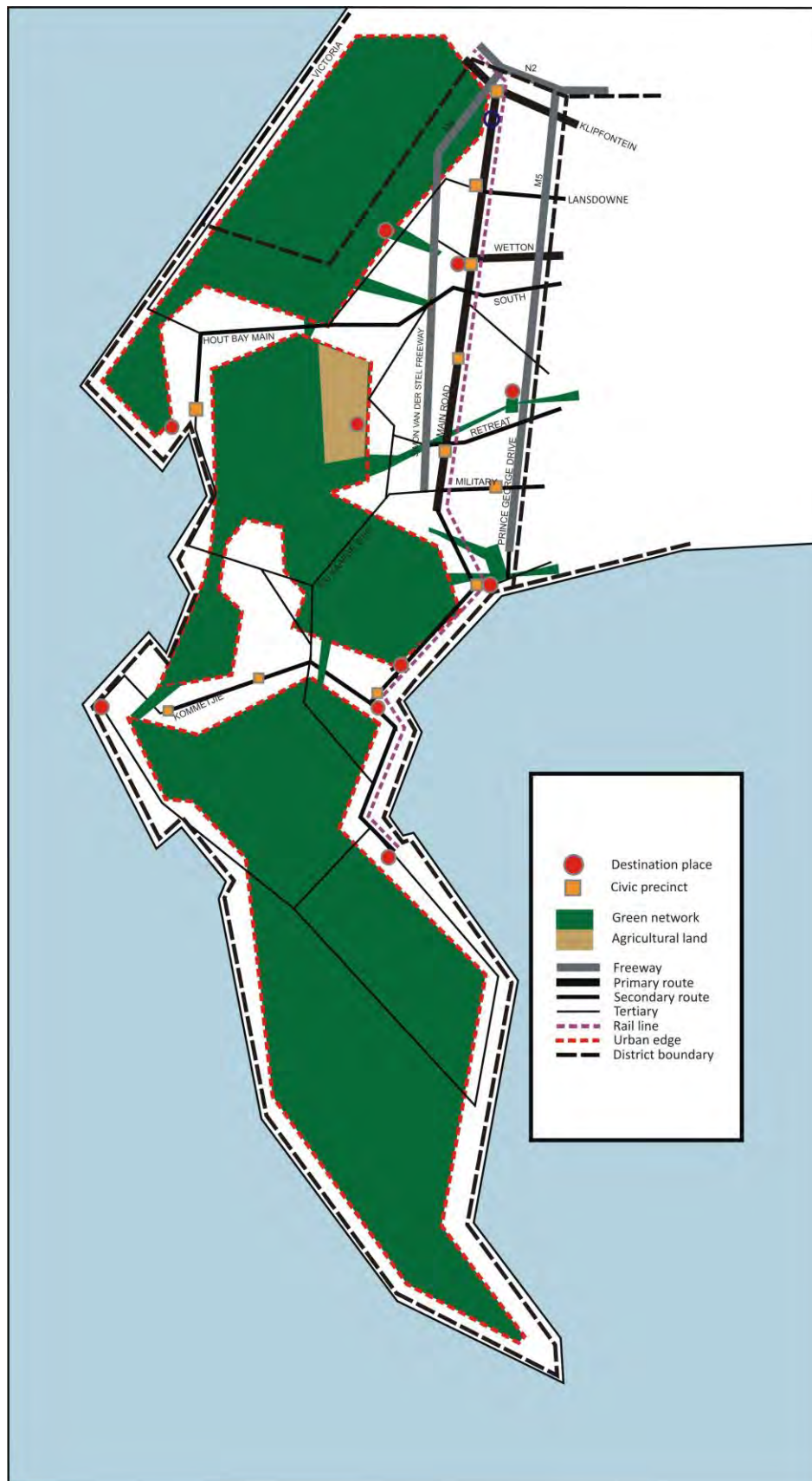
(Ref: Western Cape PSDF, 2009)

STRATEGY 3 - THE CENTRAL SPATIAL IDEAS

d) Southern District: Integrated settlement patterns

- **The infill pockets:** Those undeveloped areas within the urban edge which are suitable for urban development should be identified for such. These should in general be developed at slightly higher densities than their surrounding areas in support of a more compact city, but not to the detriment of the local area. 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 most particularly city-owned land, subject to access to public transport, work opportunities, and social facilities. In certain areas, on the other hand, it may therefore be more appropriate 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** in a manner that enables social and economic integration should be promoted on an on-going basis through social and inclusionary housing opportunities.

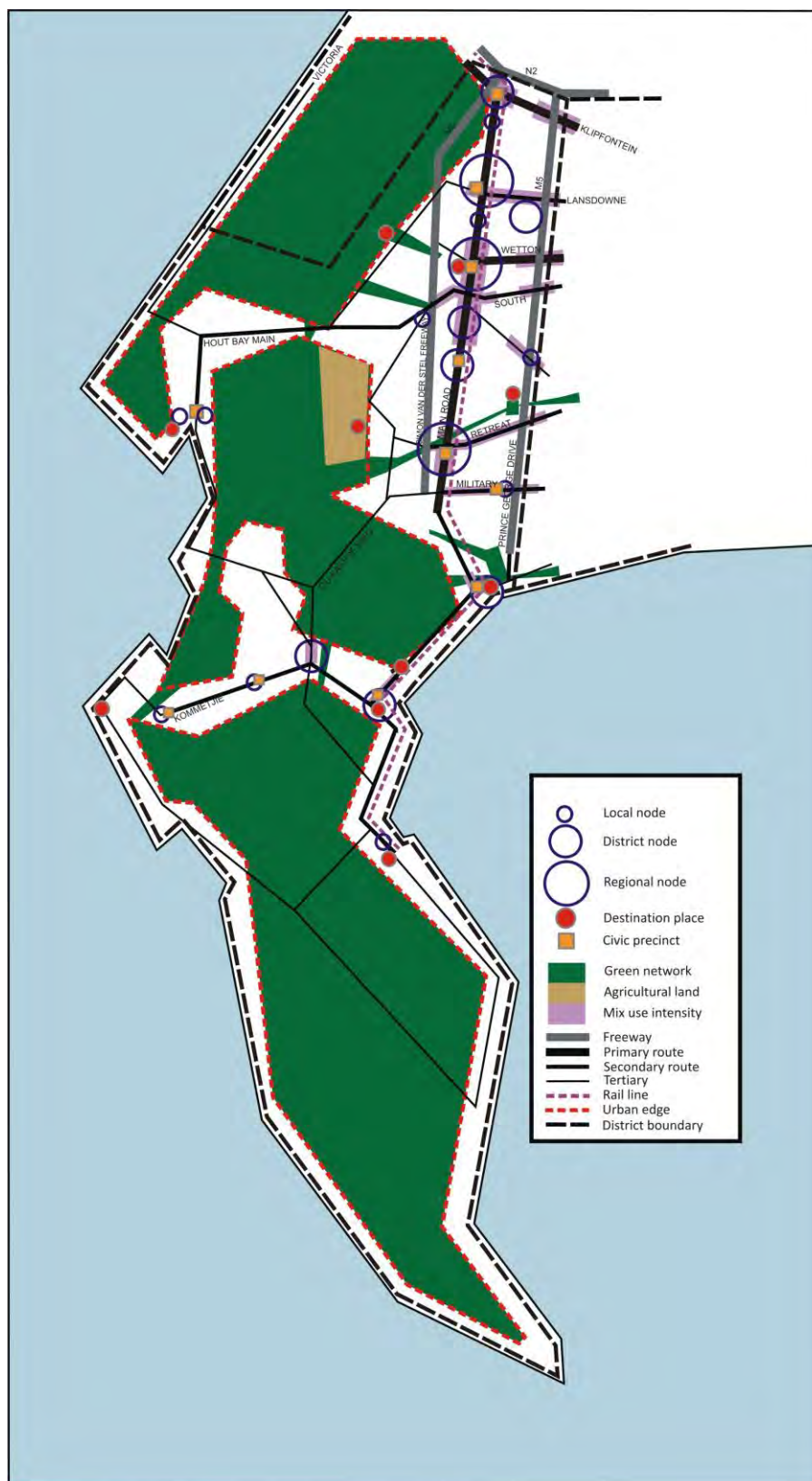
Figure 3.11: District civic precincts and destination places concept



3.4 Synthesis: the Southern District spatial concept and vision

“The district renowned for its natural and cultural beauty, with a well-defined and protected natural environment, a dynamic tourism-centred economy, recreation opportunities accessible to all Capetonians, historically unique and increasingly sustainable suburbs and villages, and significant new work and living opportunities within walking distance of business and retail nodes and along the public transport orientated Main Road corridor.”

Figure 3.12: District spatial concept



The draft spatial development vision developed for the Southern District reflects the desired spatial outcome for the area in the context of the broader City spatial development vision. It is an idea that is specific to this district, and a response to the particular development issues faced in 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 formulation of the SDP. The vision statement for the district is:

The following identifies both the **strategic role** of the district in relation to the broader metropolitan area as well as what the principal **risk factors** are that could have potentially major negative impacts in the district and which planning in the district must take into consideration:

Table 3.4: Strategic Roles and Risk Factors

CTSDF Strategies	Strategic role of the Southern District	Principal risk factors in the Southern District
Plan for employment and improve access to economic opportunities.	• Maximise corridor opportunities: Maximise work, living, and public transport opportunities within the Main Road corridor and improve east-west accessibility linkages into it. • Develop tourism, outdoor recreation and enviro-education opportunities: Support development of the massive local, national and international visitorship economic opportunities.	• Inadequate infrastructure: Urban growth and densification associated with inadequate public transport and limited road-space in older city areas, is resulting in steadily increasing road congestion. Also, inadequate waste water management and treatment has the potential for major environmental collapse and health hazards.
Manage urban growth and create a balance between urban development and environmental protection.	• Enhance special natural and cultural environments: Protect and enhance the globally unique scenic, biodiversity, and urban character assets.	• Sea level rise: Certain areas are already at risk and significant further areas are predicted to be at risk. These are mainly low lying urban areas on the False Bay coastline. • Veldfires: These are closely associated with the life-cycles of fynbos vegetation and their propensity (and necessity) to burn regularly. Mountain slopes and strong south-east winds result in certain urban areas being particularly vulnerable to wild-fire events.
Build an inclusive, integrated and vibrant city	• Increase access to quality environments: Facilitate wider (living) access into high amenity residential areas, as well as (activity) access to high amenity recreational areas.	• Land invasion: Many large natural and open space areas relatively close to employment opportunities, combined with high socio-economic inequality and very limited residential access into the district (due to high land values), means the risk of land invasion is high.

Acknowledging the role of this district in the metropolitan context and how it needs to contribute to broader, city-wide planning objectives is vital (the district being a broadly contiguous area despite its arguably illogical boundaries). Similarly, the future planning and development of the district must occur with due recognition of the principal risk factors potentially affecting it. The vision further acknowledges the need for urban areas to be responsive to inherent and unavoidable changes in society, particularly declining household sizes, environmental sustainability and patterns of work and employment.

All areas within the district are, and will continue to be, subject to a degree of change. The change in some areas can occur without altering the character of an area, whereas other areas, particularly within activity corridors, can be subject to significant change in which the character of an area can change significantly. The need to move away from blueprint planning and to allow diversity within areas is acknowledged.

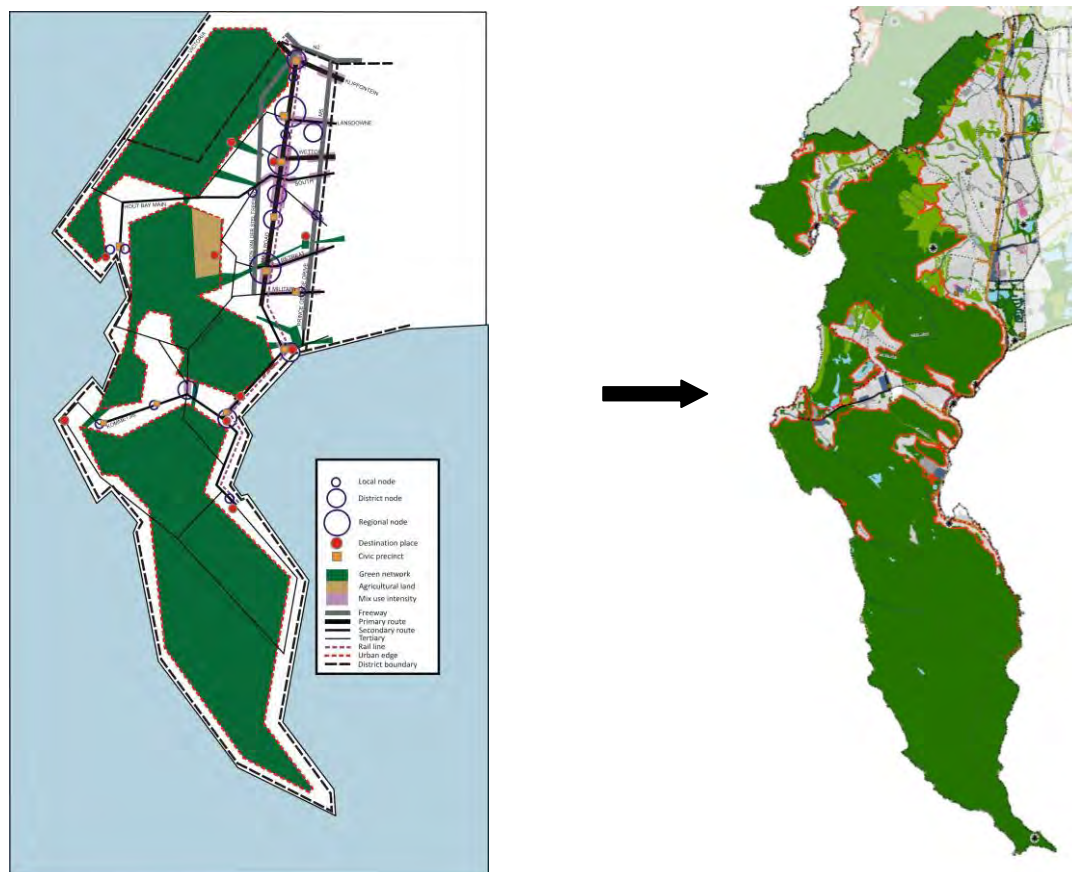
4. SPATIAL DEVELOPMENT PLAN: DISTRICT DEVELOPMENT GUIDELINES

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 Southern 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 composite plan is the application of the conceptual framework and structuring elements to the Southern district at a greater level of detail.

Figure 4.1: Application of Conceptual Framework to Composite Spatial Plan



The Southern district has generally developed, and will continue to develop, on the basis of a very clear and strong urban structure. This was determined primarily by the natural environment, and by the sea and mountain structure specifically, but also by the historic rail and road connection between Table Bay and False Bay which (pre- the motor car) determined urban development, and which now, with additional north south supporting movement routes as well as east-west linkages to more recent urban areas on the Cape Flats, strongly determines accessibility, public transport efficiency, and guides future urban intensification opportunities.

The Southern District plan serves to reinforce this bio-physical legacy and clear urban structure by, in short:

- Identifying primary nodal and strip areas where mixed use intensification and densification should be encouraged (comprising the principle future growth areas in the district).

- Identifying new development (principally new living) opportunities.
- Highlighting primary movement routes for implementation of a comprehensive public transport and NMT orientated movement system as a primary focus (rather than private mobility).
- Identifying major new road proposals to, in time, complete a movement network supporting greater accessibility into and through the district.
- Identifying scenic routes as well as critical public links that should support the tourism economy.
- Clearly delimiting areas currently, or potentially in future, hazardous to urban development (e.g. landfill sites, electricity sub-stations).
- Strongly protecting scenic, biodiversity, agricultural, and public open space areas that conserve and enhance functional ecosystems, natural area productivity, active and passive recreation, and tourism.
- Identifying destination places capable of attracting large numbers of people to special place amenity.
- Identifying civic precinct areas where future major civic investment should generally be focussed.
- Supporting the development of unique sense of place, and urban and landscape character areas.

The district plan map comprises 5 broad types of categories:

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

The District 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 cadastral-defined. 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.

4.1 Spatial planning categories

The land use classification system adopted by the Southern 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.

Table 4.1: Spatial planning categories (SPCs)

Spatial planning category	District elements	District development guidelines	Relevant CTSDf policies*
a. Core 1	Core 1 areas comprise the vast majority of the 'green' areas in the Southern District, although largely corresponding only with the mountainous areas of the district. This includes: • Table Mountain National Park	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 (i.e. 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.	P1, P25-27

	(TMNP) • Buffer areas to the TMNP World Heritage Site • Private land in mountainous areas. The non-mountainous areas are: the Noordhoek Wetlands, the flat areas of the Tokai 'forest' / 'plantation', and parts of the Cape of Good Hope section of the TMNP, Kenilworth Racecourse Nature Area, and Rondebosch Common.	4. Formalised reserves and sites (e.g. Kenilworth Racecourse, Rondebosch Common) should be regarded as 'no-go' areas and no further development of any kind should be allowed in these areas without a detailed assessment of the impacts. Another is TMNP, where, however, development may occur in terms of the approved CDF visitor sites and use zones and regulated by environmental and heritage legislation. 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 should 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.	
b. Core 2	Core 2 areas comprise only a small part of the 'green' area in the district. These areas include: • Glencairn expressway area • Beaches (and dunes) at Hout Bay, Noordhoek, Kommetjie, Witzands and Soetwater, Scarborough, Glencairn, and Fish Hoek. However, all rivers and vleis form part of Core 2, including: • Hout Bay River • Liesbeek River • Constantia greenbelt river system • Diep River • Princess Vlei • Keyzers River • Westlake River • Zandvlei • Else River • Silvermine River & wetlands • Noordhoek wetlands and Wildevleivlei • Bokramspruit River	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. 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. 5. Maintain and enhance mountain to sea linkages, especially along river courses (such as the Silvermine, Else, Bokramspruit and Hout Bay Rivers). This should include efforts to improve amenity value of these areas and encouraging positive interfaces (e.g. through building orientation, permeable fencing) between abutting development and open space systems. 6. Further extension of agricultural activity, beyond existing uses and rights within these areas should generally be discouraged. 7. 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.	P1, P25-27
c. Buffer 1	There are very few (and very small) Buffer 1 areas identified within the District. These include: • Large parts of Dido Valley. • Small open space areas within Kommetjie. • Small areas within and around 'The Lakes' development in Noordhoek.	1. Where possible, all new utility infrastructure, services and structures should be located outside of these areas. 2. Low impact activities (as per Core 1/2) may be appropriate. 3. 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: • Small areas between the sea and the coastal edge line. • A narrow strip adjacent to Glencairn expressway • A narrow interface area immediately above Constantia Winelands vineyards on mountainside. • Small open space areas adjacent to the southern part of Zandvlei. • Small areas adjacent to the southern part of Kenilworth racecourse.	1. Where possible, all new utility infrastructure, services and structures should be located outside of these areas 2. Low impact activities (as per Core 1/2) may be appropriate. 3. Exceptions to the above may be agricultural use that could be considered appropriate in certain parts of the Buffer 2 area in the vicinity of Porter estate, and possibly limited urban development on a small portion of the area of Kenilworth racecourse immediately abutting Wetton Road. 4. Any non-agricultural uses (i.e. those specified above) in the above area should be managed through spot rezoning or consent uses and fragmentation of farm units should be discouraged. 5. 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	Although significantly depleted in the last 50 years these areas still comprise a significant area in the district, including some of the most historic and valuable farming lands in the country. Intensive agriculture areas: high potential and unique agricultural land identified within the district include: • Constantia - Tokai Winelands area (inclusive of the Glendirk & Zonnestraal farms) • Steenberg Winelands area • Small vineyard areas in Noordhoek and Red Hill. • Market gardening (including flower growing) in Pollsmoor Prison area, Hout Bay, Constantia, Tokai (Porter Estate), and Noordhoek, and Kommetjie.	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, and that support local employment creation. 4. In the identified areas 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 (e.g. equestrian, niche market organic production). 5. Existing zoning rights for agricultural land in these areas need to be protected. 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. 8. Support existing small-scale market gardening areas. 9. Support long term market gardening on the Pollsmoor Prison farming area.	P25, P28, P31-33 Actions: • Introduce an agricultural development limit on high slopes (e.g. Constantiaberg) to protect visual amenity / minimise visual impact and establish an agri-conservation interface
f. Other structuring open space	• Rondebosch, Westlake, Steenberg, & Simon's Town golf courses. • Keurboom Park, Wynberg Park, Arderne Gardens, Maynardville Park • Wynberg, Constantia, & Fish Hoek Sports Grounds, • Sports grounds at UCT, and St Georges, Rustenberg, SACS, Bishops,	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 (e.g. between the Langvlei and Keyzers River via the Retreat Station area). 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	P41

	Rondebosch, Wynberg, Herschel, Springfield school sports grounds • Rhodes Estate, Kirstenbosch, and Wildevoevllei WWTW	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.	
g. Urban development	General (all areas)	1. These 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. Support inclusionary housing, and in such areas developing utilising the principle of socio-economic gradient. 4. All new developments / redevelopment should aim for much reduced energy and waste usage and waste creation. 5. 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 B). In the Southern district this includes: • Imhoff's Gift • Ocean View • Kompanjiesuin • Possibly small parts of the Princess Vlei area abutting Princess Vlei, specifically abutting Prince George Drive, and part of the strip linking to Retreat Main Road, if appropriate development of these significantly contributes to improvement of the Princess Vlei open space area as a whole.	P1-50
	Existing developed urban areas	6. 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. These are especially important considerations in the district's isolated urban enclaves of Hout Bay and the 'Far South'. 7. 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. 8. Discourage land uses that are close to and in conflict with the heritage significance of a site or area. 9. Ensure any demolitions and alterations to structures or places of heritage value do not detract from their significance.	P1-50
	New development areas / new urban infill: • Imizamo Yethu (& YMCA) • Fernwood • SARDA Riding School • Waste site • Strawberry Lane • Firgrove	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. 11. 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.	P39-42

	• Sweet Valley • Moquet Farm • Kendall depot • The Vines • Flintdale Estate • Dreyersdal Farm • Eighth Avenue • Flora Road • Kaolin Mine • Silvermine Road • Serina Estate • Capri • Solele area • Kompanjiesuin • Imhoff's Gift • Ocean View infill • Jupiter Avenue • Mountain View • Wireless Road • Marine Oil • Dido Valley	12. 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. 13. Encourage and support the development of a wider mix of residential options that provide for single people, elderly people, young professionals, and lower paid professionals such as teachers and nurses. 14. 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. 15. Ensure that any new development is appropriate to the character of a heritage area or urban conservation area.	
	Informal Settlements: • Imizamo Yethu • Hangberg • Boys Town • Masiphumelele	16. 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 section 6.1). This includes primarily Imizamo Yethu and Masiphumelele, but notably not all of these areas, and nor Red Hill as this community is planned to be accommodated in new development in Dido Valley. 17. Support for incremental upgrading and formalisation should also apply to areas where backyard shacks are widely prevalent, again primarily within the formal areas of Imizamo Yethu and Masiphumelele, but also Hangberg. 18. 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).	P36
h. Mixed use intensification	• All business areas associated with identified urban nodes • Business strip areas, including along Retreat Rd, Military Rd, Lansdowne Rd, Klipfontein Rd, and parts of Rosmead Ave and Belvedere Rd. • Isolated areas in Dido valley and Hangberg / Hout Bay harbour	1. Generally, support mixed use intensification as indicated, subject to any local guidelines and bulk service and transport infrastructure availability. 2. Careful consideration needs to be given to the location of potentially intrusive activities (e.g. noisy clubs, pubs, and restaurants) within these areas. 3. Care should be given to not forcing commercial activities out of mixed use areas (and into residential areas). This may include not permitting residential use on the ground floor. 4. 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
i. Industrial development	• Retreat Industrial (Main Rd) • Elfindale (De Waal Rd) • Area between Access Park and Lansdowne Rd • Hout Bay harbour • Westlake • Lekkerwater Rd	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 non-industrial activity, but these activities should not compromise the general use of the areas zoned for industry. . 4. Industrial development is generally very limited in the district and should be protected against (further) commercial or residential creep or intrusion. Small areas identified in the Hout Bay, Westlake and Far South areas should be reserved, but only for light	P4, P5, P7, P8, P16

		industrial activities, and then be carefully managed. 5. Focus on the development of specialised high value small and medium-scale light industrial activities within the existing industrial areas. 6. Where proposed new industrial areas are surrounded by dense residential development (e.g. at Elfindale and Lekkerwater Road), particular consideration has to be given to the social, health and safety impacts of proposed industries.	
j. Noxious industry	• None identified in this district	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.	P4, P5, P7, P8, P16
k. Cemeteries	• Plumstead • Constantia (Parish Rd) • Constantia (Strawberry Lane) • Hout Bay (Hughendon / Imizamo Yethu) • Ocean View	1. Support continued use of cemeteries for this purpose. 2. Support the utilisation of parts of older cemeteries (such as Plumstead) for other social and recreational activities (e.g. memorial gardens, public parks) subject to further exploration.	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 Southern 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 (between Mowbray and Kirstenhof) • Klipfontein Road (between Liesbeek Parkway and the western edge of Rondebosch Common) • Wetton Road	1. Support the functioning of Main 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 (such as in the Wynberg, Plumstead and Retreat areas). 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	P3-4, P10-11, P13-16, P35, P39

		encouraged. 8. Where open spaces intersect with the corridor, the former should be retained and enhanced in order to develop the 'green' network, and also contribute to a variety of uses along the corridor.	
b. Activity streets	• Main Road (between Lakeside and Fish Hoek) • Main Road in Fish Hoek • Main Road in Simon's Town • Lansdowne Road • Gabriel Road • Retreat Road • Military Road • Victoria Avenue (for length of commercial strip) • Hout Bay Main Road (from Princess St intersection to the sea) • Atlantic Road and Beach Road in Muizenberg (up till Sunrise Circle) • Tokai Main Road east of the M3	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 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.	P3-4, P10-11, P13-16, P35, P39
c. Development routes	• Klipfontein Road • Wetton Road • Chichester – Doncaster Road • Ottery – South – Constantia Road (to Constantia Village) • Kommetjie Road (Sun Valley to Ocean View)	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. Where appropriate, 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 should not be encouraged. 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	• M3 (Simon van der Stel / Blue Route Freeway) • M5 (Kromboom Parkway) • N2 (Settlers Way), • Note: The M3 and M5 are both only freeways for parts of their length. In both cases traffic speed and flow is significantly affected by robots on the	1. In general, the mobility role of these routes should not be compromised. 2. Intensification of development, which is in part a response to freeway access, and is associated with the accessibility grid (development routes and activity routes / streets), should be supported. (e.g. the Blue Route node, Kenilworth Centre and Access Park)	P6, P10, P14-16

	expressway sections.		
e. Connector routes	• Rhodes Drive • Constantia Main Road (from Constantia Village) becoming Hout Bay Main Rd (to Imizamo Yethu) • <i>Hout Bay Bypass (to be built)</i> • Victoria Road (to Camps Bay) • Chapman's Peak Dr • Kendal Road, De Waal Road • Spaanschemat River Road, Orpen Road, Steenberg Road • <i>Zandvliet Expressway (to be built)</i> • Firgrove Way • Boyes Drive • Ou Kaapse Weg • Silvermine Road • <i>Fish Hoek Bypass</i> • Glencairn Expressway • <i>Houmoed Avenue (to be built)</i> • Slangkop Road • Scarborough Main Rd, Plateau Road • Red Hill Road • Millers Point Road • Cape Point 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
f. Other structuring routes	• Milner, Belvedere, Rosmead, and Prince George Drive • Liesbeek Parkway, Campground Road, Palmyra Road • Woolsack Drive • Newlands Ave • Klipper Road • Belmont, Park Roads • Protea, Campground, Keurboom Road • Bowwood Road • Riverstone, Tennant, Newlands Road • Bowen, Waterloo Road, Trovato Link • Brisbane, Ottery Rd • Ladies Mile • Concert Boulevard • Tokai Main Road west of the M3 • Kommetjie Rd (Fish Hoek to Sun Valley)	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, and subject to sub-district development guidelines and / or local area plans, limited commercial or mixed use activity at points on or along specified portions of these routes. 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	• The Southern line • The Cape Flats line (from Heathfield station through Southfield station).	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. 3. Retain the opportunity for new public transport right of way links associated with the Heathfield rail spur proposal.	P9-18
h. IRT (trunk routes)	(None identified as yet, but these should take	1. Support the general alignment of proposed IRT trunk routes in the district with the accessibility grid	P9-18

	guidance from key routes in the district, including especially activity routes, activity streets, and development routes).	(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 complimentary to the identified land use and development role of the route. This includes Main Road (although the 'IRT trunk route' function would be carried by the railway line), Klipfontein Road, Wetton Road, Chichester – Doncaster Road, Ottery – South – Constantia Road, and Kommetjie Road (Sun Valley to Ocean View), as well as Main Road (between Lakeside and Simon's Town), Lansdowne Road, Gabriel Road, Retreat Road, Military Road, and Victoria Road. 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.	
i. Scenic routes	SR 1 routes: • Plateau Road • Red Hill Road • Witsand Main Rd • Soetwater Main Rd • Slangkop Road • Glencairn Expressway • Boyes Drive • Ou Kaapse Weg • Noordhoek Main Rd • Steenberg Road • Simon vd Stel Freeway (M3) • Rhodes Drive • Main Rd (Muizenberg to Smitswinkel Bay) SR 2 routes: • Spaanschemat River Road • Chapman's Peak Dr. • Main Road south of Muizenberg • Edinburgh Drive • Waterloo / Wolfe St. • Constantia Main Rd • Hout Bay Main Road • Victoria Road • Princess Street • Rhodes Avenue	1. In general, development along scenic drives and routes should seek to retain views from the route or negatively affecting the character of the landscape through which it passes. This is particularly important in already generally developed urban areas, such as between Muizenberg and Simon's Town where sea views are already significantly compromised. 2. Any redevelopment along scenic drives and routes should include the addressing of 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 District plan 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	Regional urban nodes: • Claremont • Wynberg	1. 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.	P3-4, P10, P16, P22

	Retreat / Tokai (Blue Route)	2. In general, support residential densification in line with the provisions of the City's densification policy (2012) and sub-district / relevant local area development guidelines. 3. Support a more flexible position to parking provision and related departures in these nodes, where well served by public transport.	
	District urban nodes: - Mowbray - Rondebosch - Plumstead - Diep River - Muizenberg - Fish Hoek - Sun Valley (Longbeach)	4. 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. 5. In general, support residential densification in line with the provision of the City's densification policy (2012) and sub-district / relevant local area development guidelines. 6. 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: - Hout Bay (east and west villages) - Constantia - Kenilworth - Dido Valley - Ocean View	7. In general, support locally appropriate mixed use development. 8. In general, support locally appropriate residential densification in line with the provision of the City's densification policy (2012) and sub-district / relevant local area development guidelines. 9. 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	1. See metropolitan nodes	P10, P16, P22
	Major urban station: - Mowbray - Claremont - Wynberg - Plumstead - Retreat	2. See sub-metropolitan or district urban nodes as relevant.	Actions: Explore where significant park and ride opportunities exist across the district to support greater rail patronage and decreased reliance on cars.
	Urban station - Observatory - Rondebosch - Newlands - Diep River - Heathfield - Steenberg	3. 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. 4. Retain opportunities for park and ride (including shared parking opportunities), subject to local assessments and transport planning.	
	Neighbourhood station - Rosebank - Harfield - Steurhof - Southfield - Lakeside - False Bay	5. Allow for moderately scaled densification where appropriate in a manner that is sensitive to existing preservation worthy character and subject to infrastructure availability. 6. Retain opportunities for park and ride, subject to local assessments and transport planning.	
	Coastal station - Muizenberg - St James - Kalk Bay - Fish Hoek - Sunny Cove - Glencairn - Simon's Town	7. Support appropriate local mixed development that compliments the coastal role of the station, particularly those that are tourism gateways. 8. Adopt a precautionary approach to enhancement of development rights in station areas that are subject to the impacts of sea level rise.	
c. Civic precincts	Higher order civic precincts: Generally associated with metropolitan and sub-metropolitan urban nodes including Claremont, Wynberg, Plumstead, and Retreat / Blue Route business districts.	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 Southern District, the focus should be on the reinforcement of existing high order civic precincts. Where feasible, link the development of civic precincts to the redevelopment of business districts through public-private partnerships. This has already largely been completed in Claremont for the foreseeable future.	P41, P47, P50

	Local civic precincts: • Generally associated with district and local nodes.	3. 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: • Muizenberg (beachfront and Zandvlei) • Fish Hoek beachfront • Hout Bay harbour area • Simon's Town waterfront • Kalk Bay • Kommetjie beachfront • Cape Point. Nature-based: • Princess Vlei • Tokai Park ('forest'/plantation) inclusive of the Tokai Arboretum • Maynardville park • Kirstenbosch gardens • Wynberg Park • Constantia greenbelt • Rhodes Memorial • Groot Constantia	1. Promote greater recreational and tourism opportunities at these key high visitor number destination places, and particularly where potential exists for significant improvement. Those with this potential are the Muizenberg and Fish Hoek beachfronts and environs, and Hout Bay harbour area. For Muizenberg, related environs include Zandvlei. These are Princess Vlei, Tokai 'forest' in the proposed TMNP high intensity activities area (as per its CDF), and Maynardville park. 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. This includes Simons Town, Kalk Bay, Kommetjie beachfront, and Cape Point. 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. This included places such as Scarborough, Soetwater, Millers Point, Llandudno, Noordhoek beach, Glencairn beach, and St James beach. These include Groot Constantia and Tokai winelands destinations, Die Oog, the Constantia greenbelt, Keurboom Park, Silvermine, Constantia Nek, Liesbeek river, Kenilworth Racecourse nature area, and Rondebosch Common.	
e. Public links	Key links: • Coastline from Muizenberg to Simon's Town • Constantia Neck • Protea ridge (Kommetjie) • Tokai to Princess Vlei	1. Any development should ensure that critical public links are maintained. 2. Uninterrupted public access along river corridors and green belts are essential. 3. Informal pedestrian links should be formalised/upgraded wherever possible to provide for safer and better quality pedestrian environments	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 Southern 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	• Peninsula urban edge	1. Land beyond the urban edge line should not be used for urban development. 2. Promote development form which supports positive urban edge conditions with due regard for local considerations (e.g. fire risk, visual impact). 3. In general, the urban edge in Southern 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	P22, P23, P25, P26, P28, P33

		economic reasons (re-tourism and environmental quality).	
b. Coastal edge	• Peninsula coastal edge	1. Land on the seaward side of the coastal edge line should not be used for urban development. 2. 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. These nodes include Muizenberg, Kalk Bay, Fish Hoek, Simon's Town and Hout Bay. 3. 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. 4. Encourage development form which reflects a positive urban interface with the coastal protection zone. 5. Reference should be made to the EMF's coastal and dune zone for further guidance around the desirability of specific activities.	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).

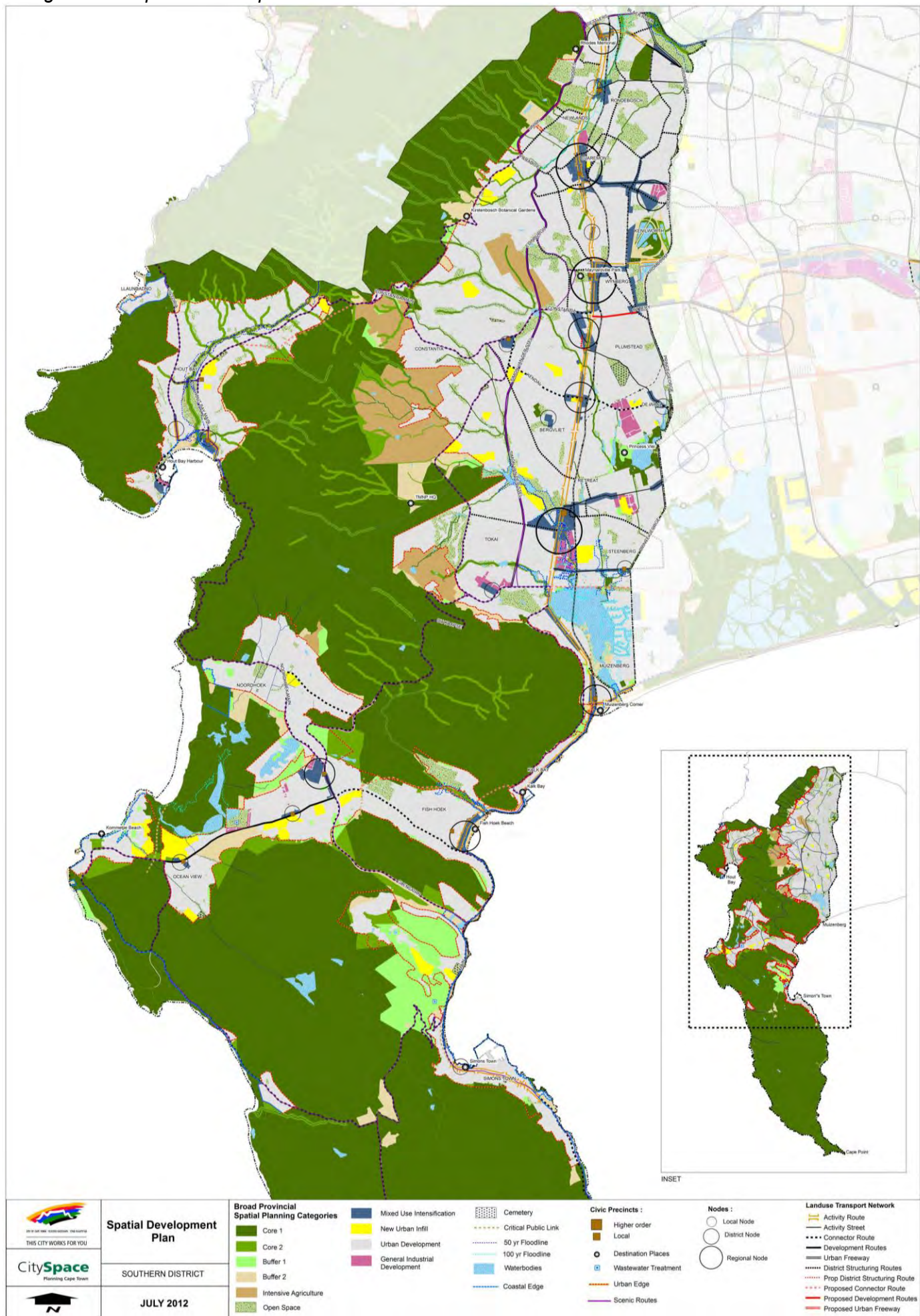
Table 4.5: Precautionary areas and utility service infrastructure installations and networks

Precautionary areas and utility service infrastructure installations	District elements	District development guidelines	Relevant CTSDF policies*
a. Flood-prone areas	• Liesbeek River • Princess River • Prins Kasteel River • Hout Bay, • Muizenberg • Fish Hoek	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 lines 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 1:100 year flood line, or flood-proofed	P24

		against the 1:100 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.	
b. Coastal flood risk areas	- As identified in the Coastal and Dune EIM Zone, and including at: - Muizenberg / Lakeside - Fish Hoek - Glencairn - Simon's Town - Noordhok / Kommetjie - Hout Bay	1. Where possible, avoid major new infrastructure and bulk services investment in coastal areas that are vulnerable to coastal storm events and inundation, especially low lying areas on the west coast of the district (e.g. Hout Bay beachfront and the wetland area between Noordhoek and Kommetjie). 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 desirability of which is guided by this district plan and relevant policy, such development should reflect consideration of potential flood risks and include mitigation measures as may be deemed necessary by the relevant decision maker.	P27
c. Veld fire risk areas	Urban areas abutting the urban edge around the Peninsula mountain chain (especially steep land where the south-easter blows from the veld towards the urban area)	1. 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 emergency services along high veld fire risk urban edge areas.	P24
d. Utility service infrastructure installations and networks	- Wildevolelei WWTW - Electricity transmission / power line and utility / bulk services servitudes - Other bulk infrastructure - Rivers in Constantia greenbelt containing waste water infrastructure	1. Where possible, all new infrastructures, 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
e. Geophysical instability	Urban areas abutting steep mountain slopes (especially St James, Kalk Bay, Fish Hoek, Glencairn, Simon's Town, and Misty Cliffs)	1. All new infrastructure and development in risk areas should require a proper geotechnical survey to define the required extent of foundations and adequately be able to accommodate storm event run-off, particularly post fire events.	

* 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 and 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 environmental 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.

5.2 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 which is mapped as an environmentally sensitive zone, has an accompanying table indicating the following:

- **Kinds of developments, land uses or activities that are undesirable:** These are types of activities which are contrary to the desired state of the environment in a particular zone and should be discouraged.
- **Kinds 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.
- **Kinds 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 **kinds of developments, land uses or activities** described in the EIM tables below are not the listed activities as contained in the National Environmental Management Act (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 the NEM: Air Quality Management Act. Reference should also be made to section 38 of the National Heritage Resources Act.

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 need to undertake an environmental assessment in any of the environmental impact management zones listed below should be determined by:

- a) Whether the proposed project includes one or more listed activities as identified in the EIA Regulations (2009, as amended);
- b) Whether there is a request from the local authority to provide either a full environmental assessment or specific environmental information in order to have sufficient information to evaluate an application made in terms of the Land Use Planning Ordinance (Act 15 of 1985);
- c) Whether 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, sections 28(1), (2) and (3).

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, as amended).

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 causant 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 on a number of EIM Zone maps as shown in Table 5.1 below.

Each zone is preceded by a summary of its status (summarised from the detailed description in Volume 1) and a description of the environmental management priorities.

Please turn the document around (landscape) to facilitate reading of the next section.

Table 5.0: Overview of Environmental Impact Management (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	Hydrological Zone	Coastal and Dune Zone	Conservation and Biodiversity Priority Zone	Cultural and Recreational Resources Zone	Natural Economic Resources Zone	Urban Uses and Utilities Zone
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 Rivers, Estuaries and Wetlands - Rivers and associated buffers - Wetlands and associated buffers Aquifers - Moderately productive aquifers	Coastal Protection Areas - Coastal Protection Zone - Coastal Risk Area 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 / palaeontological sites - Other significant heritage resources - Existing, proposed, and potential heritage sites - Scenic Routes Public Open Spaces - Structuring Open Spaces	High Potential Agricultural Areas - High potential and unique agricultural land worthy of statutory protection - High potential and unique agricultural land worthy of long-term protection - Agricultural area of significant value given potential and emerging use - Smallholdings and agricultural areas Mineral Extraction Areas - Priority mineral resources	Industrial and Commercial Areas - Industrial areas - Commercial areas Infrastructure and Utilities Areas - Infrastructure servitudes, including WWTWs

5.2.1 Hydrological Zone

SUMMARY OF STATUS

In general, the pollution and degradation of rivers and wetland systems within the Southern District are slightly less severe than in other districts, as many rivers (or portions thereof) are located within the TMNP. Nevertheless, the lower reaches of many of the rivers in this District, that fall outside of the TMNP, as well as several wetlands, have been significantly impacted by effluent discharged from WWTWs and agricultural and urban stormwater run-off. Additionally, some damming of water in upper river catchments reduces their flushing ability and canalisation of rivers impacts their ability to assimilate pollutants. Infestation by invasive alien vegetation and fish also significantly contributes to the degradation of streams.

The quality of groundwater in the district varies from very good in protected areas to moderate in the north-eastern densely urbanised part of the district.

ENVIRONMENTAL MANAGEMENT PRIORITIES

Management Priority	Priority area of focus
1. Enhance and restore	Improve water quality especially in the lower reaches of the Black, Liesbeek and Bokramspruit Rivers, the rivers and wetlands belonging to the Zandvlei system and Wildevolevlei
2. Retain and protect	Protect and enhance river systems from source to sea, particularly the Keysers, Spaanschemat, Diep, Liesbeek, Black, Silvermine, Else, Bokramspruit and Hout Bay River systems; Provide further detention pond facilities, de-canalising rivers and introducing natural vegetation to filter contaminants
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, in accordance with the City of Cape Town's specifications for EMPs.
4. Monitor and manage impacts	- Identify and implement measures to prevent <i>E.coli</i> contamination of rivers and wetlands. Contamination is particularly high in the Hout Bay, Bokramspruit and Diep /Sand Rivers as well as Little Princess Vlei, Langvlei and Princess Vlei. Measures should include the provision of basic services to informal settlements (e.g. Imizamo Yethu, Retreat and Masiphumelele) - Control illegal dumping and littering, particularly where it will affect rivers and stormwater systems - Manage reed growth where it becomes problematic - Remove invasive vegetation (particularly in the lower stretches of the Black, Bokramspruit, Hout Bay, Schusters, Silvermine and Else Rivers and rivers belonging to the Zandvlei system) and restore indigenous riparian vegetation - Control illegal infilling of wetlands, often as a result of dumping e.g. along Plateaux Road and near Masiphumelele

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)

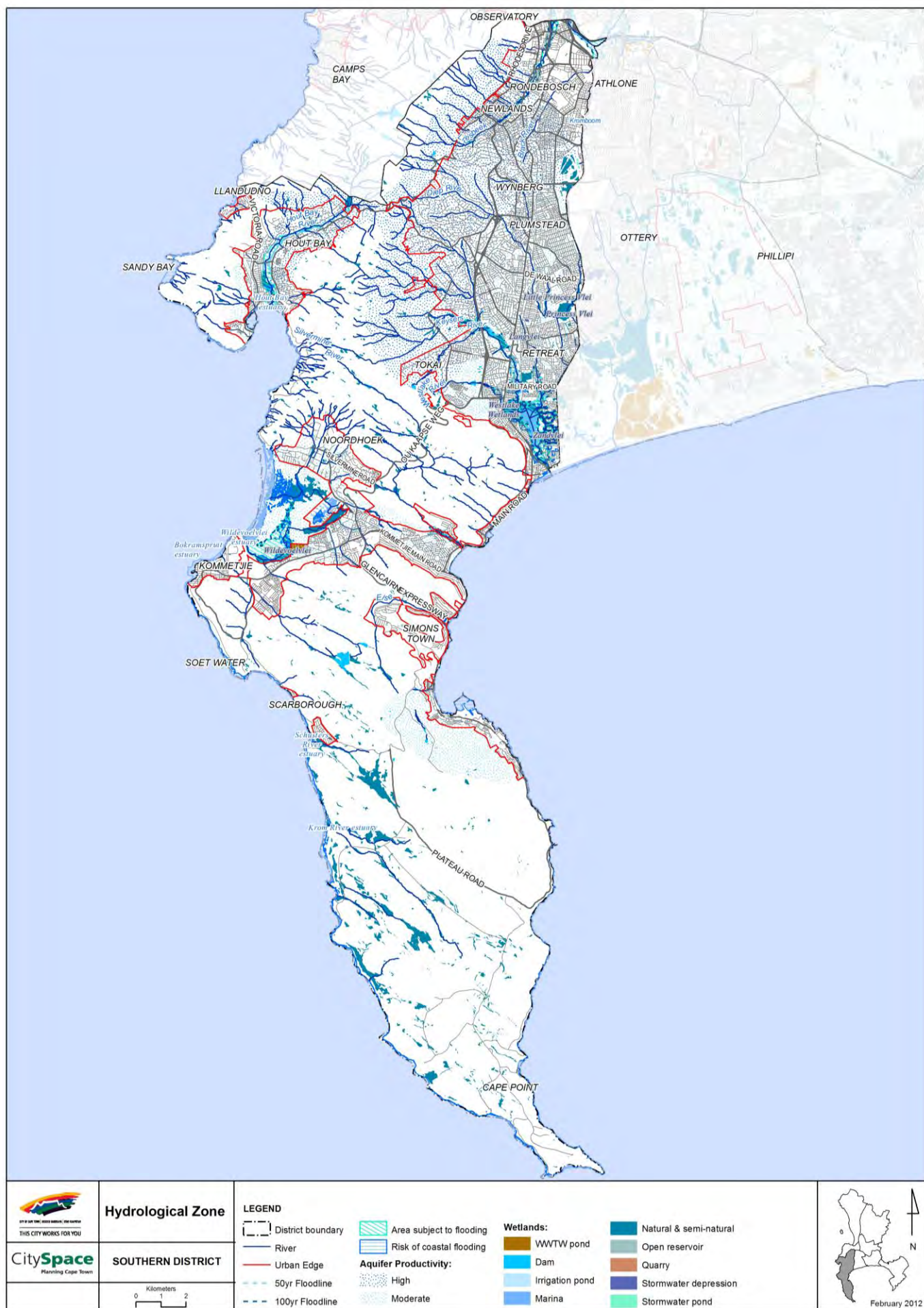
Table 5.1: Hydrological Areas (Flood Risk Areas, Rivers, Wetlands, Estuaries, and Aquifers)

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
Flood Risk Area 1 <i>These constitute areas within the 1:50 flood line, i.e. where. 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, electrical substations. - Solid and liquid waste disposal. - Telecommunication exchanges and transmitters. - Manufacturing, storage, treatment, transportation or handling of hazardous substances. - Any permanent building with foundations such as residential, business, educational, community and public facilities and institutions e.g. prisons, military bases, police stations, fire stations, hospitals, old age homes. - Informal residential area. - Railway stations, modal interchanges or bus depots. - 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.	- 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). - Road, rail, pipeline and cable crossings and bridges. - Bank protection, flow diversion structures and earthworks (e.g. dams weirs, walls, levees). - Parking areas. - Pedestrian walkways. - Agricultural and Agri-industrial activities. - Resorts and camping/caravan sites. - Sustainable harvesting of natural resources. - Sports fields and picnic areas.	- 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). Ploughing activities may also be undesirable close to water bodies.	- 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 Sand River Catchment Management Plan (2003) - Silvermine River Catchment and River Management Plan (2003)
Flood Risk Areas 2 <i>These constitute areas within the 1:100 flood lines, i.e. where floods of</i>	- Bulk infrastructure, including WWTWs, pump stations and power generation, electrical substations. - Solid waste disposal sites.	- Conservation related facilities or infrastructure. - All excavation and mining related activities. - Roads and railways.	- Conservation activities. - Public 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
<i>this magnitude are equalled or exceeded on average once in 100 years.</i> NOTE: ALL ACTIVITIES LISTED AS UNDESIRABLE ARE PROHIBITED IN TERMS OF THE FLOODPLAIN AND RIVER CORRIDOR MANAGEMENT POLICY (2009).	• 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 areas • Railway stations or bus depots. • Any structure that would pollute the river if it was flooded. • Establishment of cemeteries. • Abattoirs. • Industrial activities. • Service stations • Filling or reclamation activities	• Transmission towers and rooftop base stations • Formal Residential development (which complies with specific conditions for development within this zone*). • Bank protection, flow diversion structures and earthworks (e.g. dams weirs, walls, levees, infilling) • 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. • Agri-industrial activities. • Resorts • Parking areas	• 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). • Agricultural activities. • Sustainable harvesting of natural resources.	
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, collection of stormwater 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.	

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 – 40m 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.</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; - Utilities and infrastructure; - Agricultural activities; and - Transport systems - Infilling/reclamation - Abstraction of water directly from rivers for domestic/private use	- 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 resources. - Existing utility services (e.g. Dams)	- 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: Prioritization of City Wetlands (2009) - City of Cape Town Biodiversity Strategy
Moderately productive aquifers <i>This zone includes moderately productive intergranular, fractured and fractured-and-intergranular 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. - Water abstraction. - Industrial activities. - Agricultural activities - Stormwater management by means of infiltration	- 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.	- Department of Water & Environmental Affairs (DWEA) Guideline for the Assessment, Planning and Management of Groundwater Resources in South Africa (2008) - DWEA's Groundwater Resource Directed Measures (2006) - DEAD&DP's Guideline for Involving Hydrogeologists Specialists in EIA Processes (2005) - City of Cape Town's Management of Urban Stormwater Impacts Policy (2009)

Figure 5.1: Hydrological Zone



5.2.2 Coastal and Dune Zone

SUMMARY OF STATUS

District H's long coastline is predominantly rocky, interspersed with sandy beaches. The western coastline of the district is highly exposed to wave erosion, storms, extreme events and inundation caused by storms and tidal action. Recent extreme events have led to unusually high losses of beach sand at beaches on the South Peninsula, e.g. Diaz Beach at Cape Point and Long Beach at Kommetjie. Also, many of the linear and embryo dunes close to the coast (especially at Hout Bay, Noordhoek, Simon's Town, Glencairn, Fish Hoek and Kalk Bay) have been impacted by invasive alien vegetation (predominantly Acacia) or urbanisation, which prevent the natural movement of sand. This artificial stabilisation of dunes contributes to the loss of sand at beaches that were originally fed by these dunes, (e.g. the stabilised dune system at Hout Bay no longer feeds the beach at Sandy Bay). Interference with coastal dynamics and processes has led to increasing erosion, loss of amenity and tourism opportunities and increasing damage and risk to coastal infrastructure and property. Climate change is predicted to result in sea level rise and more extreme weather events (such as higher-energy storms) which will increase in frequency and intensity, particularly affecting areas already prone to flooding. 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	• Develop a planning strategy to improve sand movement and dune ecosystem functioning in Hout Bay to improve the amenity and recreational value of the area
2. Retain and protect	• Retain and rehabilitate primary coastal dune systems to act as a barrier against coast inundation and storm damage
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. • An EMP must be drawn up and implemented for all activities approved in this zone, in accordance with the City of Cape Town's specifications for EMPs.
4. Monitor and manage impacts	• Accelerate control programmes for removal of alien flora and fauna
5. Research and educate	• Establish clear coastal management responsibilities and increase skills and capacity within the CCT

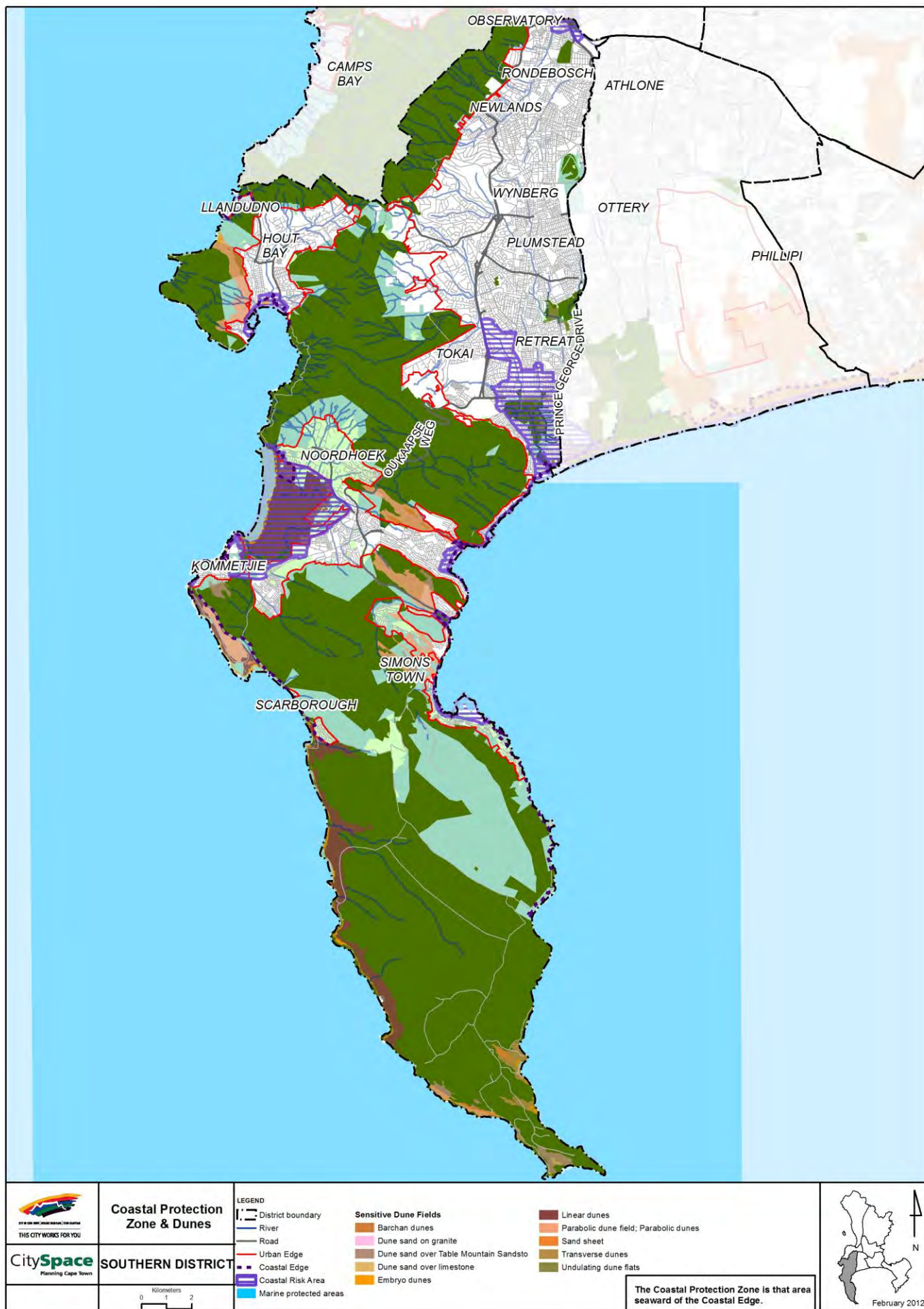
ENVIRONMENTAL IMPACT MANAGEMENT TABLE: COASTAL AND DUNE ZONE: Refer to Figure 5.2

Table 5.2: Coastal Protection Areas and Dune Areas

Environmental attributes	Kinds of developments, land uses or activities that would be undesirable of activities	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 (CPZ) The CPZ is delineated by the coastal urban 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 dynamic coastal processes.	- 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. - Impact of dogs on nesting & resting sea birds - Cleaning / removal of kelp - 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 Protection Zone Policy (in preparation 2010) - City of Cape Town Coastal Development Guidance for Cape Town Coastline into the Future (2007) - 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 South Africa - Draft Coastal Zone Policy for the Western Cape
Coastal 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 risk areas. The City of Cape Town will be developing a policy for the management of coastal risk areas. In all cases, a precautionary approach must be adopted and emergency planning for flood and storm events undertaken.			- City of Cape Town Energy and Climate Change Strategy - A Climate Change Strategy and Action Plan for the Western Cape, South Africa (2008) - SANPark's Table Mountain National Park Conservation Development Framework 2006-2011 (2008)
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.	- 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	- 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.

Environmental attributes	Kinds of developments, land uses or activities that would be undesirable of activities	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
	- 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.		environmental management of the coastal and dune areas.	- National Policy for Sustainable Coastal Development in South Africa - Draft Coastal Zone Policy for the Western Cape. - City of Cape Town's Management of Urban Stormwater Impacts Policy (2009) - City of Cape Town Biodiversity Strategy

Figure 5.2: Coastal and Dune Zone



5.2.3 Conservation and Biodiversity Priority Zone

SUMMARY OF STATUS

The South Peninsula district is one of the most important districts of the CoCT with respect to biodiversity. It encompasses most of the TMNP and Kirstenbosch Botanical Gardens, both of high international significance, as well as other biodiversity-rich areas, both protected (e.g. Zandvlei Estuary Nature Reserve) and unprotected (e.g. parts of the Cape Peninsula mountain range and coast). A range of fynbos vegetation types as well as forest, strandveld and wetland vegetation types are found in this District. The Southern district also contains an Important Bird Area at Boulders Beach. Although most of the vegetation types occurring in this District are relatively well-conserved in the district's conservation areas, the Critically Endangered Cape Flats Sand Fynbos is poorly protected. The TMNP and other conservation areas also accommodate a number of endemic and/or threatened faunal species. Biodiversity in this District remains under threat from urban sprawl, frequent veldfires and infestation by invasive alien species.

ENVIRONMENTAL MANAGEMENT PRIORITIES

Management Priority	Priority area of focus
1. Enhance and restore	• Conserve remnants of sensitive and threatened vegetation types, particularly Cape Flats Sand Fynbos. • Enhance north-south biodiversity corridors along the Peninsula Mountain chain (particularly at threatened points such as Constantia Nek, Sun Valley and Ocean View) • Identify opportunities to permit low impact sustainable development which contributes to a net increase in the protection of biodiversity and the establishment of functional biodiversity nodes and corridors. • Opportunities for sustainable, low impact community utilisation of biodiversity resources should be identified. • Note that unless the Biodiversity Network is secured elsewhere, other natural vegetation areas may become important if required as biodiversity offsets. • Conserve the coastal zone which has high archaeological potential, particularly in the Cape of Good Hope section of the TMNP where Stone Age middens are located.
2. EIA requirements	• Specialist botanical and/or freshwater ecological input must be obtained for proposed new development inside the urban edge that potentially impacts on 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, in accordance with the City of Cape Town's

	specifications for EMPs.
3. Monitor and manage impacts	- Control alien vegetation, especially in/near conservation areas such as TMNP, Kenilworth Race Course and Rondebosch Common - Implement effective ecological fire management strategies to maintain biodiversity - Control illegal dumping as well as illegal infilling of wetlands e.g. along Plateaux Road and near Masiphumelele
4. Research and educate	Enter into partnerships with private landowners to promote land consolidation of TMNP and stewardship programmes/conservancies to facilitate rural-conservation interface and give effect to the Cape Peninsula Protected Natural Environment (CPPNE)

ENVIRONMENTAL IMPACT MANAGEMENT TABLE: BIODIVERSITY: Refer to Figure 5.3

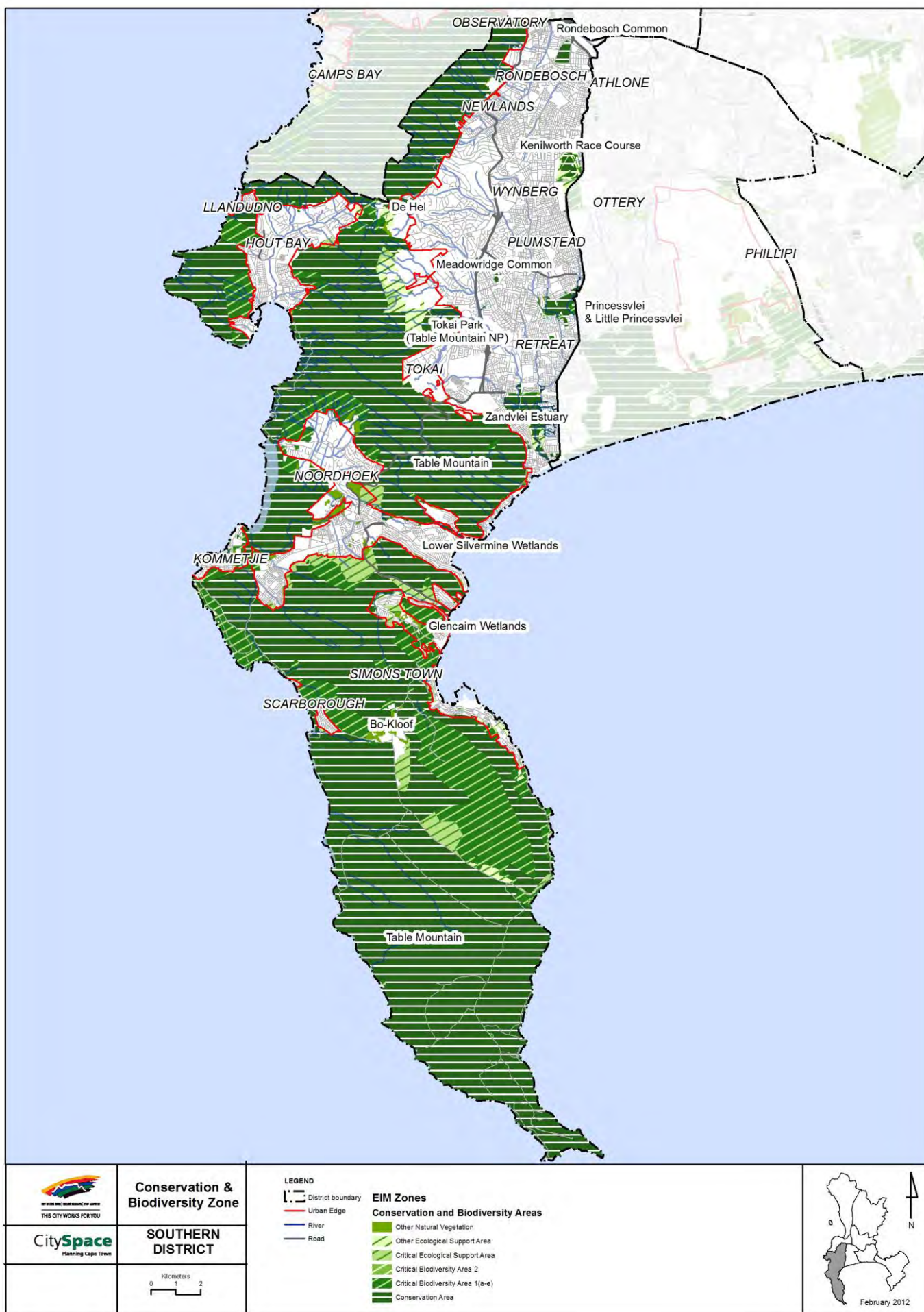
Table 5.3: Conservation and Biodiversity Areas

Environmental attributes	Kinds of developments, land uses or activities that would be undesirable of activities	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 including the TMNP, which is managed by SANParks.</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. - Viewpoints for e.g. bird and whale watching.	- City of Cape Town's Natural Interface Study: Veldfire Planning Guidelines (2004) - City of Cape Town Biodiversity Strategy - Reserve Sensitivity and Zonation Plans (June 2009) - 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)
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, treatment, transportation or handling of hazardous substances.	- Conservation related facilities or infrastructure. - Essential roads, rail, pipelines and cables. - Essential engineering and utility services. - Tourism facilities.	- Conservation activities - Urban open space areas with appropriate low-impact recreation activities.	City of Cape Town Biodiversity Network: C-plan and Marxan Analysis:2009 Methods and Results,

Environmental attributes	Kinds of developments, land uses or activities that would be undesirable or activities	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
	– 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.	• 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).		A Climate Change Strategy and Action Plan for the Western Cape, South Africa (2008) • SANPark's TMNP Park Management Plan and Conservation Development Framework 2006-2011 (2008) • SANPark's Table Mountain National Park Fire Management Plan (2004) and supplement (2007) • Western Cape Provincial Spatial Development Framework: Statutory Report • City of Cape Town's Management of Urban Stormwater Impacts Policy (2009) • City of Cape Town's Floodplain and River Corridor Management Policy (2009)
Critical Biodiversity Areas 2 <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 agri-industrial activities. – Residential and commercial development. – All excavation and mining related activities. – Establishment of Cemeteries. – Abattoirs. – Outdoor advertising.	• 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 vegetation. • Agricultural activities (outside the urban edge).	• Conservation activities • Urban open space areas with appropriate low-impact recreation activities.	
Critical Ecological Support Areas (CESAs) <i>These sites may comprise any habitat quality from very low condition to pristine. They provide essential ecosystem services. They are required for additional consolidation and ecological support and are essential for management consolidation, connectivity and viability of biodiversity elements in protected</i>	• 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	• Agricultural activities (outside the urban edge). • Conservation related facilities or infrastructure. • Essential road, rail, pipelines and cables. • Essential engineering services relating to tourism facilities.	• Conservation and restoration activities. • Urban open space areas with appropriate low-impact recreation activities. • Pedestrian walkways and trails.	

Environmental attributes	Kinds of developments, land uses or activities that would be undesirable of activities	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
areas and CBAs. Other Ecological Support Areas <i>These sites are essential for management consolidation, connectivity and viability of biodiversity elements in CBA1, CBA2 and Protected sites.</i>	power generation. – Higher-density residential development. – Industrial activities. – Mining related activities. – Establishment of Cemeteries. – Abattoirs.	• 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.		
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. • Mining related activities.	• Conservation related facilities or infrastructure. • Essential road, rail, pipelines and cables. • 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.	• Conservation activities. • Urban open space areas with appropriate low-impact recreation activities.	

Figure 5.3: Conservation and Biodiversity Zone



5.2.4 Cultural and Recreational Resources Zone

SUMMARY OF STATUS

The Southern District was developed from the earliest days of the settlement at the Cape, and contains a large number of heritage resources representing a long period of history. As a result there is a wealth of conservation-worthy sites, areas, routes, streetscapes, and landscapes. These heritage resources are often both intrinsically and contextually or environmentally significant and are important components of the cultural and environmental identity of Cape Town. Many heritage resources and associated cultural landscapes are however under increasing pressure as a result of urban expansion and densification. The wealth of archaeological remains in the Southern District, particularly in the coastal zone, testifies to a long period of pre-colonial occupation and use of marine resources in the area. Where development has taken place, archaeological remains in the District, particularly along the coast, are often badly damaged or have disappeared altogether, whereas many undisturbed finds are still located within the protected or undeveloped areas of the district.

ENVIRONMENTAL MANAGEMENT PRIORITIES

Management Priority	Priority area of focus
1. Enhance and restore	• Encourage and facilitate the enhancement and maintenance of heritage places – including areas, sites and routes of heritage significance. • Enhance and maintain the heritage resources in the ownership of the City. • Enhance and protect the rural cultural landscape of the Constantia Winelands • Enhance and restore scenic routes
2. Retain and protect	• Ensure the protection of heritage resources – including areas, landscapes and structures that are of heritage significance through the zoning scheme, and the management of development and alteration proposals. • Identify and protect heritage resources associated with historical figures and events including the struggle • Provide for the protection of archaeological and paleontological remains
3. Monitor and manage impacts	• Ensure that development activities in places of heritage significance comply with heritage requirements • Regularly inspect heritage resources and areas of heritage significance • Monitor sites for which applications for development or alterations have been made
4. EIA requirements	• Ensure that construction activities in heritage and conservation areas comply with guidelines and regulations, in particular in historic areas within the residential suburbs along Main Road (Wynberg, Mowbray, Rondebosch, Newlands, Muizenberg, St. James, Kalk Bay and Simon's Town). • Notification of Heritage Western Cape and the undertaking of an appropriate level of Heritage Assessment are recommended for proposed development in any of the areas below.
5. Research and educate	• Develop guidelines and brochures and other interpretive materials • Encourage appropriate publicity and media exposure • Mark heritage resources with badges or plaques where appropriate

- Further broaden the nature of heritage resources recognised to cover sites relating to the struggle and contemporary history – for instance sites of forced removal, sites associated with significant figures and happenings

ENVIRONMENTAL IMPACT MANAGEMENT TABLE: CULTURAL AND HERITAGE AREAS: Refer to Figure 5.4

Table 5.4: Cultural and Heritage Areas and Public Open Spaces

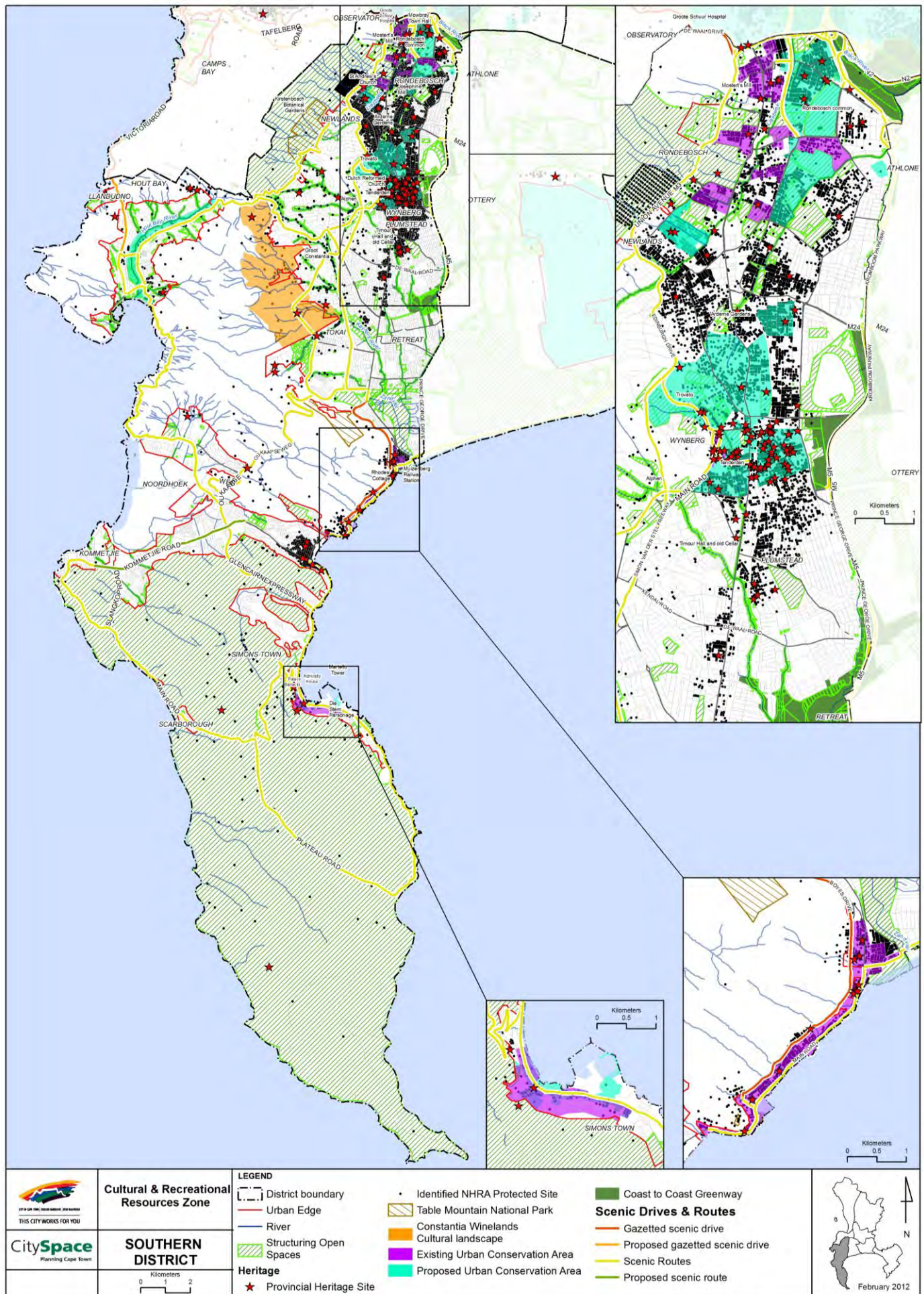
Environmental attributes ³	Kinds of developments, land uses or activities that would be undesirable of activities	Kinds of developments, land uses or activities that may have a significant impact	Kinds of developments, land uses or activities that may not have a significant impact	Relevant policy and guideline documents for environmental management
Table Mountain National Park <i>The park contains (UNESCO natural) heritage and archaeological sites.</i>	• Comply with the SANParks' TMNP Park Management Plan, Conservation Development Framework, Heritage Resources Management Plan and SAHRA Requirements.			• 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 • City of Cape Town Heritage Resources Section series of guidelines for development • SANPark's Table Mountain National Park Conservation
Constantia Winelands Cultural Landscape <i>This is characterised by the rural viticultural landscape of the upper Constantia Valley set against the mountainous backdrop, historical avenues and trees, and vineyards associated with historical homesteads and associated elements remaining from the early development of the region.</i>	• Mining related activities and infrastructure. • Industrial activities. • Sub-division and densification. • High density residential or commercial. • Any alterations, additions or new structures unsympathetic to protected buildings or the general character of area. • Inappropriate outdoor advertising	• Institutional facilities. • Agri-tourism. • Tourism and hospitality facilities. • Hiking and horse trails. • Transmission towers and base stations. • Establishment of cemeteries. • Agriculture infrastructure	• Agricultural activities, especially vineyards, excluding associated new infrastructure such as bottling plants, depots and cellars. • Appropriate residential units as permitted in terms of the applicable zoning scheme and agricultural legislation.	
Urban Conservation / Heritage areas <i>This zone includes existing and proposed urban conservation / heritage areas.</i>	• Any alterations, additions, new structures or landscaping unsympathetic to protected buildings or the general character of area. Mining related activities and infrastructure. • Transmission towers and base stations • Inappropriate roadworks – including changes of surface, widening and edge treatments. • In appropriate outdoor advertising • In appropriate street furniture and signage	• Dependent on specific area. Suitable activities should be congruent and sympathetic to landscape / townscape. Institutional facilities (education, museums). • Tourism and hospitality facilities. • Engineering and utility services. • Essential road, rail, pipelines and cables.	• Residential and commercial activities provided that are in keeping with the character of the area. • Sub-division and densification that is not materially changing the character of the area. • Appropriately scaled, sited and designed engineering and utility services, road, rail and pipeline cables. • Restoration and conservation of historical buildings and infrastructure. • Public open space.	

³ 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 ³	Kinds of developments, land uses or activities that would be undesirable of activities	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
Forced Removal Sites <i>This includes areas that became vacant after communities were forcibly removed in terms of the Group Areas Act. They are not yet mapped.</i>	Any development prior to consultation with groups that were affected by the forced removals.	- Creation of spaces or structures serving as memorials of the forced removals at the sites. - Residential development.	Public open space.	- Development Framework 2006-2011 (2008) - Scenic Drive Network Plan
Potential archaeological sites <i>This zone includes areas of archaeological and palaeontological value</i>	- All excavation and mining related activities and infrastructure. - Off-road vehicle trails. - Any development outside the urban edge. Or in previously undisturbed areas.	- Essential engineering services and infrastructure. - Tourism and hospitality facilities. - Institutional and educational facilities. - Special coastal node development. - Sustainable harvesting of natural resources. - Bulk infrastructure and energy generation (including renewable energy).	- Conservation activities. - Public open space. - Viewing sites.	
Scenic Routes <i>Chapman's Peak Drive, Ou Kaapse Weg, Noorhoek Road, Boyes Drive, Red Hill Road, coastal ring road on South Peninsula. Rhodes Drive, Rhodes Avenue, Constantia Nek, Hout Bay Road, Victoria Road, Victoria Avenue Hout Bay, Main Road Hout Bay, Main Road, Scarborough Plateau Road, Slangkop Road, Kommetjie Road, Glencairn Expressway; Baden Powell Drive, Van Der Stel Freeway; Edinburgh Drive, Main Road from Muizenberg to Simon's Town and Fish Hoek to Plateau Road, Edinburgh Drive, Trovato Link Road, Constantia Main Road,</i>	- Activities which compromise or restrict views. - Activities inconsistent with the landscape / townscape. - Outdoor advertising. - Inappropriate road works – including changes of surface, widening and edge treatments. - Inappropriate signage, street furniture - Removal of trees and mature landscaping	- Dependent on section of road. Suitable activities should be congruent and sympathetic to landscape / townscape. - Service stations	Improvement of landscaping and opening of views	
Structuring Open Spaces <i>This zone includes structuring public open spaces (which are significant at a district scale and play a role in structuring the area).</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.	- 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.	- City of Cape Town's draft CMOSS Strategy - City of Cape Town's Management of Urban Stormwater Impacts Policy (2009) - City of Cape Town's Floodplain and River Corridor Management

Environmental attributes ³	Kinds of developments, land uses or activities that would be undesirable of activities	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
		• Transmission towers and rooftop base stations. • Outdoor advertising. • Small-scale urban agricultural activities.	• Landscaping.	Policy (2009)

Figure 5.4: Cultural and Recreational Resources Zone



5.2.5 Natural Economic Resources Zone

SUMMARY OF STATUS

The Southern District provides many important economic opportunities for the CoCT, as it has a large number of important commercial nodes, office areas, sporting facilities of provincial importance and a growing tourism sector. Industry plays a minor role in this District. The district has the lowest unemployment rate and the highest proportion of workers employed in skilled occupations.

The Southern District has a limited amount of natural economic resources, most importantly sand and gravel. Kaolin resources near Noordhoek are no longer being mined. The main issues with regards to mineral extraction in the Southern District are the sterilization of economic mineral resources by urban development, the sensitive environment of the district and the resources' proximity to the TMNP.

Agricultural land contributes significantly to the province and country's Gross Domestic Product. The Southern District includes four portions of agricultural land of high potential or significant value in the Constantia Valley. Some of these areas are under threat from development.

ENVIRONMENTAL MANAGEMENT PRIORITIES

Management Priority	Priority area of focus
1. Retain and protect	• Preserve and utilise high potential agricultural land, particularly in the Constantia – Tokai Valley, and including also Zonnestraal, Glen Dirk and Steenberg, and restrict non-agricultural use
2. 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 ($\pm 500\text{mm}$).

ENVIRONMENTAL IMPACT MANAGEMENT TABLE: ECONOMIC RESOURCES: Refer to Figure 5.5

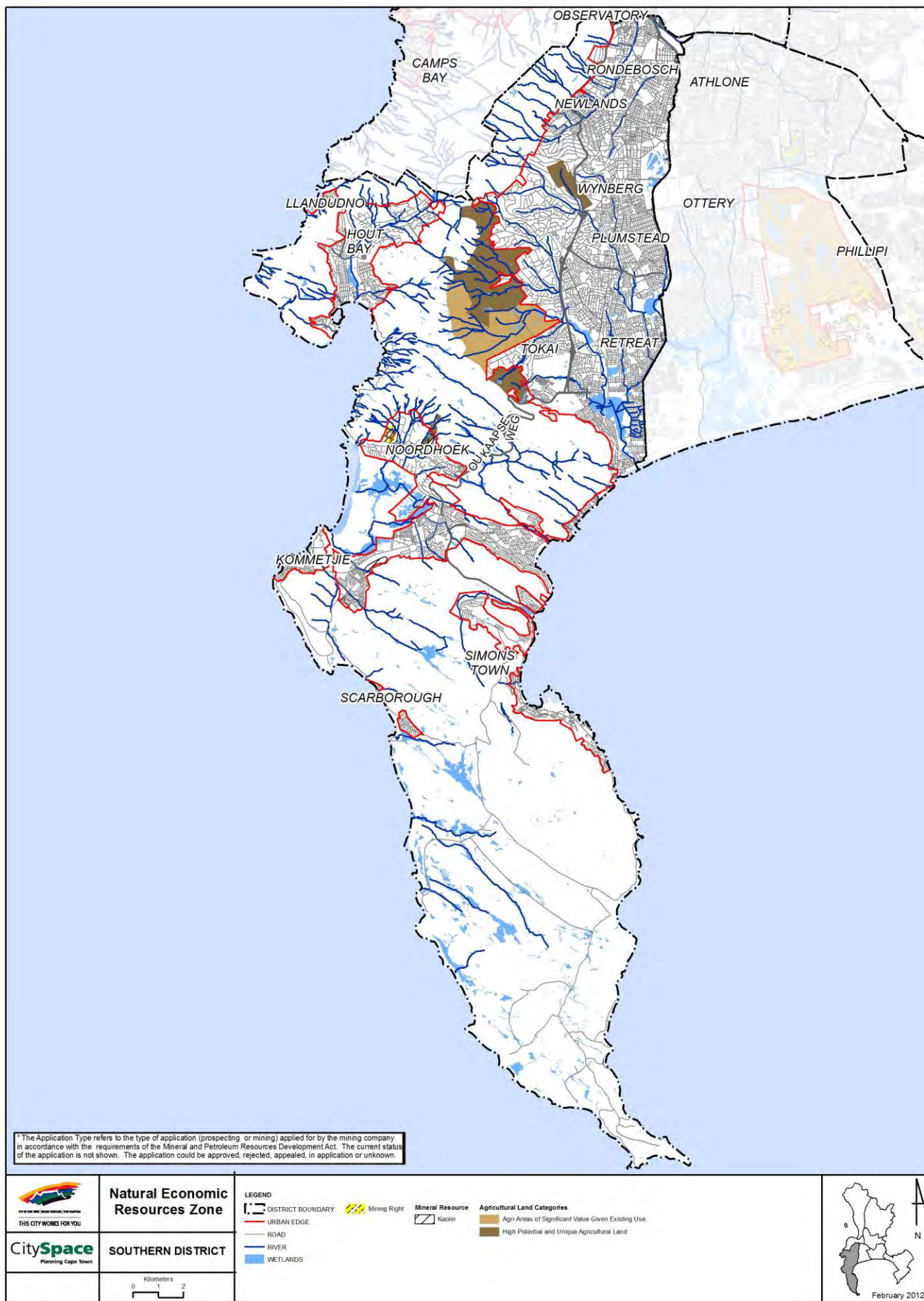
Table 5.5: High Potential Agricultural Areas and Mineral Resource Areas

Environmental attributes	Kinds of developments, land uses or activities that would be undesirable of activities	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.⁴</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) - Urban Agricultural Policy for the City of Cape Town (2007) - City of Cape Town's Floodplain and River Corridor Management Policy (2009)
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 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). - Institutional activities (e.g. agricultural schools). - Animal care facilities. - Sustainable harvesting of natural resources. - Transmission towers and rooftop base stations. - Riding stables. - Retail and commercial activity related to	- Agriculture (excluding abattoirs and feedlots). - Horticultural activities. - Handling and storage of agricultural product. - Hiking trails and paths. - Residential units (as allowed in zoning schemes).	

⁴ The areas were assessed in terms of a broad range of informants, including agricultural potential and economic, land use, landscape and environmental significance (CoCT, 2008a).

Environmental attributes	Kinds of developments, land uses or activities that would be undesirable of activities	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
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).	marketing of the area's produce. - Dams and weirs. - Water abstraction. - Road, rail, pipelines and cables. - Agri-industrial activities. - Residential and institutional facilities for rural community. - 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	- 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.	
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 Mineral Resources Structure Plan 2002.

Figure 5.5: Economic Resources Zone



5.2.6 Urban Uses and Utilities Zone

SUMMARY OF STATUS

The Southern District comprises a range of urban environments, due to the good provision of services, transport infrastructure, and economic opportunities relative to other districts and the high quality of amenities in this District; it is a very popular place of residence. However, the capacity of the environment to absorb e.g. wastes from the existing and possible future development without experiencing substantial changes is limited. Due to the high demand and relative scarcity of vacant developable land, property values have increased significantly.

The CoCT is rapidly running out of airspace for solid waste disposal. None of the City's landfill sites are located within the Southern District and waste is transported to one of the three operating landfills outside of the district.

Sewage from the Southern District routed to six WWTWs, located both inside and outside of the district, as well as a sea outfall at Hout Bay. The WWTWs currently have sufficient capacity but Wildevoëlvlei WWTW might require extension in the next few years.

Pollution and degradation of rivers and wetland systems within this district is a critical issue. Many of the rivers, particularly those located in the densely urbanised northern and eastern parts of the district, have lost much of their natural riparian habitat and their ecological functioning has been seriously compromised. In contrast, many of the rivers on the peninsula are in a good to very good state as they (partly) fall within the TMNP and are subject to lower development pressures.

Air pollution is not monitored in the district, which generates relatively limited air pollution due to the limited extent of industrial activity. Exhaust emissions, particularly along congested routes, affect ambient air quality in the area.

ENVIRONMENTAL MANAGEMENT PRIORITIES

The 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, in accordance with the City of Cape Town's specifications for EMPs. • 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
2. Monitor and manage impacts	• Improve effluent quality discharged from WWTWs and ensure it meets discharge quality standards by: ○ Replacing Noordhoek's septic tank system with a waterborne sewage system; ○ Expanding the Wildevoëlvlei WWTW when required as a result of increasing development in Kommetjie and Noordhoek; ○ Ensuring that effluent from the Wildevoëlvlei WWTW adheres to or exceeds standards to minimise negative impacts on the

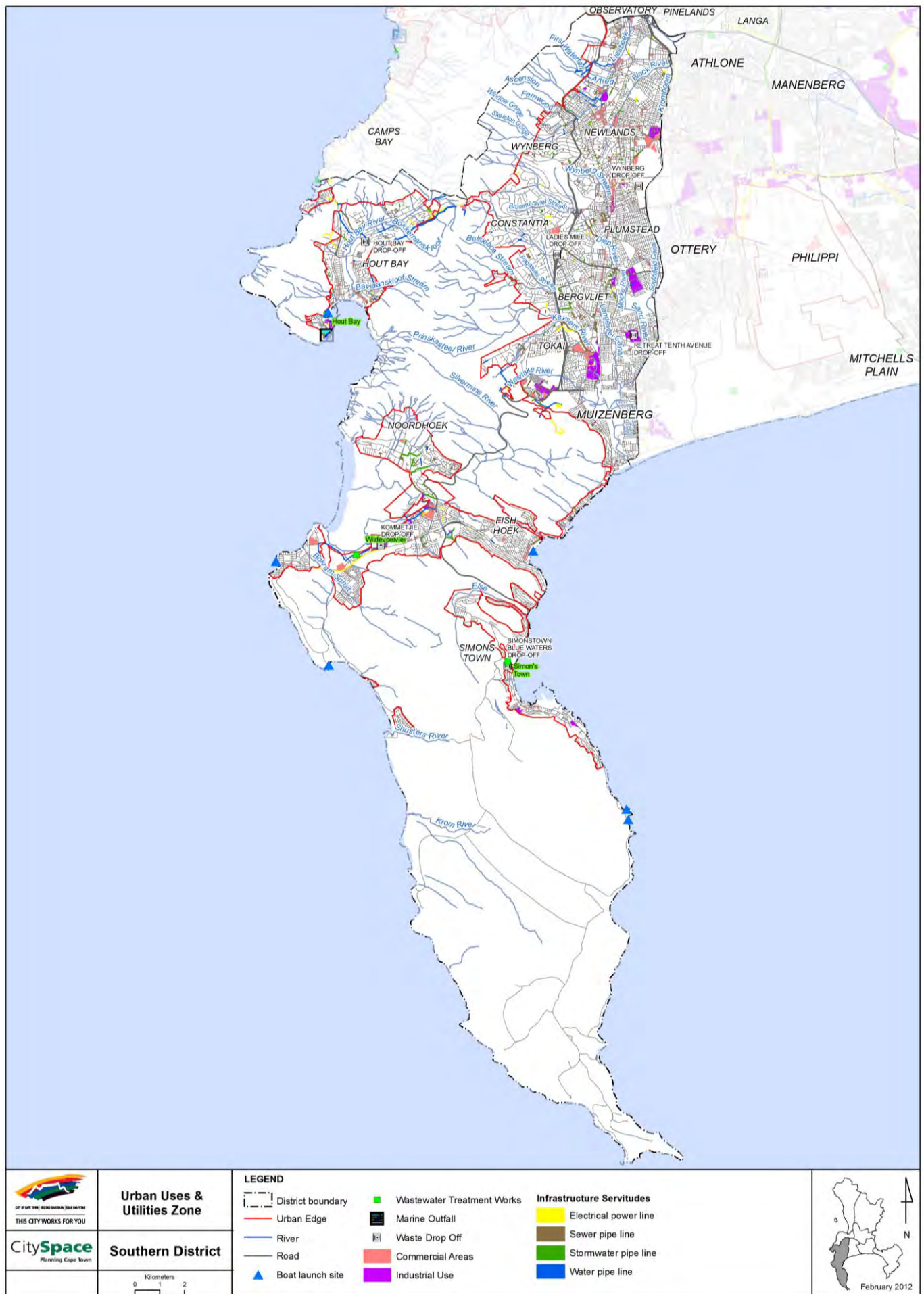
	Wildevoëlvlei, which receives treated effluent; ○ Implementing measures to prevent overflow incidents at sewers, pump stations and WWTWs • Ensure effluent is not discharged into the stormwater system or rivers, particularly in especially environmentally sensitive areas such as the Noordhoek Wetlands (incl. Wildevoëlvlei) • Consider the capacity of natural environments to receive waste before expanding for example WWTWs • Control illegal dumping • Any industrial activities must ensure storm water quality and any other effluent discharged into rivers is monitored and adheres to quality standards.
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Table 5.6: Industrial and Commercial Areas and Infrastructure and Utilities Servitudes

Environmental attributes	Kinds of developments, land uses or activities that would be undesirable of activities	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. • Sub-stations and electrical infrastructure.	• A Guide to Reporting and Estimating Emissions for the Integrated Pollutant and Waste Information System (IPWIS) 2005. • City of Cape Town's Air Pollution Control By-Law (2001). • Air Quality Management Plan for the City of Cape Town (Sept, 2005). • City of Cape Town's Management of Urban Stormwater Impacts Policy (2009)
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.	
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.	City of Cape Town's Floodplain and River Corridor Management Policy (2009)

Environmental attributes	Kinds of developments, land uses or activities that would be undesirable of activities	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
			• Pipelines and cables. • Engineering and utility services and infrastructure. • Power generation activities and power lines. • Pedestrian walkways. • Sub-stations	

Figure 5.6: Urban Uses and Utilities Zone



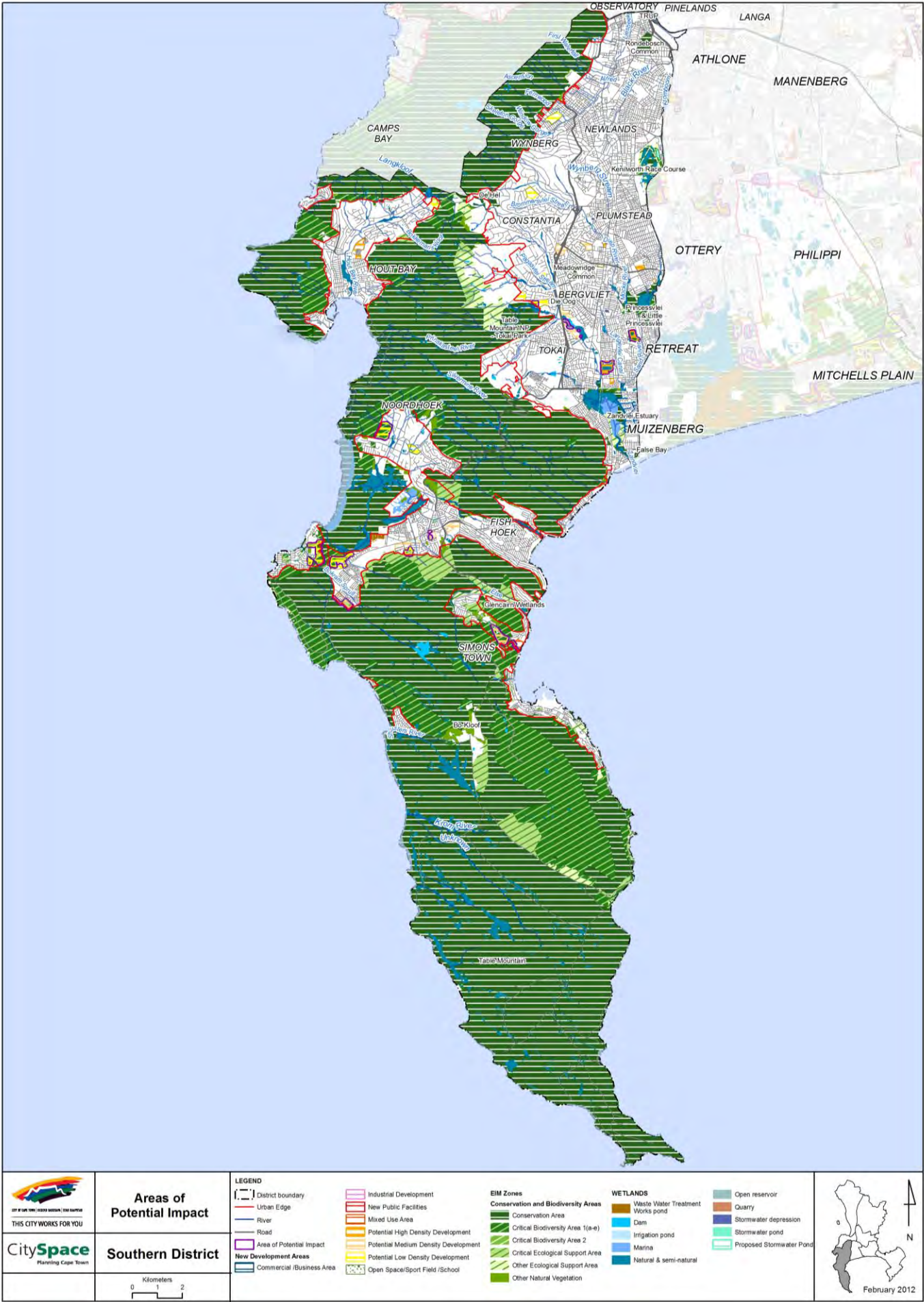
5.3 Areas of potential impact on selected natural environmental attributes

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.

Figure 5.7: Areas of Potential Impact



6. IMPLEMENTATION

6.1 Urban restructuring and upgrading: framework for capital investment

Urban restructuring and major upgrading addresses:

- 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 sometimes private) associated with new development areas and areas where major intensification is proposed.

This section deals with open space, transport infrastructure, other infrastructure and services, public facilities, and publicly assisted housing. The following table provides broad SDP guidance as to where future new development, and significant development intensification may be expected to occur, as well as some approximate quantification of this (subject to detailed processes), at least in respect of new development areas.

Aligning Service and Infrastructure Planning with the Spatial Development Plan

Two considerations are important in terms of planning for services and infrastructure.

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:

- identifying new development areas (focussed on significant 'green-field development) as well as areas for intensification of urban use (e.g. areas where substantial redevelopment is being promoted).
- providing some indication, where possible of the quantum of new development.

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

New Development Areas (and potential estimated yield / no. of dwelling units): *small sites excluded

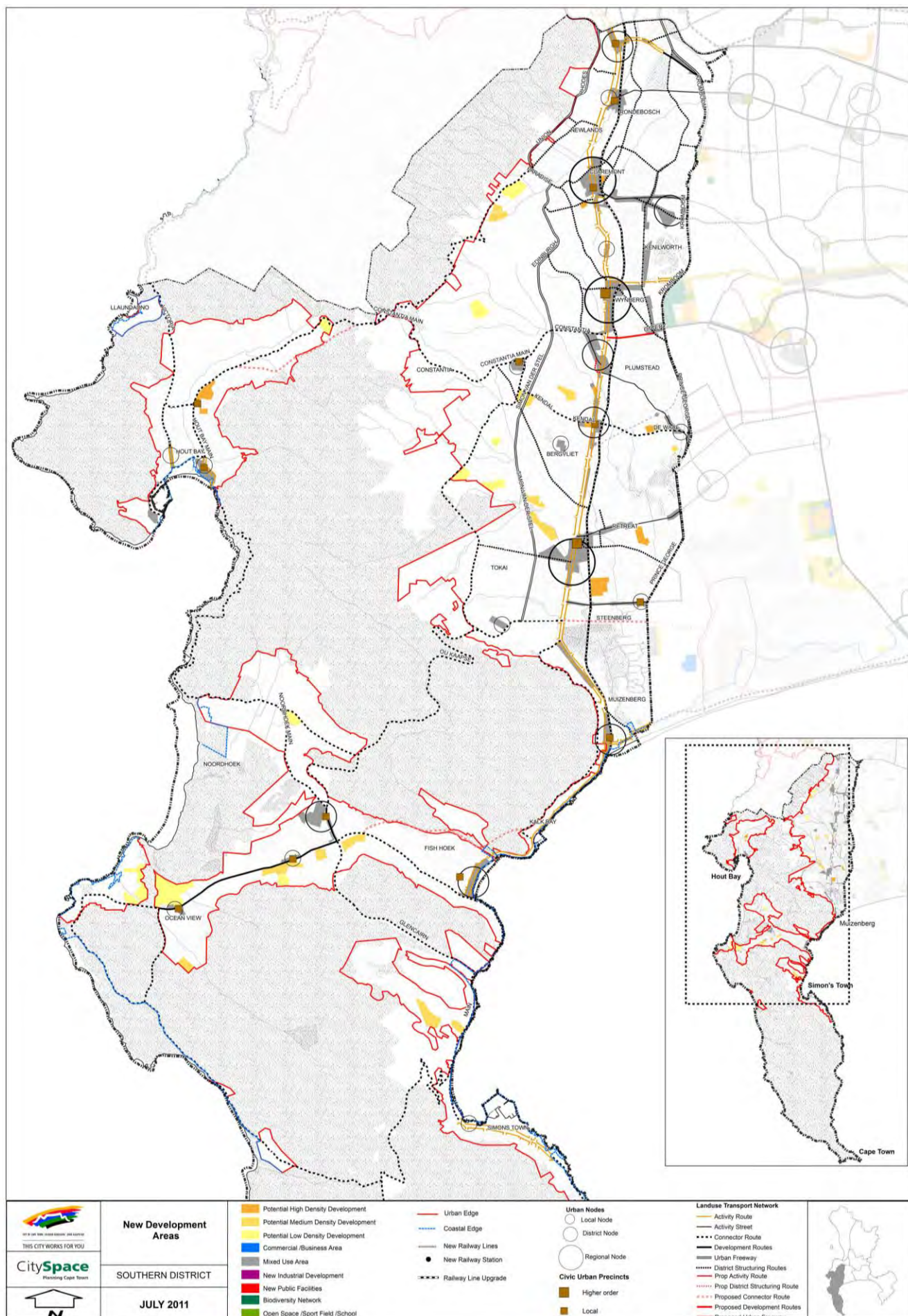
Area	Likely land uses	Possible yield (du)
Imizamo Yethu (& YMCA)	Mixed use including residential & facilities	1000
Linden Farm	Residential	40
Fernwood	Residential	90
Protea Village	Residential	150
Riding School	Residential & facilities (riding school)	75
Waste site	Mixed use including residential & waste site	120
Strawberry Lane	Residential	75
Firgrove	Residential	135
Sweet Valley	Residential & facilities	45
Claremont Station site	Residential	200
Claremont Bowling Club	Residential	150
3 Arts	Mixed use including residential	300
Moquet Farm	Mixed use including residential	250
Kendall depot	Residential	120
The Vines	Residential	340
Flintdale Estate	Residential	450
Dreyersdal Farm	Residential	545
Eighth Avenue	Residential	320
Flora Road	Residential	900
Silvermine Road	Residential & open space	20
Dassenberg	Residential	145
Serina Estate	Residential	290
Capri	Residential	150
Solele area	Mixed use including residential	390
Imhoff's Gift	Mixed use including residential & facilities	500
Ocean View Infill	Residential	450
Jupiter Avenue	Residential	240
Kommetjie Wireless Road	Residential	200
Dido Valley	Residential	600

Major future Intensification Areas:

The Main Road corridor (between the M3 and M5) generally, and more particularly closer to Main Road. Specific focus areas are:

- Wynberg CBD (mixed use) and some adjacent residential areas (taking account of urban conservation areas and historically significant buildings).
- Plumstead CBD including Gabriel Road (mixed use) and adjacent residential area.
- Retreat / Blue Route CBD (mixed use) and adjacent residential area.
- Residential areas close to rail stations (approx. 200m radius).

Figure 6.1: New Development Areas



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) Public transport infrastructure

Proposed priority station upgrades to support the heightened role of these places within the area include:

- Newlands Station*
- Claremont Station
- Wynberg
- Steurhof Station
- Retreat Station*
- Steenberg Station
- Fish Hoek Station*
- Simon's Town Station*

(* stations identified by Intersite for redevelopment)

This includes major building and refurbishment in some cases (i.e. Claremont, Wynberg), park & ride facilities, and non-motorised transport (NMT) facilities (paths, underways or bridges, bicycle facilities).

Serious review of the rail connection between Muizenberg and Simon's Town is required. Consideration should be given to a more stream-lined service in the medium to longer term. Given very constrained 'public-way' space along the coastline, predicted sea level rise, huge recreational and tourism amenity potential, and a limited train service (low frequency and low ridership), one option that should be explored is reducing the rail line to a single line from Muizenberg or Steenberg, excepting for stations which would remain as double-line 'by-passes', and utilising the remaining area for NMT purposes (cycling, esplanade / walkways). Another option may be to remove the lines altogether and improve road-based public transport (that is more tourism orientated), however this may have significant implications for the Navy, rail commutership, and creating a significant modal interchange in Muizenberg, Steenberg, or Retreat.

Attention needs to be given to significantly expanding 'park and ride' facilities associated with the stations in considering the longer term future of rail ridership. The rail line is highly integrated into the district and the (potential) functioning thereof. The rail line connects 'The Far South' directly to the City Centre, and includes stations very close to other major work and shopping concentrations (Claremont, Wynberg, Plumstead and Retreat), close to many schools and major sports facility precincts (Hartleyvale, Rondebosch, Newlands, Kenilworth), and major recreational attractions (e.g. Table Mountain / Rhodes Memorial), Zandvlei, Muizenberg, Kalk Bay). Significant facilities that cater for different needs at different times would be most optimal. An example is parking east of Kenilworth Station that caters for commuters during the week, and recreational or sports users over weekends or at night.

High priority road-based public transport related projects recommended / proposed include:

- Developing public transport lanes on Lansdowne and Chichester Roads (inclusive of necessary road-widening).
- Developing public transport lanes on Wetton Road, entailing upgrading primarily west of Rosmead Avenue towards the intersection with Main Road.
- Developing public transport infrastructure on Klipfontein Road west of the Red Cross Hospital. This will require significant road-widening. Existing road-widening plans require review since

there are considerable obstacles to the substantial road-widening plans. This may require review to a more creative outcome (i.e. 2 lanes & another shared public transport lane)

b) NMT infrastructure

Investment in NMT infrastructure is a priority in this district. Intervention should occur as part of a programme to develop a broader NMT network. In the Southern District, interventions should focus on:

- Main movement generators (including public transport interchange / station areas – see above);
- The system of structuring routes proposed as part of the SDP – the dominant mobility function of most higher order routes can no longer prevail and the prioritisation of NMT within the cross section of existing routes is critical.
- Critical public links which connect destination places and movement generators. This should ultimately include NMT linkage from Cape Point to Table Bay.
- The linked internal open space system.

The existing, but recently generally neglected, cycle network in the Rondebosch and Newlands areas requires strategic infrastructural, as well as management intervention. Infrastructural interventions include traffic calming measures at intersections (raised roadway strips, re-paving, correctly positioned stop signs, pavement adjustments etc.). Management interventions include (re-)introducing co-operative management (surveillance and policing) arrangements with education institutions, commercial enterprises (i.e. CIDS) and ratepayers associations. Although clearly not part of the plan, most of the above-mentioned initiatives will not succeed without significantly greater vehicle management (re- improved driver awareness and responsible driving, and more policing and better justice system)

Detailed investigations are required for the proposed cycle network areas in terms of the City's Bicycle Masterplan (2008), which includes Main Road and key east and west linkages from it (such as Constantia Main Road, South Road, Retreat Main Road, and Kommetjie Main Road) and other key connector routes across the district. An off-road cycle linkage between Cape Point and the CBD should also be investigated as part of the unique recreational and tourist experience that can be offered in this district.

c) New Road links

There is a number of existing new road link proposals in the district. Whilst these are all important to the overall (eventual) integration and functioning of the district, in terms of the stated shift in focus for transport infrastructure in the city and in the Southern District, the most important new road links required in the district are the proposed Wynberg CBD Couplet and South Road Constantia Road link. Whilst the others will assist freight movement and public transport movement to a degree they are primarily focussed on private mobility and should therefore not be prioritised at this stage. Thus, whilst not dismissed as opportunities, these should not be prioritised in the short to medium term as other priorities in terms of the movement system could hold more significant social and economic impact.

Prior to the construction of, in particular, the Zandvleit Parkway, Fish Hoek by-pass, Houmoed Avenue by-pass, and Hout Bay by-pass, a comprehensive EIA would need to be undertaken. All these alignments have environmental constraints. Alternatives (e.g. alignment and design) will need to be considered and an Environmental Authorisation (EA), with conditions, may or may not be issued.

In general, the design of any road must take faunal movement into account. Any road construction (or upgrade) must be undertaken in accordance with an approved EMP and the road verges and medians must be rehabilitated to serve as islands of biodiversity, thereby promoting our local biodiversity along scenic routes. These costs (including the maintenance or rehabilitation works) must be factored into capital projects.

i. Wynberg Couplet

The 'Wynberg couplet' will serve to relieve congestion on, and improve the functioning of, Main Road through Wynberg. It will also be critical to the proposed BRT (IRT) feeder service along Main Road, the public improvement of the eastern side of Maynardville and its interface with adjacent development, and also assist in defining and releasing mixed use development opportunities in the area between Maynardville and Main Road. The couplet could also be used to define the public space interface with Maynardville and to boost development fronting the park. Finally, and critical to the re-generation of Wynberg, support for this development would permit de-proclamation of previously proclaimed 'by-pass' road reserves in the area. The couplet, between Wetton Road and Wellington Road, is a proclaimed road area, is on the Integrated Transport Plan and engineering design has been completed.

This is considered a high priority project and is recommended to be undertaken in the short term (next 2 to 5 years).

ii. South Road - Constantia Road link

A proposed link across the railway line from South Road (leading from Ottery Road) to Constantia Main Road would considerably improve east-west linkage and relieve increasing congestion through rail crossings in Wynberg and Plumstead. The South Road Constantia Road link would also be considered as a key link for the proposed IRT trunk service from eastern suburbs through to the M3, Constantia and Hout Bay. The link, including an underpass under the railway line, is a proclaimed road area, is on the Integrated Transport Plan, and engineering design has been completed.

This is considered a medium priority project and is recommended to be undertaken in the short term (next 5 to 10 years).

iii. Gabriel Road Re-route

Developing this small re-routing of Gabriel Road to link up directly with Victoria Road would improve east west access by relieving congestion in the Plumstead Main Road area.

This is considered a high priority project and is recommended to be undertaken in the short term (next 2 to 5 years).

iv. Zandvlei Parkway

The Zandvlei Parkway, linking Main Road, the M3 and Ou Kaapse Weg (via Steenberg Road: M42) to Prince George Drive (M5) would improve access and mobility between the Noordhoek Valley, the Southern suburbs, the M3 and the M5 and eastern suburbs, relieving congestion on Baden Powell through Muizenberg and along Military Road. It is planned that this expressway will be continued eastwards from Prince George Drive and then southwards to link with a new alignment of Baden Powell Road in the vicinity of the Cape Flats WWTWs. The Zandvlei Parkway is a proclaimed road reserve, is on the Integrated Transport Plan and engineering design has been completed.

This proposal, although considered necessary in the longer term, is not considered to be critical to the movement network and public transport orientated movement in particular. Therefore implementation is supported only in the medium to long term.

v. Fish Hoek By-Pass

This involves primarily a link between Sun Valley and Clovelly where it re-joins Main Road. However, the complete planned link, as reflected in the Integrated Transport Plan, includes a

proposed tunnel through the mountain at Kalk Bay, upgrade of Boyes Drive and a tunnel link through Westlake golf course to the M3. This is intended to in the first instance relieve congestion through Fish Hoek, but as a whole to relieve pressure on Ou Kaapse Weg, and on Main Road from Lakeside to Muizenberg and through to Fish Hoek, and thereby also improve access between the 'far south' and the metropolitan area to the north.

However, implementation, of even a single component of this plan would be prohibitively expensive and also have considerable environmental implications. This proposal is therefore not supported. However, it is considered prudent to retain the proposal on plan as a possible option for the very long term that should not be discarded.

vi. Houmoed Avenue By-Pass

This will improve access between Ou Kaapse Weg, and the Longbeach commercial area, and most specifically Masiphumelele (and associated pedestrian and non-motorised movement), but also Ocean View and Kommetjie by relieving congestion on Kommetjie Road. In fact it is seen as a fundamental support to Kommetjie Road if the Kommetjie Road upgrade is to be limited to 4 lanes (rather than 6 lanes). This bypass is a proclaimed road area, is on the Integrated Transport Plan and engineering design has been completed.

This proposal, although considered necessary in the longer term, is not considered to be critical to the movement network and public transport orientated movement in particular. Therefore implementation is supported only in the medium to long term. *An EIA was submitted to PGWC some 2 years ago, but an RoD was not granted. The City intends re-submitting an updated and amended EIA (to the NEMA legislation) in due course.*

vii. Hout Bay By-Pass

The Hout Bay By-Pass will improve access between Hout Bay and Constantia, Wynberg and eastern suburbs, relieving increasing congestion on Hout Bay Road from Constantia Nek down into Hout Bay. The principle reason in support of this proposal, however, is the high danger posed by the existing road where it winds steeply downwards and then between historical oak trees. This has been the scene of many accidents, and also vehicular break-downs. It also has little or no room for any NMT, and may pose a danger for emergency services. This bypass is a proclaimed road area, is on the Integrated Transport Plan and engineering design has been completed.

This proposal, although considered necessary in the longer term, is not considered to be critical to the movement network and public transport orientated movement in particular. Therefore implementation is supported only in the medium to longer term.

viii. Ladies Mile Extension

Developing this small link eastwards from Ladies Mile over the railway line to Consort Road would improve east west access between Retreat and Grassy Park and Tokai and Constantia, and also contribute to greater overall urban integration. More importantly it will also relieve congestion at existing points where roads cross the railway line at Retreat.

This proposal, although considered necessary in the longer term, is not considered to be critical to the movement network and public transport orientated movement in particular. Therefore implementation is supported only in the medium to long term.

d) Road Upgrades

i. Kommetjie Main Road

Kommetjie Main Road, between the Ou Kaapse Weg interchange and Ocean View, is recommended (and planned) to be upgraded to a 4 lane development route. This aims to relieve

congestion and enhance mobility, as well as allow for nodal point access, from (existing) retail node feeder roads and housing estate areas. The nature of the route would be expected to largely perform the same functions as it currently does, being essentially a mobility route, and varying from more intense nodal land use areas in the east to more limited access 'connector route' character towards Ocean View. However, it does need to accommodate greater capacity (requiring further signalised intersections), and an NMT route. In planning Kommetjie Road upgrade cognisance needs to be taken of the proposed Protea Ridge ecological corridor linking the Noordhoek wetland section of the TMNP to the Slangkop section. Importantly, it should also include appropriate landscaping in keeping with a scenic route (even if it is not declared as one) since it is a well utilised tourist route and joins scenic routes at either end. It is also located in a scenic part of the peninsula, and whilst the surrounding urban area is not yet particularly attractive, it is a newly developing area and the road upgrade should aim to encourage and support the development the unique sense of place and an attractive urban (urban-rural) character. Its optional functionality will be dependent on the construction of the Houmoed Bypass.

This is considered an important project, but to date has been dependent upon development contributions for its development. However, development contributions have been, and are likely to be, insufficient and cannot be relied upon entirely to fund the proposed upgrade. Consideration needs to be given to prioritising and fast-tracking this in the medium term (5 to 10 years), with consideration also given to accessing up-front bridge funding, some of which can be recouped from continuing development contributions subsequent to its construction.

It should be noted that the route, at least from Sunnydale (Longbeach) to Ocean View, is designated as a development route in the district plan. In part this is due to its designation as such in the CTSDf (and the district plan must align with its designations). It may be that this requires review when the CTSDf is next reviewed. Notwithstanding this, whilst the route is designated as a development route, and should perform many similar functions (such as being mobility orientated, and having intensive mixed use development concentrated at – and limited only to – identified nodal areas) it should not be directly equated with more intensive development routes elsewhere in the central city area (such as Klipfontein Road and Jan Smuts Avenue). Instead it should be context specific, as a lower order mobility route, with development concentrated at nodes in association with public transport, and with scenic route characteristics.

ii. Ou Kaapse Weg

It is recommended (and planned) that, most importantly, the section between the Noordhoek Main Road (M6) interchange and the Kommetjie Road interchange is upgraded to a 6 lane 'development route' to accommodate the current and predicted future traffic demand. This is considered an important project to be undertaken in the medium term (5 to 10 years).

Secondly, it is recommended that at appropriate (lowest environmental impact area) points along Ou Kaapse Weg passing / climbing lanes are included to ease traffic mobility along its length. However, in line with an emphasis on public transport orientated capital expenditure this is considered to be a project of rather less importance for implementation in the medium to longer term (10 years).

iii Gabriel Road

This road requires upgrading to accommodate increasing traffic volumes, as well as assist with the formalising the interface with adjacent land uses. This deserves priority as and when the Gabriel bypass is constructed and / or redevelopment of the proposed Gabriel Road mixed use area, as identified in this plan and in the Main Road Growth Management Strategy, picks up.

iv Kendal and De Waal Roads

As and when the R300 extension through the Philippi Horticultural Area is constructed the upgrade of De Waal Road, extending from the R300 westwards to Main Road, and into Kendal Road will

require upgrading. This would be expected to continue its function as largely a connector route supporting east-west mobility. This upgrade is not in itself considered urgent, so is prioritised for the medium to longer term. However, notwithstanding environmental impacts and due process, the construction of the R300 (in the neighbouring Cape Flats District) is considered an urgent priority to relieve east-west congestion from the Vanguard Drive area westwards.

v Hout Bay Main Road

The stretch of Hout Bay Main Road, between Imizamo Yethu and Chapman's Peak Drive requires upgrading to accommodate traffic flow and provide suitable access to and for a growing mixed use area of Hout Bay. As part of this, the road should if possible be realigned slightly and set approximately 20m west down the slope opposite Kronendal Manor House, in order to provide the historic Manor House with a more fitting precinct. This road upgrade is not considered an urgent project however.

6.1.2 Open space system

Establishing and implementing an open space system across the district is the key objective. Open space upgrading, enhancement and development (associated with the natural and productive environment, and higher order sports and recreation facilities) is important to achieving this sustainably and equitably across this district. In this regard, several interventions relating to the open space system are proposed.

a) Improving riverine systems and waterbodies

- **River system functionality:** Greater attention generally needs to be given to improving the lower reaches of most riverine systems to ensure that they function hydrologically and ecologically as well as do their upper reaches currently. This includes in some areas providing further detention pond facilities along their lengths, de-canalising, removing alien vegetation, and introducing natural vegetation filtering where possible, as well as other modifications which would not compromise the hydraulics and improve the ecology, and introducing more restrictive future re-development building line setbacks. It also includes ensuring that redevelopments and new developments maximise their on-site water infiltration permeability and minimise run-off.
- **River system social quality:** Opportunities should be facilitated or supported at appropriate points for publicly orientated commercial activities (e.g. restaurants, pubs, tea gardens and coffee shops) to take advantage of the amenity value of rivers, streams or waterbodies. These opportunities should only be supported where the greater public good is enhanced. These opportunities should also not compromise the hydrological functionality and biodiversity sustainability of these riverine systems and waterbodies. Furthermore, these points should be aligned with existing or planned commercial activity areas, which are usually high access areas such as intersections with Main Road. Examples include the Liesbeek River through Rondebosch, and the Keyzers River through the Tokai CBD area.

Open space improvements, such as pedestrian pathways and low impact recreation facilities like playground facilities, should also be promoted to maximise linear linkage and public utilisation. Existing canals should be re-engineered as far as possible to improve public benefit. This includes mini-weirs and linear footpath access where the canal profile cannot be fundamentally altered. Where possible, however, canal profiles can be re-engineered to increase their environmental sustainability (e.g. through using low flow channels within a moderately graded macro-channel supplemented by graded natural banks and / or imposing more restrictive future re-development building line setbacks) whilst also accommodating footpaths with benches, tree-planting etc. An identified key linkage requirement is that of east-west connectivity, and providing good access to the high amenity Peninsula Mountain Chain area for 'Cape Flats' communities. In this respect the linkage westwards from the Princess Vlei

(and beyond that the False Bay Coastal Park nature area) to the Tokai forest and associated key TMNP high recreation node should be secured and enhanced as not only a functional natural green link but also a non-motorised human access link.

b) Parks and sports complexes

- **New district park:** It is proposed that a new district park be established in the greater Princess Vlei area, inclusive also of the Little Princess Vlei. Although in the current circumstances budget for such may not be prioritised by City Parks for some time, at the very least the area should be reserved for such, and a high priority is the preparation of a planning framework for the area to guide future decision-making. Room exists in future for public private partnerships to realise a park area that becomes a major attraction as a multi-purpose area. Areas and concepts which should be investigated in this regard include:
 - Integration of existing adjoining sports facilities with this park, and formalisation of the existing linear open space 'fingers' into the residential areas and, where possible, linked to other open spaces. This includes formalised walkway and path linkages to provide a highly accessible, inter-connected, multi-purpose, safe and well utilised park.
 - Consolidating the Princess Vlei area generally, including restoring portions of the park to its natural vegetation, a walkway around the vlei and also past the sports facilities to Little Princess Vlei, as well as improvements to the sports facilities, perhaps with partnerships with other clubs and institutions. Also of great significance is recognising and 'celebrating' the longstanding informal religious and cultural associations with the Princess Vlei itself (primarily baptism). This is a regionally significant activity. A pending approval for a commercial shopping precinct on the site appears to potentially be in conflict with these activities, and careful consideration should be given in final development approvals for a positive and mutually beneficial outcome to competing land demands.
 - Linking north-eastwards to the open spaces associated with Prince George Drive and the Cemetery to its east and the Royal Cape Golf Club to the north,
 - Linking westwards to the Laangevlei and then westwards along the Consort Road reserve (and into Ladies Mile and Constantia) and southwards to the Keyzers River (via Main Road and / or via Langevlei and Retreat station, archery ground and Zwaanswyk School campus),
 - Linking southwards along the canal, and also along Ardleigh Road to the Community Centre abutting Retreat Main Road. A number of Schools along the canal, both to the north and south of Retreat Main Road, can play a role in 'taking ownership' of and managing a pedestrian way along the canal as well as maintaining an improved canal system.

(Note: A rezoning approval has been granted for a portion of the precinct area – between the vlei and Prince George Drive – for the development of a shopping centre. The full application process has still to be concluded. Should this application finally be successful every effort should be made to integrate this development into the district park as far as possible. However, should the application not be successful this area should revert (for the most part at least) to open space and recreational land uses and be consolidated as part of the district park).*

- **Consolidate existing district parks:** Attention should also be focussed on improving existing major parks (including planting of sections of locally indigenous vegetation) and where relevant the urban interfaces with them. The district arguably has a surfeit of parks of district significance, including Wynberg Park, Zandvlei, and Keurboom Park. Given its strategic location Maynardville should be prioritised in association with major redevelopment of the Wynberg CBD and areas adjacent to the park, where potential exists (only) on the eastern edge for a 'Central Park' type interface of park and substantial residential development (with commercial such as coffee shops etc. on the ground floor).
- **Existing sports complexes:** Upgrading of sport and recreation facilities should be focussed within existing sports complexes. Focus should be on upgrading and maintaining the existing

sites of regional, national, and international competition significance (including Newlands Cricket & Swimming). Efforts should also be made to broaden the diversity of activity available within these areas to maximise utilisation and include activities beyond formal sport to passive recreational activity. Rationalising some of these areas, through review of utilisation and standards, and/or allowing new sensitively located and designed development, should be considered to improve the quality of place and define the space. This includes the Wynberg Sports Centre and William Herbert Sports Centre areas, and also Princess Vlei and Sun Valley Sports precincts.

- **Linear open space system:** It is proposed that open space upgrading of local parks seek opportunities within the local linear open space system, where the sum of benefits of the system can be greater than that of the individual component open spaces (e.g. through maintenance and safety, multi-functionality, and walkways etc. through or around the larger area). The focus for upgrading and development of the linear spaces should be where there is a potential to cluster uses (e.g. development of a small park in the system adjacent to an existing primary school, clinic or police station). In lower income areas in particular the emphasis should be on active public spaces rather than merely passive open space. This should include consideration given to introducing mini-astro-turf soccer pitches in these public open space areas. The opportunity also exists in these areas for active environmental education activities, and also enhancement of the interfaces with adjacent urban development (through 'framing' with denser urban development, 'fronting' development onto spaces, linking access points to walkways etc., permitting associated and linked commercial activities in certain key locations, and landscaping and planting).

c) **Protect and promote the biodiversity network**

The following objectives should be prioritised in terms of protecting and enhancing biodiversity conservation:

- Support consolidation of the Table Mountain National Park
- Support the entrenchment of natural environment, biodiversity, and conservation related land uses in rural areas outside the urban edge that are not within the national park. This includes both publicly and privately owned land. Most critical in this respect is to protect the flatter more developable areas immediately adjacent to the urban edge, as well as the Plateau Road and Perdekloof areas, since they constitute large relatively flat areas.
- Support the entrenchment of natural environment, biodiversity, and conservation related land uses in open space and rural areas inside the urban edge that are not within formally protected areas (such as nature reserves).
- Limit the encroachment of agricultural activities into biodiversity areas. This includes the encroachment of viticulture (which is capable of development on steep slopes) excessively high up mountain slopes and along water courses.
- Secure CBA remnants identified in the Biodiversity Network
- Maintain mountain to sea linkages.
- Maintain, and where possible, enhance north-south biodiversity connectivity on the Peninsula Mountain Chain, and particularly at threatened points such as at Constantia Nek, Fish Hoek, Sun Valley, Capri and Ocean View.
- Maintain, and where possible, enhance river system continuity, ecological integrity, and wetland connectivity within the Biodiversity Network.
- Seek opportunities where possible in future to enhance linkages from the Table Mountain National Park eastwards to the Cape Flats. This is best possible through the Muizenberg and Tokai (through to Princess Vlei) areas, to the proposed False Bay Coastal Park and further eastwards to the Wolfgat Nature Reserve and Macassar Dunes, and to the Hottentots mountain range and Kogelberg Biosphere. Also support linkage down Silvermine River to the wetland and beach at Fish Hoek.

d) Streets and public squares

Improvements to key streets and public squares includes re-designed, engineered and constructed roadways, landscaping and locally indigenous planting, appropriate lighting and 'street furniture', and provision of facilities linked to public transport (e.g. bus shelters). The following areas should be prioritised in terms of formalising street and public square and places improvements:

- Military Road.
- Wynberg CBD.
- Kommetjie Main Road from Sun Valley to Ocean View.
- Retreat Station to Tokai commercial CBD area
- Gabriel Road and Plumstead Main Road precinct
- Hout Bay Main Road in vicinity of police station at Imizamo Yethu

Additionally, consideration should be given to identifying and supporting the enhancement of under-performing urban open spaces, through creating more multi-functional, pedestrian-orientated spaces. These include principally small sections of roadways and parking lots and their adjacent developed areas.

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, that the public sector plays in providing or supporting 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 housing backlog to any significant degree, but 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. A key consideration in the context of limited land available in the district for low income housing development, and also very high densities in informal settlements, is that a significant portion of low income households will need to be relocated to other housing areas, most probably outside the district, unless very creative housing development outcomes are achievable and / or significant social compacts are agreed to across communities within sub-district areas.

a) New 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. This 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; and • not be located adjacent to the urban edge (where possible).
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 un-housed and poorly housed, it is important to take their livelihood strategies and social support networks into account.

i) New subsidised housing projects

A number of infill sites are identified, which are the subject of subsidised housing infill projects in the short to medium term. These are reflected on Figure 6.1.

These new subsidised housing projects identified for the Southern District include:

Site	Anticipated yield (dwelling units)
• Imizamo Yethu	1000
• Hangberg	250-300
• Sheraton (Steenberg)	450
• Phase 4 (Masiphumelele)	174-252 (whether 1 or 2 storey)
• Amakhaye Ngoku (Masiphumelele)	104
• Mountain View (Ocean View)	556
• Infill sites (Ocean View)	457
• Dido Valley	600

It is important that the development of these sites occurs in an integrated manner. In this regard, there needs to be concurrency in the planning, budgeting and roll out of required social and services infrastructure relating to the development of these sites. A number of these sites are located adjacent to environmentally sensitive areas, and also flood and fire prone areas, and sufficient land must be allowed for as buffer areas.

ii) Further land identification for publicly assisted housing projects

Further land has been identified specifically for investigation for publicly assisted housing projects (see Figure 6.3). 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. The areas where land has been identified for publicly assisted housing projects within the Southern District include:

- Retreat
- Steenberg
- Hout Bay
- Ocean View

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 to be developable should be investigated for new public housing projects or, if not feasible for development by the public sector alone, should be considered for partnership efforts where the provision of inclusionary housing should be a priority.

iii) Partnerships and inclusionary 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 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, or relatively close to, socio-economic opportunities. This includes:

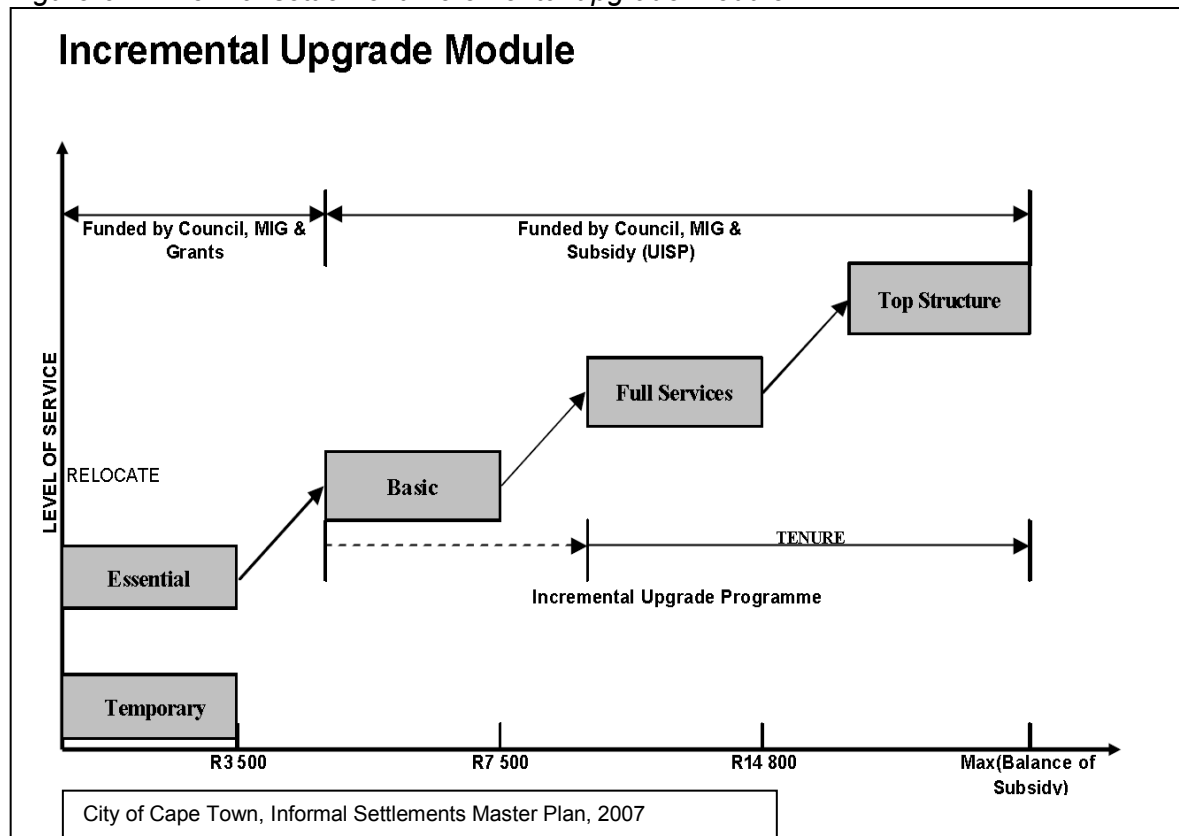
- Public land developed for a mix of uses where there would be an opportunity to provide inclusionary housing (potentially through cross subsidisation initiatives). Examples of these sites could include Moquet Farm (erven 78772 & 78792) in Diep River, Fernwood (erf 40922), the Riding School site (erf 142), Constantia Recycling / Land Claim Site (erf 4724), Kendall Road Depot (erven 5785, 1092, 5786, & 5797), the Vines (erven 1783 & 1742), Firgrove (erf 3035), Eighth Avenue (erf 81710), Flora Road (erf 84603).
- Parastatal or private land where inclusionary housing should be targeted as part of development efforts. Examples of this is could be on a part of Pollsmoor prison lands, in Wynberg Military camp (should the military vacate it or part thereof), or in private mixed use

developments in high intensity development areas along Main Road (where significant improvement of rights are acquired).

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 6.2 below.

Figure 6.2: Informal settlement incremental upgrade module



The Southern District includes types of informal housing ranging from backyard shacks, informal dwellings on serviced sites, and informal settlement 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 Southern District will be on in-situ upgrading due mainly to constraints around land availability in the district 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.

i) 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.

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 real 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, most informal settlements within the district are for the most part regarded as permanent settlement areas. This includes Hangberg, Imizamo Yethu and Masiphumelele. 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. Amongst others these need to address two key issues. One is that people settled / residing on environmentally sensitive or dangerous land, including outside the urban edge or in wetland areas, need to be relocated. Secondly, the densities in many instances are so high as to make upgrading to reasonable standards impossible, therefore also necessitating relocation of residents. This may be ameliorated to an extent through creative upgrading solutions.

Red Hill informal settlement is, however, inappropriately located in relation to its distance from services and opportunities, its location in a very high fire hazard risk area, and also as a result of it having been identified for relocation to Dido Valley.

ii) 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 (see section 6.1.3a). 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 i.e. the development of these areas requires comprehensive planning taking into account needs for public facilities, engineering services, open space and principles of good urban form.

6.1.4 Infrastructure upgrading

Large areas within this district now constitute some of the oldest urban areas in the city, and infrastructure in these areas is now ageing and in need of replacement. Replacement of infrastructure in these historical areas is usually a difficult, time-consuming and expensive undertaking. However, it does provide the simultaneous opportunity to now significantly increase capacity where it is considered desirable to meet new city goals and objectives (of a more efficient compact city).

a) Water (bulk and reticulation)

Increased reticulation capacity should be planned for, to be provided for according to increasing demand over time, to meet anticipated and planned-for iterative urban growth in the Main Road corridor area as and when it occurs. This corridor area includes approximately 1km on either side of the 'spine' of the corridor, being Main Road and the railway line, between Mowbray and Muizenberg.

Development in the district should aim to result in greater water usage efficiencies. This includes promotion of smaller erven, restricting expansion of development into new outlying areas, supporting densification in the (more accessible) Main Road corridor than in outlying areas (requiring upgraded capacity infrastructure over long distances). Re-use of water should be supported, with greatest potential in association with WWTWs. Efforts should also be strengthened in support of alien clearing as part of the 'working for water' programme. This assists with the increased flow of rivers across the district. Apart from encouragement and policing of clearing on privately owned land, this includes active involvement on clearing and maintenance of city-owned land.

b) Waste Water (reticulation and treatment)

The significant spare bulk capacity that exists at the False Bay Waste Water Treatment Works (WWTW) should be ear-marked primarily for new development and re-development, intensification, and densification as identified in this plan, along the Main Road corridor (see Chapter 4 and also section 6.2 below), and in the Cape Flats District SDP. Any other new developments that may occur which are not in alignment (i.e. outside the urban edge) should be required to contribute considerably greater infrastructure contributions, which factor in full 'downstream' additional cost implications. The replacement of ageing infrastructure should be associated with provision of increased capacities in corridor areas.

Despite planned for improvements to the Wildevoevllei WWTW, serious consideration should be given to investigation of alternative waste water treatment methods at this particular treatment works, as well as within its catchment more generally, for the long term. This may include the development of a bio-digester(s) for the creation of biogas, and the introduction of dry solid waste processing mechanisms into residences.

Major projects required in coming years (the short and medium term) include:

- Increased capacity to Wildevoelvie WWTW of between 2 and 3MI planned for 2011 / 2012.
- Improvements to the quality of waste water output from the Wildevoelvie WWTW are planned for 2013. This will primarily be aimed at reducing phosphate levels. Consideration should be given to bringing this forward (ahead of planned increased capacity).

Future upgrading and improvements, which are closely related to stormwater management, need to be focussed on:

- Improving the water quality of the Black River.
- Addressing stormwater flow quality in areas of Imizamo Yethu not yet addressed.

c) Stormwater

Attention needs to be given in future to widespread application of the Management of Urban Stormwater Impacts Policy (2009), to the systemic reduction / limiting of impervious surface coverage on all properties, and to permitting densification only when it is accompanied by extensive impervious surface reduction. It includes pursuing means to increase riverine setbacks with site redevelopments over time, with a view to some co-ordinated de-canalisation in future where possible.

Water quality in most rivers needs urgent attention, with a focus on the location and nature of new development, and management of problematic land uses (i.e. Lekkerwater Road industrial area; Imizamo Yethu informal settlement).

Major projects required in coming years (the short and medium term) include:

- Major detention pond facilities on Dreyersdal farm (subject to process)

d) Solid Waste

Waste generation needs to be reduced, and more efficient ways of processing or removing this waste needs to be pursued. Solid waste infrastructure needs to support the sorting of waste streams, and re-use, and disposal as close to source as possible. This requires *inter alia* a good network of waste transfer stations and re-cycling plants. As necessary as these are, and as accessible as they need to be (close to users), no community wishes to see one located adjacent to it. Moreover, with increasing emphasis on reducing waste generation there is a growing need for even greater accessibility to smaller mini-recycling and transfer depots. Restitution claims on the Constantia waste, as well as a Council decision on 27 October 2010 in support of the restitution claimant(s), means that a process is required to identify and secure another suitable site in the area.

Given the isolated nature of the 'valley enclaves' and widely held view of moving to greater self-sustainability, the idea of incinerator waste management systems in these areas may deserve consideration in the long term.

Major projects required in coming years (the short and medium term) include:

- Promotion of separation and sorting of waste at source to increase recycling and reduce long term overall management costs.

e) Electricity (bulk and reticulation)

Increased reticulation capacity should be planned for, to be provided for according to increasing demand over time, to meet anticipated and planned for iterative urban growth in the Main Road corridor area as and when it occurs. Electricity upgrades require an approximately 7 year planning lead time before implementation, subject to budget availability.

Future development in the district should aim to result in greater electricity usage efficiencies. This includes promotion of smaller erven, restricting expansion of development into new outlying areas, and supporting densification in the (more accessible) Main Road corridor than in outlying areas (requiring upgraded capacity infrastructure over long distances). The relative wealth of the population across certainly the more western parts of the district, as well as the relatively isolated nature of the Hout Bay and 'Far South' 'valley enclaves' makes these areas better suited than most others to the implementation of energy saving measures and pursuing alternative energy options. For this reason all future higher income development (new development areas and redevelopment) in these areas (low density higher income areas) should be required to develop energy-efficiently (orientation, insulation etc.), and also install energy saving devices such as solar geysers. Development in lower income areas should pursue partnerships with large grant funders etc.

Major projects required in coming years (the short and medium term) include:

- Improvements to power reticulation to the Kommetjie area.

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.

In the smaller nodes particular attention needs to be given to the area linking the business district to any significant adjacent / nearby open space areas. In Fish Hoek, for example, this linkage area is between Main Road and the beachfront.

i) Wynberg to Plumstead

With construction of the proposed one-way couplet public space improvements (landscaping, street furniture etc.) will be required adjacent to the western couplet to integrate Maynardville Park with urban (re)development to the east of the park, as well as key public facilities in the vicinity. Linkage and integration of the park with Main Road (the eastern couplet) and the station precinct will also be required. This should be guided by a local area development framework and public investment framework (*which needs to be formulated for this area*).

Further urban and civic upgrade is required for the greater Wynberg CBD area, and extending southwards along Main Road to include the South Road to Constantia Main Road planned connection, and further south to include the Plumstead CBD area inclusive of the Gabriel Road precinct and Gabriel Road connection to the station and Victoria Road.

ii) Retreat

- Retreat Station area: this needs to focus on the station precinct area itself but also address natural environment linkage to the east to the vlei and associated public spaces, and also a

more urban linkage and integration to Main Road and the Blue Route commercial node in the west.

- Military Road: this needs to address the entire length of Military Road, from the Prince George Drive interchange through to Main Road, but focussing specifically on the Steenberg Station precinct to the west (inclusive of the area through to Main Road) and on the commercial strip towards the eastern end. This needs to include roadway and pavement improvements, landscaping and street furniture (lights, planting etc.).
- Particular attention needs to be given to Main Road and the link between the Blue Route business area and the station.

iii) Hout Bay

Two key urban and civic upgrade interventions are required in the Hout Bay area. This includes at Imizamo Yethu and at Hangberg. In the former this should be focussed on the Main Road, with careful attention to an interface with Hout Bay Main Road that has / retains the scenic natural environment emphasis. In the latter it should be focussed at the interface area between the Hangberg residential settlement and the harbour so as to facilitate and encourage mixed use redevelopment of this area and the creation of quality built and public spaces. Of lesser importance but still necessary is the upgrade of the urban and civic areas along Victoria Road leading northwards up from the harbour through the CBD area.

iv) Noordhoek Valley

Urban and civic upgrade interventions are required in the following three areas in the Noordhoek Valley:

- Masiphumelele: this should be focussed on the interface between Masiphumelele and Kommetjie Main Road.
- Ocean View: this should be focussed on the interface between Ocean View and Kommetjie Main Road, with a particular focus on 'opening out' and integrating Ocean View with Imhoffs Gift across the road and the surrounding area in general.
- Sun Valley: this should be linked to future linkage and integration between the existing Long Beach commercial node and Ou Kaapse Weg and also Kommetjie Main Road, and the possible long term redevelopment of this 'link area' area into a mixed use area.

** for specific public facility proposals (See CSIR report)*

b) Critical public links

The plan promotes an integrated network of NMT routes (see section 4.4.1c). 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:

The links identified as critical public links include:

- **False Bay and Atlantic coastline links:** public and walking access should be possible around the entire coastline within the district. In rocky areas this may require walking inland a little. However, where urban development is along rocky shorelines effort should be made to provide easy walking access. Principal of these areas is the Muizenberg to Simon's Town link. The existing pedestrian sea-front links between Muizenberg and Danger Beach (St James), and from Clovelly to past Fish Hoek (Jagers Walk) needs to be upgraded and extended to link up continuously between Muizenberg and Simon's Town. The idea of in future realising a more generous (wider and multi-purpose) NMT link between these two destinations should be seriously considered. This would need to investigate the potential impacts of predicted sea level rise, as well as explore the future feasibility of the rail connection and its possible re-engineering (e.g. reducing to single track except for stations which act as passing areas) or replacement by IRT, and also bicycle route and pedestrian esplanade that would fundamentally improve access, the public coastal experience and overall public good.

- **Mountain links:** The most important of these is the Cape Point to City Bowl link. The TMNP Hoerikwaggo trail already provides a hiking route across the peninsula from Cape Point to Table Mountain with only a section outstanding above Simon's Town. Formal NMT linkage between Cape Point and the City Bowl needs to be investigated for implementation. This should include pedestrian access as well as continuous Mountain Bike access, and would probably need to include a combination of complementary routes which may in certain areas overlap, and in others serve varied 'off-shoot' destinations (i.e. Hout Bay, Kommetjie). This would of necessity require close co-operation between the City, the TMNP and certain private landholders. Critical link areas include north south linkage at Protea ridge near Imhoffs Gift, and through the urban area between the mountains on either side of Fish Hoek / Sun Valley, and finally, at Constantia Nek.
- **Open space links:** All major green open space corridors should include public links, primarily for walking, but also in some cases cycling. In many cases, most particularly along rivers and streams, this may require a long term process of reclaiming into public ownership some privately owned linkage. This may also require ensuring that safety and security is adequately addressed in effecting these links. The most important new open space links to be addressed are the Tokai 'Forest' to Princess Vlei link, and the Hout Bay River source to sea link.

Where pedestrian and NMT links and roads meet are key sites and require particular attention concerning safety, links to public transport, and rest and refreshments.

c) **Public facilities**

Several urban nodes are identified in the conceptual framework and should form the basis for the clustering of facilities in the district. Higher order public facilities are suited to reinforcing clusters. Detailed investigation is required for each public facility type to identify the key needs in the district and to inform where the most appropriate intervention areas might be. A recent report evaluating public facility provision in the city (CSIR, 2010) concludes that public facility provision in this district is more than adequate, and certainly by comparison with other districts. In fact, many people from other districts travel to access key, or superior, facilities in this district. This includes libraries, health care, education, parks, and sports facilities in particular. Certain node areas in the district are particular attraction areas, and most particularly the Main Road corridor area between Mowbray and Wynberg.

The only area of identified need (in the CSIR report) is that of Coniston Park and the eastern part of Steenberg where they border Prince George Drive. The identified needs include a library and a secondary school. A significant part of this need is also attributable to Lavendar Hill, Sea Winds, and Vrygrond, which are areas in the Cape Flats District. Thus the meeting of these identified shortfalls in the area could be met within either the Southern or Cape Flats District areas.

It is recognised, however, that there are also emerging local area needs in certain specific areas where rapid population growth has and is occurring. Principal of these is Imizamo Yethu, where the need for a secondary school is uppermost (and where land for it is at a premium), and Masiphumelele.

Given that all cemeteries in the district are near capacity, that growing shortfalls require additional cemetery development in the short-medium term, and that no land is available in the district for new cemeteries, the provision of additional new space for cemeteries in the abutting Cape Flats District needs to be explored. In the western areas the two outlying urban enclave areas of Hout Bay and the Fish Hoek - Kommetjie valley are primarily served by the Hout Bay and Ocean View cemeteries respectively. A broad income spectrum of urban development (i.e. Hout Bay, Kommetjie, Noordhoek, Masiphumelele and Imizamo Yethu) is resulting in significant population influx and will require additional burial space in the short to medium term. New more space efficient & environmentally sustainable burial technologies must be explored where space limitations are occurring, especially in outlying peninsula enclave areas.

d) Destination places

The district is probably more blessed with special places than any equivalent area in the country. These special places include Kirstenbosch, Rhodes Memorial, Constantia Nek, Llandudno, Hout Bay beachfront and harbour, Constantia wine farms, Tokai forest, Princess Vlei, Zandvlei, Muizenberg, St James, Kalk Bay, Fish Hoek, Simon's Town, Boulders, Millers Point, Smitswinkel Bay, Cape Point, Scarborough, Misty Cliffs and Witsand, Soetwater, Kommetjie, Noordhoek beach and wetlands, and many areas of the natural mountain chain. Most, however, are small, environmentally sensitive and not capable of accommodating large numbers of visitors. Others have already been significantly developed, such as Kirstenbosch, Muizenberg, Kalk Bay and Simon's Town. In the Tokai Park (forest / plantation) area the plantations form part of the TMNP and are being phased out to provide for the restoration of critically endangered biodiversity, for enhanced recreational activities, and for the protection of significant heritage resources and improved tourism opportunities. Tokai Manor precinct will be upgraded as a major 'gateway' into the park and also become the location of the new TMNP head office.

The area also has many special places that if located elsewhere in the city would be logical sites for identified future district or even metropolitan parks (e.g. Zandvlei and Wynberg Park), but given the plethora of such places in this district they effectively are of relatively lesser significance and cannot therefore be prioritised at this stage for significant further public investment.

Certain existing special places, which have special significance and the potential to accommodate significantly more visitors, are specifically identified in the SDP as destination places where upgrade and enhancement is proposed. This includes:

- **Maynardville:** Although not particularly large, and already developed, the park has greater future significance related to the regeneration of the Wynberg CBD, and particularly the interface area with the park. Potential exists for the development of multi-story mixed use developments along this eastern interface with the park, which in association with improvements to this part of the park itself, could allow for commercial and residential activity taking advantage of this interface. This could include restaurants, and civic and public facility and business and retail forecourts, and non-motorised and public transport facilities, on the ground floor, and business and residential uses on upper floors taking advantage of the westward views over the park and Peninsula Mountain Chain, all of which would provide greater surveillance over the park and assist with its maintenance.
- **Princess Vlei:** This area, inclusive also of Little Princess Vlei, is an area of immense under-utilised open space potential in the western part of the Cape Flats. Potential exists here for a major multi-functional urban park inclusive of the following: providing for biodiversity requirements; assisting with water quality and flood management; providing a range of passive and active recreational activities; and supporting open space linkages to the north (along the 'coast to coast greenway'), to the west (to Tokai 'forest' and Peninsula mountains), west to the Philippi Horticultural Area, and south to the False Bay Ecology Park.
- **Tokai Park ('forest'/plantation) area inclusive of the arboretum:** Formerly a largely under-utilised area, this area is due to become the TMNP HQ area, and has the potential to be a significant 'gateway' area to the park, as well as support a wide range of passive and active recreational activities. It is also relatively accessible to a wide user-base with non-motorised and public transport facilities required along Tokai Main Road and also the green open space linkage through to Retreat Station and Princess Vlei.
- **Muizenberg beachfront:** Although already developed and well utilised this area has considerable potential to become a major metropolitan recreational node. This is due to its unique location in relation to public transport access, one of the warmest and safest beaches, proximity to estuary, historical character and existing development. Key concerns are retaining and protecting public access, and developing in an identified future high risk sea flooding area, and area of south aspect (re- sun) and prevailing south-easterly winds.

- **Fish Hoek beachfront:** Although already developed and well utilised this area has considerable potential to become a major metropolitan recreational node. This is due to its unique location in relation to public transport access, Main Road commercial strip, and is one of the warmest and safest beaches. Key concerns are retaining and protecting public access, and developing in an identified future high risk sea flooding area and prevailing south-easterly winds.
- **Kalk Bay harbour area:** Although a historical area and of considerable character, this is a high attraction area where there remains potential for both enhancement and some limited development. Recent developments in Kalk Bay have indicated that appropriately done this is possible. The primary focus area is the informal parking area behind the harbour. Key concerns are maintaining the traditional functioning of the harbour itself, vehicular congestion, the dangerous and limiting rail crossing, and not negatively affecting the sense of place and character.
- **Hout Bay harbour area:** This area has considerable potential for integrating commercial and residential activities into the general harbour area to take advantage of the harbour amenity value. This potentially includes development on the western side of Harbour Road up against the cliff face encircling the harbour, as well as appropriately located development and improvements within the harbour area itself. It should also include integration with the adjacent Hout Bay beach to the north and low impact natural area behind it.

Some of the above have been improved steadily over time, but could be improved further, whilst others, notably Tokai Park (forest / plantation) (especially where the new TMNP HQ is to be located) and Princess Vlei require considerable intervention. Conservation development frameworks are required for each of these which maximises public benefit and environmental enhancement.

6.1.6 Strategic Sites

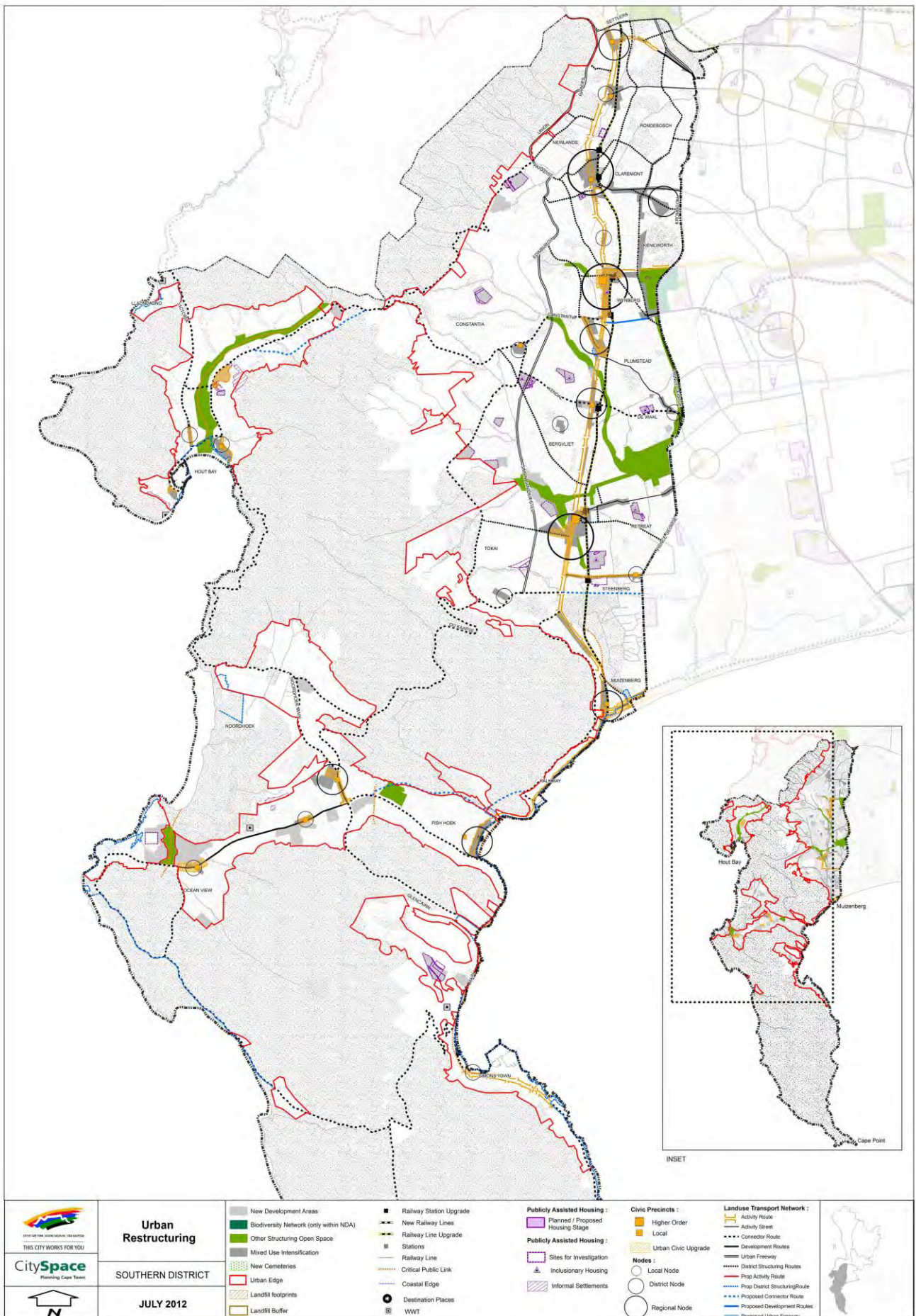
Notwithstanding their current roles and functions, medium term planning needs to occur for some areas that could potentially become significant re-development areas in the context of the district. Two potentially significant 'strategic sites' are Newlands Rugby Ground and Wynberg Military Camp.

- Newlands rugby ground holds potential for significant future urban redevelopment. However, this would need to be guided by its location outside an urban node and in a historic sports precinct, and its good public transport accessibility but poor road access.
- Wynberg Military Camp is under-utilised and no longer appropriately located, and holds potential for significant residential redevelopment in parts. However, this would need to happen subject to existing and potential constraints, which include continued military presence (re- the hospital), traffic access and cultural / historical heritage.

Two others could potentially be Pollsmoor Prison lands and Porter Estate. However:

- Pollsmoor Prison itself already constitutes a massive capital expenditure area, whilst the associated vegetable farming area is not only an important associated and supporting activity to the prison, but the lands should be considered, at least partially, for horticultural uses in the long term anyway.
- And Porter Estate, which is primarily outside the urban edge (and possibly has the potential to add significantly to the Constantia – Tokai winelands) should not be considered as part of the capital investment framework.

Figure 6.3: Urban Restructuring



6.2 Guidelines for land use decision making

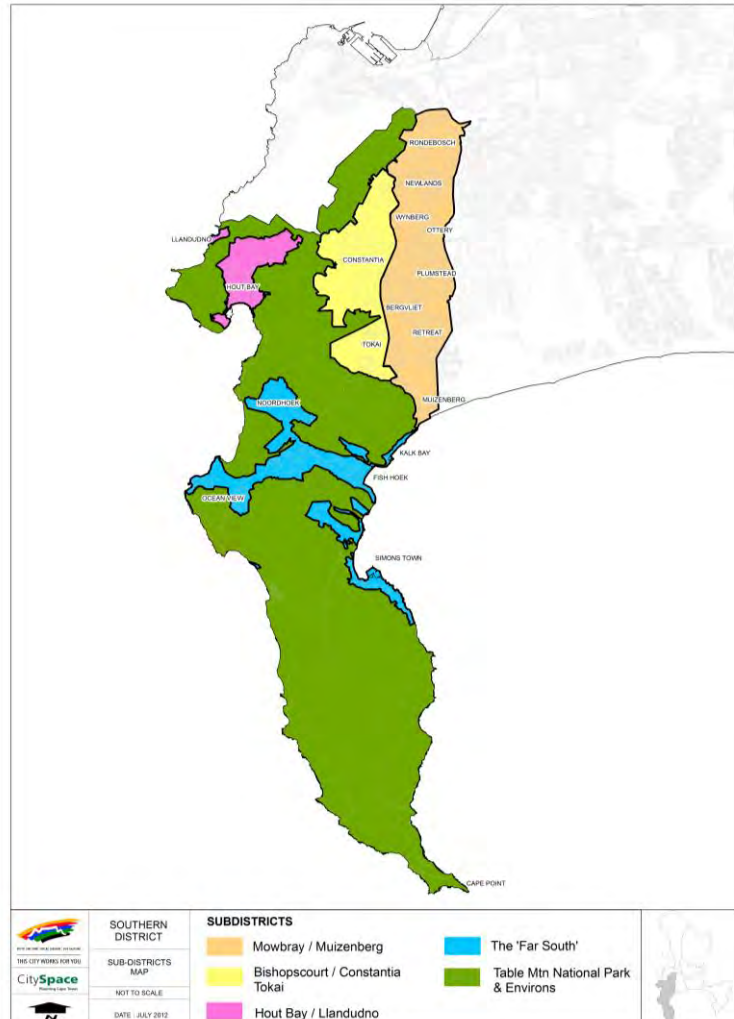
As indicated in section 1.1 the purpose of the district plan is to provide broad guidance for land use, and environmental, decision-making across the district. This is reflected in a spatial plan of the desired future development vision across the district (Chapter 4). However, districts are essentially large areas identified for management purposes, determined primarily by population number, and bounded by clear management boundaries such as 'freeways'. The future spatial development vision for one part of the district, for example Mowbray or Wynberg, is quite different to that in a different part of the district, such as Kommetjie or Hout Bay. Thus, land use guidance in support of achieving this variable vision needs to be reflective of local area character, and development capacity and desirability.

The purpose of this section is to provide more localised, or sub-district, guidance for land use and environmental decision-making. The sub-district guidance for land use and environmental decision-making is essentially dealt with in two parts.

Guidance for Sub-Districts

The first is to provide broad sub-district guidance towards achieving desirable medium to long term future development visions for these identified sub-districts. This includes guidance for existing urban, open space, natural and agricultural areas (see tables headed 'Sub-District'). It should be noted, however, that this broad sub-district guidance does not replace detailed local area guidance (i.e. local area structure plans), which is usually at a significantly greater level of detail (including street and even erf scale). In the Southern District five clear sub-district geographical areas can be identified within which distinct future spatial development visions apply. These are identified below:

Figure 6.4: Sub-Districts



Guidance for vacant developable areas within Sub-Districts

The second part of this section is to specifically include guidance for undeveloped areas (generally only those exceeding 5ha) identified for potential future development (see tables headed 'New Development Areas').

The Southern District has generally well defined areas considered to be either hazardous (e.g. flood risk) or inappropriate (environmental or heritage) for development. Of the remaining area considered appropriate for development, most large sites have already been developed. There are therefore limited urban infill opportunities overall, and in particular very few opportunities for larger greenfields 'economies of scale' developments. Not only are these sites few in number and small in size, but most are located within low density high income areas. This has implications for development options, the development process, and residential integration.

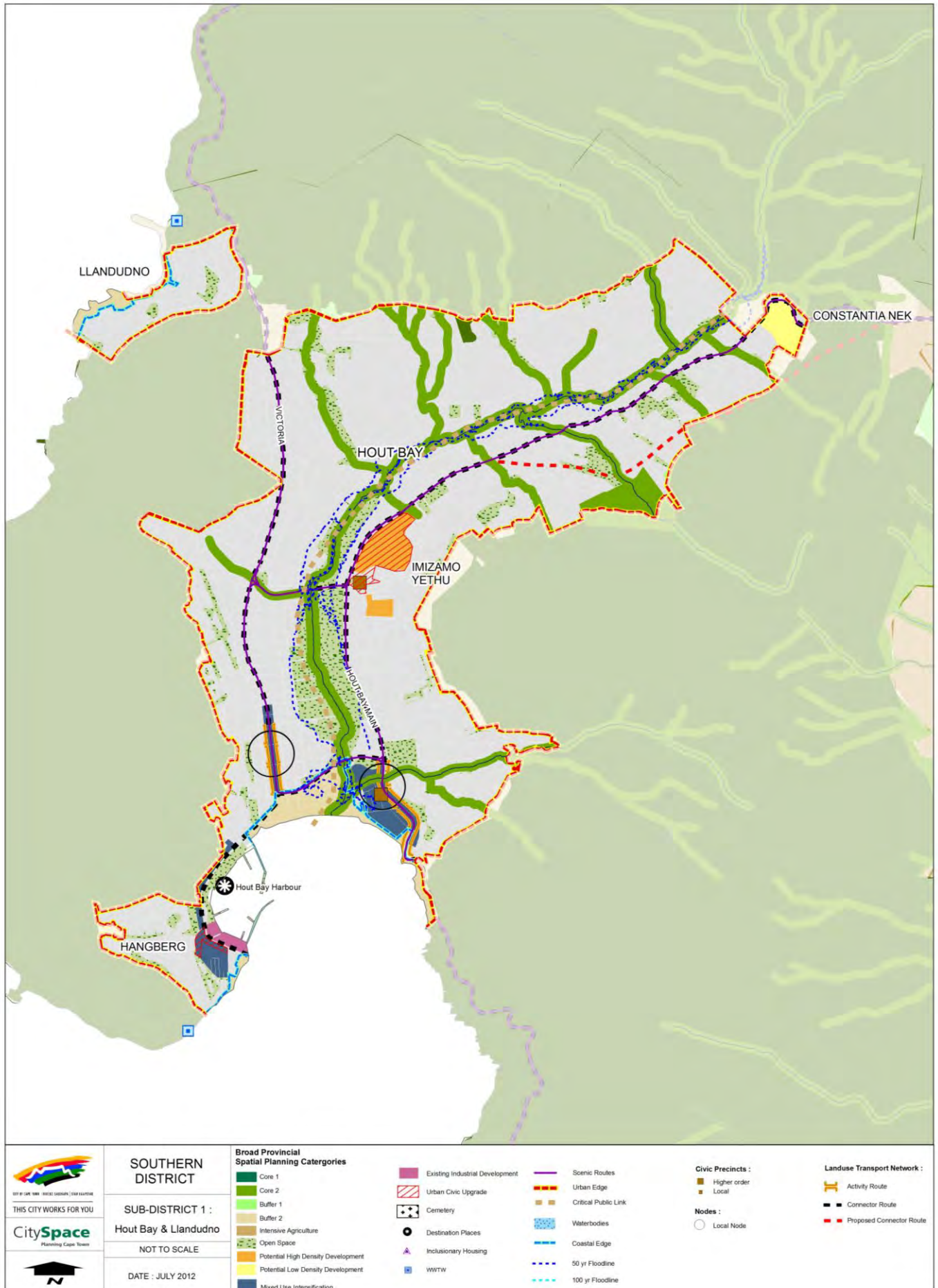
This suggests that a different development paradigm to that which has occurred to date is required to more effectively realise the development of the many small pockets of underutilised and vacant land in the district, and meet the vision for the district and address some of its key priority focus areas. The following outline some broad principles that would align with meeting these objectives and provide guidance for the development of potentially developable sites in the district:

- the development of vacant sites, if suitable for urban development, should generally be at higher density than that of existing surrounding developed areas. This should, however, be site specific and appropriate to the locational opportunities and constraints. High density development would generally be more acceptable and appropriate in already higher density areas.
- Higher density development should generally correspond with areas more proximate to work, health, educational and recreational opportunities, and public transport.
- An important determinant of the suitability of future NDAs is their risk from fire spreading from the mountains into the urban area. City Veldfire Guidelines are available to assist with the design of subdivision layouts, site layouts and architectural design to reduce risks from wildfires. Certain land uses (e.g. hospitals, old age homes, schools, hotels, and informal settlements etc.) should generally be excluded from this fire-prone edge.
- Where appropriate the imperative for greater socio-economic integration should be pursued. With respect to this district this means realising creative and smart development opportunities which enable lower income households, access into established, accessible, high opportunity areas.
- A general principal of pursuing residential 'socio-economic gradient' is proposed. This principle acknowledges that people of different levels of income and social kinship ties can live far closer to one another than is the case in most existing urban settlements in South Africa, but that care should be taken to ensure that there are small differences rather than large jumps between different sectors of a community abutting one another. Hence the concept of 'gradient'.

More detailed site by site guidance is provided in the sub-district sections below. Not dealt with specifically below are undeveloped sites of less than 5ha, with one or two strategically located exceptions. General district plan principles apply to these areas, which should be the subject of more focussed investigation through local area structure plans etc.

6.2.1 Sub-District 1: Hout Bay and Llandudno

Figure 6.5



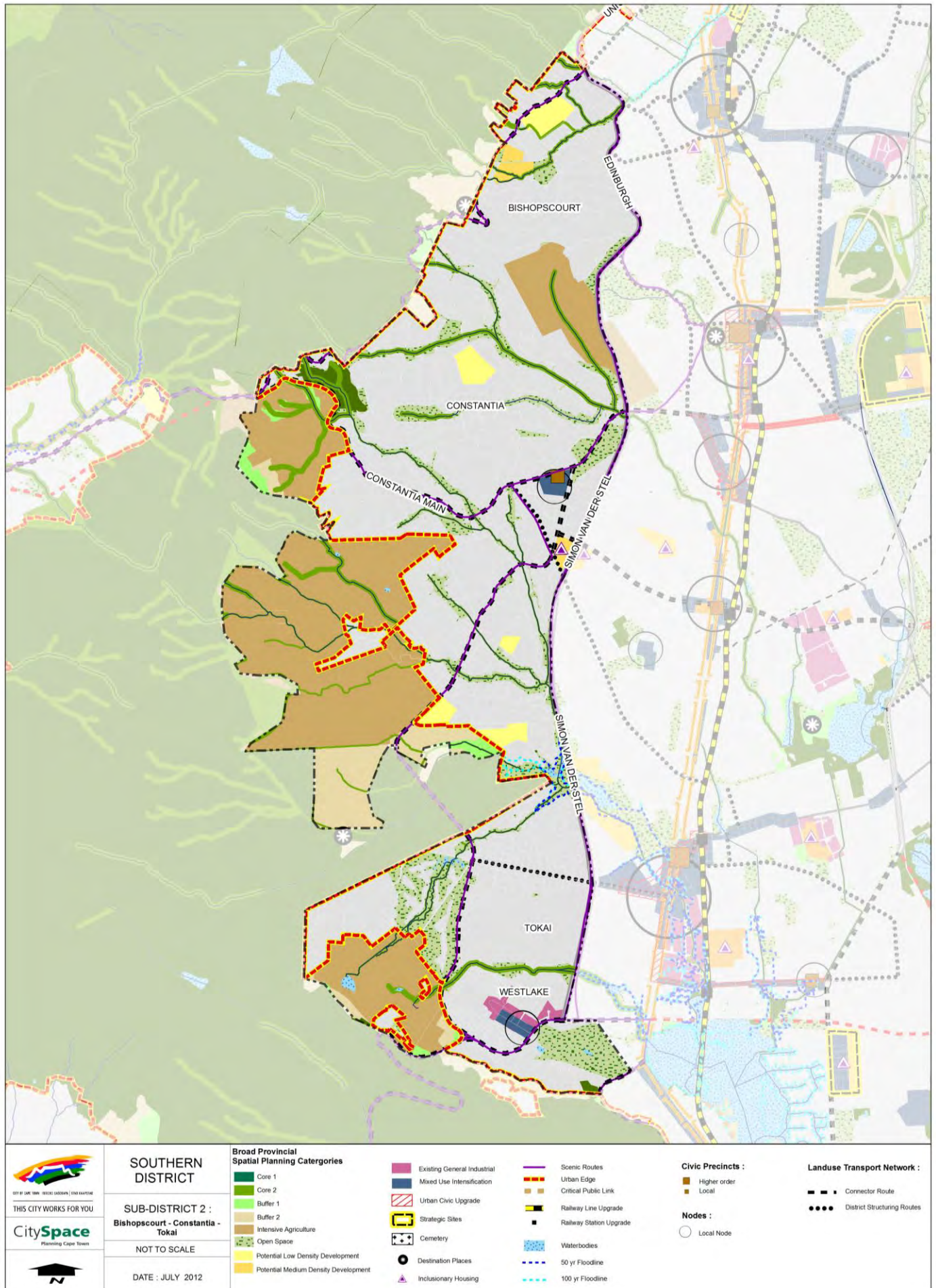
Sub-District 1: Hout Bay and Llandudno: This Sub-district essentially includes all areas inside the urban edge in Hout Bay and Llandudno.

HOUT BAY & LLANDUDNO SUB DISTRICT: DEVELOPMENT GUIDELINES		
Vision Statement: <i>"An urban valley area renowned for its natural and cultural beauty, with a well-defined and protected natural environment, and recognised for its distinct semi-isolated valley sense of place and living experiences within the metropolitan region, vibrant tourism and service orientated economy, and with world class natural amenity and historical heritage areas accessible to all city inhabitants".</i>		
Spatial Development Objectives (what?)	Supporting Development Guidelines (how and where?)	Existing Frameworks
a. Within the broader vision for the Southern District the vision for this area is that of a unique 'valley enclave' urban environment based on development closely attuned to the environmental opportunities available and constraints affecting it. The role of this area in the context of the district and metropole will be of a tourism-centred economy of metropolitan significance, as well as wide range of living environments relatively close to the city's CBD. b. Whilst the vision anticipates some future growth in the area, this is not an identified growth area of the city. c. The economy is based on tourism activities, but also includes fishing related harbour activities. d. The vision acknowledges the need for greater urban sustainability in this area given constrained access into and out of it. e. There is a need for integrated urban development, including formalisation of informal settlement areas and general upgrade and integration of low income areas into the surrounding urban areas.	1. Key to achieving the vision is the protection of the integrity of the urban and coastal edges (including mountain and coastal public access), the Hout Bay riverine corridor area (inclusive of rural land and lifestyles, market gardening, and public access and linkage, between Hout Bay Main Road and Valley Road), and important heritage assets. This is founded upon the exclusion of conventional urban development outside the urban and coastal edges as well as in open spaces identified as valuable, including the Hout Bay River small-holdings area. 2. Growth is to be closely aligned with available and adequate supporting infrastructure and service provision. 3. Future growth should generally be restricted in the upper valley, and guided primarily into the existing village nodes. In recognition of the need for densification and also declining household sizes, densification, particularly by means of small-scale, low impact subdivision and second dwellings, is encouraged. 4. The provision of a wider variety of urban forms and residential opportunities within the identified future growth area, to which an increasing range of people can have access, is encouraged. 5. The sensitive development of a high intensity recreational and tourism orientated coastal node focussed primarily on the Hout Bay harbour precinct is important. This should, however, not detract from the primary functions of the harbour for fishing and boating and directly associated economic activities. 6. The vision strongly encourages bona fide, low impact, working from home practices with larger scale businesses operating within the village nodes. 7. The full integration of Imizamo Yethu into Hout Bay as an orderly suburb is required. 8. Public transport and non-motorised movement needs to be pro-actively embraced and supported. 9. Viable options and opportunities for alternative energy generation and waste disposal, and also market gardening need to be investigated and supported. 10. Changing coastal dynamics, particularly associated with climate change, need to be pro-actively and sensitively responded to.	• Hout Bay - Victoria Road Commercial Management Plan, 4(10), 1997 • Hout Bay Beachfront Concept Plan, 4(10), 1993 • Hout Bay Village Centre and Beach Crescent Local Structure Plan, 4(10), 1993 • Hout Bay Structure Plan, draft policy, 1986 • Hout Bay River Study, draft policy, 1996 • Local Area, Heritage Protection, and Scenic Drive overlay zones in draft City Integrated Zoning Scheme (IZS) – (incorporated but not shown in IZS)

HOUT BAY & LLANDUDNO SUB DISTRICT: NEW DEVELOPMENT AREAS		
Spatial Development Objectives (what and why?) in terms of the District SDP	Supporting Land use Guidelines (how and where?)	Existing frameworks
Imizamo Yethu: Size 15ha		
• Future Use: Residential, mixed use and public facilities. • Development Opportunities ○ City owned land ○ Inside the urban edge ○ Site adjacent to / within the existing formal Imizamo Yethu area. ○ zoned local authority ○ relatively large site • Development Constraints ○ relatively steep slope ○ Imizamo Yethu has grown both massively and in a poorly managed manner in recent years. This has led to infrastructural and social problems and intra- and inter-community conflict. ○ subject of protracted land settlement process	1. Secure the urban edge. 2. Detailed planning is currently underway as part of a separate planning process. 3. The site should most appropriately include medium to high density general residential development on a majority portion of the City Parks Depot area. In addition, limited and appropriate mixed use development and a taxi terminus should be accommodated along the interface with Hout Bay Main Road. The site development should also include community facilities such as a primary school, clinic, multi-purpose community hall, and playing field immediately behind this. 4. The overall aim of the development / re-development process should be to improve general living conditions in IY, enhance the interfaces of the site with adjacent sites and the Main Road, and maximize integration of the site into the surrounding area.	• Hout Bay Structure Plan, draft policy, 1986
Linden Farm & Borges site: Erf 33-1630: Size 3.9ha & Erf 33-9167: Size 6.9ha		
• Future Use: Residential infill. • Development Opportunities ○ Linden farm inside the urban edge, and part of Borges site inside the urban edge. • Development Constraints ○ steep slope ○ privately owned ○ significant parts of sites outside urban edge ○ Significant visual and environmental impacts likely (on a scenic route etc.) ○ poor access onto site ○ far from opportunities / services ○ on scenic route	1. In terms of the District SDP the most appropriate future use of these sites should be that the portions of the erven that are within the urban edge are developed for low density residential use. 2. <i>Although not yet developed these sites have been rezoned and subdivided for a total of 40 dwelling units.</i>	• Hout Bay Structure Plan, draft policy, 1986

6.2.2 Sub-District 2: Bishopscourt – Constantia – Tokai

Figure: 6.6



Sub-District 2: Bishopscourt – Constantia – Tokai: This Sub-district includes the valley areas west of the M3 (Blue Route) broadly comprising Bishopscourt, Constantia, and Tokai, but also inclusive of upper Newlands (west of the M3 / Paradise Road) in the north, and also Steenberg and Westlake in the south. The area is bounded in the west by the urban edge but also includes the agricultural / viticultural areas adjacent to the urban edge (i.e. Constantia-Tokai wine farms).

BISHOPSCOURT – CONSTANTIA – TOKAI SUB-DISTRICT: DEVELOPMENT GUIDELINES		
Vision Statement: <i>“A distinctive area of rural and low density suburban ‘capeness’, that celebrates unique valley landscapes, productive lands, living environments, and local recreational and tourism experiences, connected to neighbouring areas and the rest of the city through accessible routes and public transport”.</i>		
Spatial Development Objectives (what?)	Supporting Development Guidelines (how and where?)	Existing Frameworks
Primary Spatial Development Objectives: - To maintain and enhance the unique sense of place and character of these valleys. - To maximise the productive, recreational, and tourism opportunities of the open space system, particularly in respect of the ‘greenway system’, viticulture and horticulture, and limiting urban intrusion. - To not be a recognized as a city growth area. - To accommodate a broader, and more efficient / environmentally sustainable range of living experiences in existing ‘village’ areas.	- Protect the integrity of the urban edge and public open spaces by, respectively, restricting encroachment, and excluding conventional urban development (residential, commercial and industrial). - Support viticulture and horticulture production through restricting fragmentation and encouraging consolidation, and where possible expanding agricultural development (e.g. Porter estate, possible smaller market gardening areas). Support retaining of at least a major part of the Pollsmoor prison horticulture lands into the long term, whether a part of Dept Prisons lands or not. - The character of these urban areas should in general not be subject to change. This includes the maintenance of cultural landscapes, and residential quality and appearance. Consolidation and enhancement of sense of place and character in certain areas is required. - The vision supports and encourages bona fide, low impact, working from home practices. - No expansion in the extent of existing commercial areas should be permitted and no further regional shopping centres should be permitted. - Future growth should generally be restricted in the upper valley, and guided primarily into the existing village (local) nodes. In recognition of the need for densification and also declining household sizes, densification, particularly by means of small-scale, low impact subdivision and second dwellings, is supported. - In the context of a growing and rapidly changing city, and accommodating associated new demands and requirements, limited accommodation of retirement villages and smaller ‘lock-up-and-go’ units / complexes should be considered. These should generally be limited to near the existing village (local) nodes, but not along scenic routes or in historical areas. - The inclusion of restitution claimants, and also residential infill, including some inclusionary housing, on identified strategic residential infill sites must respect sense of place, scenic viewsheds (e.g. from scenic drives), character (including tree coverage etc.), and environmentally sensitive areas, as well as integration with surrounding residential areas (e.g. accommodating socio-economic gradient). - Increasing effort should be directed at public access and recreational opportunity through open	- Constantia Triangle Local Structure Plan, 4(10), 2007 - Constantia- Tokai Valley Local Area Growth Management and Development Plan, Council Policy, 1992 - A planning approach to development pressures along Tokai Road, Tokai, Council Policy, 1990 - Constantia - Tokai Local Area Structure Plan, draft policy, 2002 - Constantia Scenic Drives: Landscape Upgrading of Constantia Main Road, draft policy, 1994 - Porter Estate Development Framework, draft policy, 2001 - South Peninsula Spatial Development Framework (Sub-regional plan), draft policy, 2003 - Historic Farms identified as Grade 1 heritage Resources by SAHRA (2006) - Local Area, Heritage Protection, and Scenic Drive overlay zones in draft City Integrated Zoning Scheme (IZS) (2010) - Inventory of heritage resources in the Constantia – Tokai Valley (2007)

	space improvements and the widespread introduction of footpaths and cycle tracks and lanes along key roads and public open space linkages (e.g. riverine corridors). Particular attention should be given to 'gateway' points at the start of footpaths re- safety, parking, and landscaping. 10. Agricultural use could be considered appropriate in certain parts of the Buffer 2 area in the vicinity of Porter estate, as well as uses or activities directly relating to the agricultural enterprise. This could include farm buildings and farm worker accommodation. Further uses and activities could also be considered such as small scale tourist facilities, a restaurant, and/or a farm stall / shop. Any non-agricultural uses (i.e. those specified above) in the above area should be managed through spot rezoning or consent uses and fragmentation of farm units should be discouraged.	
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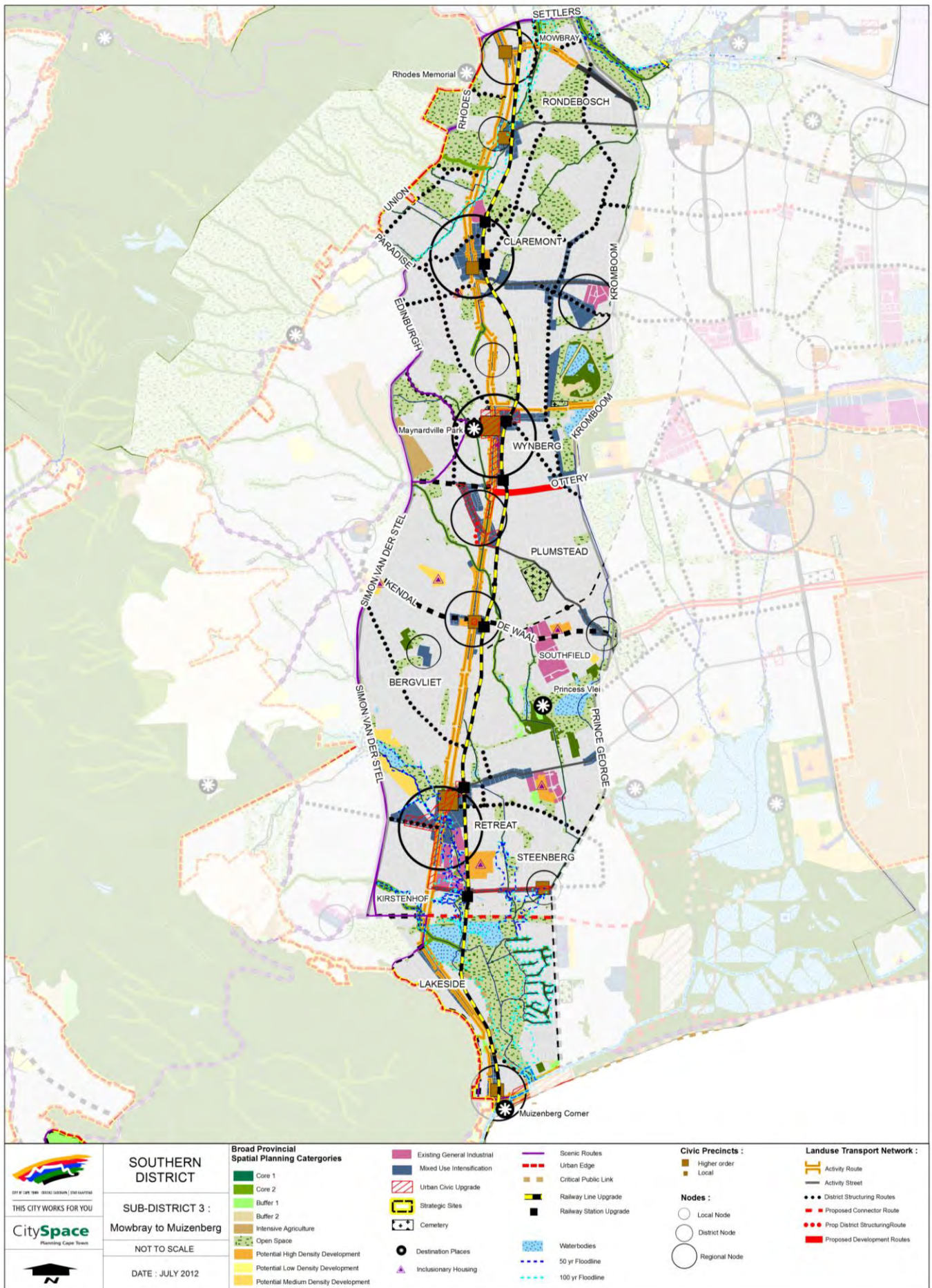
BISHOPSCOURT – CONSTANTIA – TOKAI SUB-DISTRICT: NEW DEVELOPMENT AREAS		
Spatial Development Objectives (what and why?) in terms of the District SDP	Supporting Land use Guidelines (how and where?)	Existing frameworks
Fernwood: Erven 49922, 49849-52, & 49859-68: Size 12.6ha		
• Future Use: Residential infill. • Development Opportunities ○ Publicly owned ○ Relatively large site ○ Only partially utilized ○ Relatively flat area ○ Highly accessible site • Development Constraints ○ Subject of a land claim ○ Environmental issues re- trees and heritage ○ potentially very expensive real estate (re- market value)	1. The most appropriate future use of this site should be low and medium density housing, whilst also retaining a 'green' component. 2. It is likely that significant environmental and heritage issues on the site will preclude a significant portion from being developed. The site's location and significant tree cover means development on it should be well screened and of relatively low impact. 3. The site is also the subject of a land claim, and this process should be respected. The ability for it to absorb any additional housing therefore will have to be investigated.	
Protea Village: Erven 242 and 212: Size 12.3ha		
• Future Use: Residential infill. • Development Opportunities ○ Publicly owned (erf 212 CoCT; erf 242 Nat. Govt) ○ Relatively large site(s) ○ Relatively developable area ○ Highly accessible site(s) • Development Constraints ○ Approved land claim ○ Environmental issues re- riverine open space and spring(s), trees, and heritage ○ potentially very expensive real estate (re- market value) with associated community expectations.	1. The most appropriate future use of this site should be medium density housing. 2. The site is the subject of an approved land claim, and this development process should be respected. To this extent it may be necessary to permit some limited additional compatible and appropriate development to allow a feasible development outcome. 3. It is likely that significant environmental (riverine open space re- Liesbeek R and another stream, as well as at least 1 spring) and heritage issues will preclude a significant portion of erf 212 from being developed. Furthermore the development should integrate with identified noteworthy trees on the site(s). 4. Attention should be given to optimizing the interface between the development and Kirstenbosch Road, and also with the streams running through erf 212.	
SA Riding School for the disabled (SARDA): Erf 16-141,142, 560 & 684 Size 8.9ha		
• Future Use: Residential infill and community facilities.	1. Whilst development opportunity exists on the site the existing SA Riding School for the disabled	• Constantia- Tokai Valley Local Area

• Development Opportunities ○ Publicly owned ○ Zoned Government (educational?) ○ Gently sloping land • Development Constraints ○ Existing riding school facilities ○ relatively far from opportunities / services	activity on the site would need to remain, unless in future, through mutual agreement, a more advantageous site is identified. Thus, new development opportunity should be restricted to the unutilized section of the site. 2. Given its location and the surrounding urban area it is proposed that the housing is low density in nature, although it should be at a higher density than the surrounding area.	Growth Management and Development Plan, Council Policy, 1992 • Constantia - Tokai Local Area Structure Plan, draft policy, 2002
Constantia Recycling / Land Claim Site: erf 16-4724: Size 6.5ha		
• Future Use: Residential infill. • Development Opportunities ○ highly accessible location ○ City owned land ○ close to opportunities ○ flat developable site • Development Constraints ○ solid waste transfer station on part of site ○ land claim ○ relatively small site	1. The most appropriate future use of this area should be medium density housing. However, due regard must be given to the current land restitution claim and also the existing solid waste drop-off site and transfer station. 2. The existing solid waste transfer station (on the southern-most part of the site) is very well located, and if consideration is given to re-locating it (as appears to be the case) this should not occur until a suitably located alternative site is located and acquired. A possibility for (just) the garden waste component is the Porter estate east of Spaanschemat River Road. 3. The site is the subject of a restitution claim, so the ability for it to absorb any additional housing will have to be investigated. However, there is an argument that an appropriate higher density development, accommodating further households, could be more beneficial to all. 4. Inclusionary housing should be explored on part of the site to permit as part of the development some access to the area for lower income households (including teachers, nurses, and policeman).	• Constantia- Tokai Valley Local Area Growth Management and Development Plan, Council Policy, 1992 • Constantia - Tokai Local Area Structure Plan, draft policy, 2002
Strawberry Lane: Erf 16-3110: Size 3.5ha		
• Future Use: Residential infill. • Development Opportunities ○ Public ownership ○ Relatively flat land • Development Constraints ○ Public ownership ○ far from opportunities / services, including public transport ○ Zoned educational	1. The most appropriate future use of this site should include a mix of medium and low density housing. 2. Development should create a positive interface with the roads and integrate with surrounding areas by being of low density around all edges and 'fronting' onto the roads.	• Constantia- Tokai Valley Local Area Growth Management and Development Plan, Council Policy, 1992 • Constantia - Tokai Local Area Structure Plan, draft policy, 2002 • South Peninsula Spatial Development Framework (Sub-regional plan), draft policy, 2003
Firgrove: Erf 16-3035: Size 9.5ha		
• Future Use: Residential infill. • Development Opportunities ○ Public ownership ○ Flat land ○ Relatively large site • Development Constraints ○ Public ownership ○ far from opportunities / services, including public transport	1. The most appropriate future use of this site should include a mix of medium and low density housing. 2. Although the site is bordered by a scenic route (Spaanschemat River River Road), and is adjacent to the Constantia Winelands, the flatness of the site will permit a relatively low visual impact if it is appropriately developed. 3. Development should create a positive interface with the roads and integrate with surrounding	• Constantia- Tokai Valley Local Area Growth Management and Development Plan, Council Policy, 1992 • Constantia - Tokai Local Area Structure Plan, draft policy, 2002

o Zoned educational	areas by being of low density around all edges and 'fronting' onto the roads, and allowing for adequate landscaping on scenic route interface.	• Porter Estate Development Framework, draft policy, 2001 • South Peninsula Spatial Development Framework (Sub-regional plan), draft policy, 2003
Sweet Valley: Soetvlei Avenue Erf 16-3331: Size 4.7ha		
• Future Use: Residential infill and possibly educational use. • Development Opportunities - o Public ownership - o Zoned government (educational?) - o Flat land • Development Constraints - o far from opportunities / services - o potentially developable area part of a larger (11,3ha) school site - o high species count of geophytes	1. The most appropriate future use of this site should include a mix of medium and low density housing. 2. However, consideration could also be given to the site, or part thereof, being for educational use should this be a pressing requirement. 3. Care will have to be taken to integrate any development into the surrounding area of high income housing to the north, a school to the north-east and east, and natural area (the Keysers River riverine area to the south-west). 4. If residential infill all the development edges should preferably be low density housing, and in the case of the north-east and south-west boundary, 'fronting' on to the school and Soetvlei Avenue.	• Constantia- Tokai Valley Local Area Growth Management and Development Plan, Council Policy, 1992 • Constantia - Tokai Local Area Structure Plan, draft policy, 2002 • Porter Estate Development Framework, draft policy, 2001 • South Peninsula Spatial Development Framework (Sub-regional plan), draft policy, 2003

6.2.3 Sub-District 3: Mowbray to Muizenberg

Figure.6.7



Sub-District 3: Mowbray to Muizenberg: This Sub-district includes all areas between Mowbray in the north (as defined by Settlers Way / N2) and Muizenberg in the south, and bounded by the M5 (Kromboom Parkway) and Prince George Drive in the east and the M3 (Blue Route) in the west.

MOWBRAY TO MUIZENBERG SUB DISTRICT: DEVELOPMENT GUIDELINES		
Vision Statement: <i>"A highly accessible and connected public transport and pedestrian dominated development corridor of vibrant high density mixed use activity centres surrounded by distinctive residential areas, offering a wide range of living options, and a system of linked quality open spaces, all of which makes this a leading area of choice for living and working in".</i>		
Spatial Development Objectives (what?)	Supporting Development Guidelines (how and where?)	Existing Frameworks
a. The vision for this area is that of a highly diverse city environment that is adaptable to changing social, economic and environmental dynamics, and which offers a wide range of urban forms and opportunities to which an increasing number of people can have access. b. The area will continue to develop on the basis of a strong urban structure, and reinforcement of the development corridor. c. A significant increase in the number of dwelling units in the area is envisaged, with most, but not all, of this increase occurring within development corridors (Main Road, Wetton - Lansdowne and Klipfontein). d. The area has and shall continue to have sub-areas of very differing characteristics, from low density suburbia to intense urban environments. e. Important to the vision for this area is developing places of distinct character (as opposed to a uniform development pattern).	1. Guide more intense development to nodal areas within the southern suburbs Main Road development corridor, but also Lansdowne, Victoria, Retreat, and Military Road activity streets. 2. Emphasis must be placed on residential densification within 1km of urban nodes and the spines of development corridors, with a special emphasis within 500m of these, so as to maximize the opportunities of existing infrastructure capacities. This includes primarily public transport and institutional services. 3. The character of urban areas further than 1km from urban nodes and spines of development corridors should in general not be subject to change. 4. The vision strongly encourages bona fide, low impact, working from home practices with larger scale businesses operating within and being directed towards development corridors and nodes. 5. Existing and incipient development corridors and nodes should be reinforced and business development outside of the nodes (i.e. business intrusion into residential areas), unless in areas that Council policy has identified as areas for new nodes, is generally not to be encouraged. Unless otherwise stated in Council policy, within such nodes mixed land uses are to be actively supported. 6. The extent of the Claremont and Wynberg CBDs and other smaller CBDs is to be contained to protect the residential areas surrounding them (this includes corridor areas between nodes). The extent of the Plumstead CBD should include most of the area between Main Road and Gabriel Road. 7. Residential areas in close proximity around CBD areas should be reinforced by increasing their residential densities. 8. Residential densification, and indeed urban intensification, should be context specific, and guided by available service and infrastructure capacity. This may require that densification occurs in an incremental step by step manner over time rather than in a massive 'big-bang' step. 9. No further development of regional shopping centres is permitted outside of development corridors and preferably these should be located along urban spines or within existing urban nodes. 10. In the context of a growing and adapting city in some areas consolidation of historical sense of	• Rondebosch / Mowbray Local Area Plan, Council Policy, 1992 • Two Rivers Urban Park Framework and Management Plan, Council Policy, 2003 • Land Use Guidelines for Belvedere Road: Claremont and Milner Road: Rondebosch, Council Policy, 1993 • Planning Policy for the Edges of Claremont CBD with special reference to Protea Road, Cavendish Street and Grove Avenue, Claremont, Council Policy, 1996 • Land Use Management Policy for Kromboom Road, Athlone, Rondebosch East and Rondebosch, Council Policy, 2005 • Lansdowne Road Policy Plan, Council Policy, 1993 • Harfield Action Area Plan, Council Policy, 1990 • Kenilworth Main Road between Claremont & Wynberg, and Kenilworth Main Road: Land Use Management Policy, Council Policy, 2007 • Wynberg CBD Integrated Study,

	place is required, whilst in others pro-actively creating new character is required. 11. Integrating open space with urban development is viewed as an important opportunity, particularly with quality urban public spaces where open space coincides with high intensity urban areas (e.g. eastern edge of Maynardville; river corridors intersecting with Main Road corridor). 12. To manage future flooding event concerns further densification within the Liesbeek catchment area must be accompanied by an extensive simultaneous reduction in impervious surface area on the site.	Council Policy, 1999 • Wynberg Urban Renewal Plan, Council Policy, 2001 • Main Road Growth Management Strategy, Council Policy, 2000 • A planning approach to development pressures along Tokai Road, Tokai, Council Policy, 1990 • Muizenberg Heritage Park Landscape Framework Plan, Council Policy, 2002 • False Bay Coastal Policy Statement, Council Policy, 1990 • Maynardville CDF, draft policy, 2002 • Bergvliet – Meadowridge – Diep R Local Structure Plan, draft policy, 2005, prepared as 4(10) • Retreat Road Urban Renewal Programme, draft policy, 2002 • Muizenberg Beachfront Revitalisation Framework, draft policy, 2004 • South Peninsula Spatial Development Framework (Sub-regional plan), draft policy, 2003 • Local Area, Heritage Protection and Scenic Drive overlay zones in draft City Integrated Zoning Scheme (IZS)
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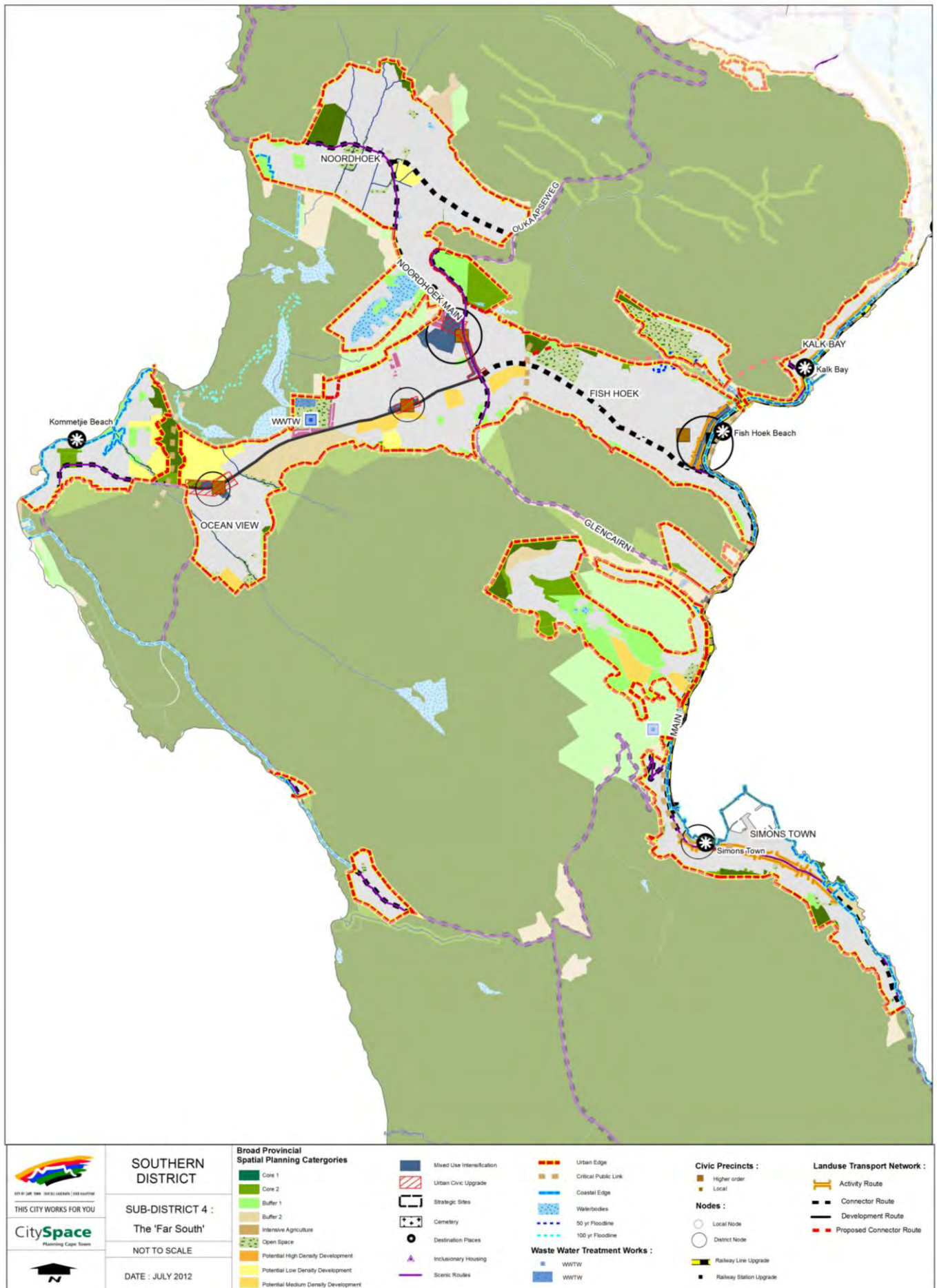
MOWBRAY TO MUIZENBERG SUB DISTRICT: NEW DEVELOPMENT AREAS		
Spatial Development Objectives (what and why?) in terms of the District SDP	Supporting Land use Guidelines (how and where?)	Existing frameworks
Claremont station east precinct: Erven 54345/6/7/8, 54340/1/2/3/4, 55560/1/2/3/4/6: Size approx.2ha		
• Future Use: Residential infill. • Development Opportunities - o highly accessible location - o City owned land - o flat developable site • Development Constraints - o Zoned POS & reserved for 'municipal purposes'. - o not all of site developable as existing sub-station on south of site. - o visual impact - o possible restitution claims - o mosque & cemetery to north of site	1. Residential infill should be high density. Density should ideally not be adversely affected by any restitution claims. 2. Visual impact from Palmyra Road should be addressed, with appropriate bulk, massing, height, and interface condition responses. 3. Inclusionary housing should be explored to permit as part of the development some access to the area for lower income households. 4. Serious consideration should be given to relaxing parking requirements.	• (draft) revised Claremont Edges policy (2012)
Claremont Bowling Club: Erf 54977 & portion erf 54976: Size approx. 2ha		
• Future Use: Residential infill. • Development Opportunities - o highly accessible location - o City owned land - o Relatively flat developable site • Development Constraints - o Zoned POS. - o visual impact - o land claim	1. Residential infill should be high density. Density should ideally not be adversely affected by any restitution claims. 2. Visual impact from Bowwood & Thelma Roads, Herschel Close, and the adjacent tennis club should be addressed, with appropriate bulk, massing, height, and interface condition responses. 3. Inclusionary housing should be explored to permit as part of the development some access to the area for lower income households. 4. Serious consideration should be given to relaxing parking requirements.	
3 Arts site: Erven 146092 & 168460: Size 3ha		
• Future Use: Residential infill. Development subject to an existing development process. • Development Opportunities - o highly accessible location - o flat developable site • Development Constraints - o Privately owned land	1. The most appropriate future use of this area should be for high density residential use. 2. Development should front onto Main Road and the surrounding streets. Parking should generally be located away from street frontages. 3. High density development (min 4 storeys) should front Main Road. 4. Inclusionary housing should be explored to permit as part of the development some access to the area for lower income households.	• Bergvliet – Meadowridge – Diep R Local Structure Plan, draft policy, 2005, prepared as 4(10) • Main Road Growth Management Strategy, Council Policy, 2000
Moquet Farm: Erven 78772 & 78792: Size 2.7ha		
• Future Use: Mixed use. • In terms of the District SDP the most appropriate future use of this area should be for mixed use, including commercial and high density housing. • Development Opportunities - o highly accessible location - o City owned land - o flat developable site • Development Constraints - o On and off site parking requirements - o Built heritage - o POS zoning	1. The most appropriate future use of this area should be for mixed use, including commercial and high density housing. 2. Development should front onto the surrounding streets. Parking should generally be located away from street frontages. 3. High density development (min 4 storeys) should front Main Road. 4. Inclusionary housing should be explored to permit as part of the development some access to the area for lower income households.	• Bergvliet – Meadowridge – Diep R Local Structure Plan, draft policy, 2005, prepared as 4(10) • Main Road Growth Management Strategy, Council Policy, 2000
Kendal Road depot (inclusive of Castle View site): Erven 16-5785-86, 16-5797, 17-762, CA 1092-56/58/62/64-5/67/69/70,: Size 6.7ha		
• Future Use: Residential infill.	1. The most appropriate future use of this area	• Bergvliet – Meadowridge –

Development Opportunities - highly accessible location - flat developable site Development Constraints - not all of site developable as existing depot on site (depot) part City owned land - balance owned by PGWC Public Works - approved land claim on (PGWC) part of the site.	should be medium density housing infill. - Any development will have to occur on the basis of what the future outcome for the existing depot is. (This is a site with a lower visual impact than the 'Constantia Recycling / Land Claim Site'). - Inclusionary housing should be explored to permit as part of the development access to the area for lower income households.	Diep R Local Structure Plan, draft policy, 2005, prepared as 4(10) South Peninsula Spatial Development Framework (Sub-regional plan), draft policy, 2003
The Vines: Erven 16-1783, 16-1742: Size 8.5ha		
Future Use: Residential infill. Development Opportunities - highly accessible location - City owned land - flat developable site Development Constraints - not all of site developable as existing depot on site	- The most appropriate future use of this area should be medium density housing infill. - The site is relatively well located; however it is deeply embedded into the surrounding urban (residential) area, and also does not front onto any significant road. Any development will need to integrate suitably into the surrounding urban area. - Inclusionary housing should be explored to permit as part of the development some access to the area for lower income households.	- Bergvliet – Meadowridge – Diep R Local Structure Plan, draft policy, 2005, prepared as 4(10) - South Peninsula Spatial Development Framework (Sub-regional plan), draft policy, 2003
Flintdale Estate: 'Tramways' site, Southfield: Erven 145980, 110629: Size 5.6ha		
Future Use: Mixed use. Development Opportunities - highly accessible location (esp. with future R300) - close to opportunities: site bordered on 2 sides by a station and by commercial development - public ownership - flat site Development Constraints	- Predominant future land uses on the site should include mixed use development along De Waal Road, and high density housing development behind it. - Careful attention would need to be given to the interfaces with existing abutting residential development along Princess Vlei Road and Groenewald Street, and also with the sports grounds to its north and appropriate pedestrian linkage to the Southfield railway station. - Inclusionary housing should be explored to permit as part of the development some access to the area for lower income households.	South Peninsula Spatial Development Framework (Sub-regional plan), draft policy, 2003
Dreyersdal Farm: Erven 1133-0 & 16-4116: Size 17.3ha		
Future Use: Residential infill, agriculture and open space. Development Opportunities - well located – south bank close to amenities, services & job opportunities - Relatively flat land - A largely non-functioning agricultural remnant Development Constraints - North bank relatively far from opportunities / services - Private ownership - Significant part of the site not developable as it is in the flood zone - considerable significance as a cultural heritage landscape (primarily in relation to the vlei) - Relatively high visual impact developable area, particularly viewsheds towards both the north & south banks from the M3. - Western Leopard Toad breeding area.	- The site is suited to medium density housing infill area. This could even possibly include high density housing in an appropriate south-east part of this developable area. - Any development of the site should seek to enhance the open space linkage capacity from the mountain (the former Tokai Forest) eastwards (through to Main Road, and further east to Princess Vlei). This should include, very importantly, public access. - The development interface with the riverine corridor should be adequately set-back from the river, and of appropriate orientation, scale and form, and should ideally include a public access roadway / pathway as part of the riverine public access corridor. - The site is also suited to agriculture, and this should be supported as far as possible. - Although not part of the farm, the open undeveloped areas north of and adjacent to the farm (including erf 1061) should also be considered for low and medium density residential development. - In both cases visual impact from the M3 scenic route and also the nature of public access, landscaping and the urban interface will require detailed investigation and appropriate	South Peninsula Spatial Development Framework (Sub-regional plan), draft policy, 2003

	development setbacks.	
Eighth Avenue, Retreat: Erf 81710: Size 8.2ha		
• Future Use: Residential infill and / or light industrial. • Development Opportunities ○ accessible location ○ City owned land ○ close to opportunities ○ flat developable site • Development Constraints ○ Significant wetlands & vegetation.	1. The most appropriate future use of this site should be medium density housing infill area and / or light industrial park. 2. Possible redevelopment of the properties immediately north of it which abut Retreat Main Road may release greater integrated development opportunities for the site. 3. Inclusionary housing should be explored to permit as part of the development some access to the area for lower income households.	• South Peninsula Spatial Development Framework (Sub-regional plan), draft policy, 2003
Flora Road, Retreat: Erf 84603: Size 18ha		
• Future Use: Residential infill. • Development Opportunities ○ highly accessible location ○ close to work opportunities ○ close to public transport ○ flat site ○ public ownership • Development Constraints ○ subject of a land restitution claim ○ informal settlement on part of the site ○ land within the identified coastal flood risk area ○ site not located on a route of significance	1. The most appropriate future use of this site should be primarily a housing infill site with a mix of medium and high density housing options. 2. A key consideration for this site is its location within the identified coastal flood risk area and how to plan and develop accordingly. 3. Inclusionary housing should be explored to permit as part of the development some access to the area for lower income households.	• South Peninsula Spatial Development Framework (Sub-regional plan), draft policy, 2003

6.2.4 Sub-District 4: The 'Far South'

Figure 6.8



Sub-District 4: The 'Far South': This Sub-Area includes all areas inside the urban edge from Noordhoek in the west and St James in the east, southwards to and including Scarborough and Simon's Town.

'FAR SOUTH' SUB DISTRICT: DEVELOPMENT GUIDELINES		
Vision Statement: <i>"An area renowned for its natural and cultural beauty, with a well-defined and protected natural environment, and recognised for its collection of areas of distinct sense of place and urban character, vibrant tourism and service orientated economy, and with world class natural amenity areas accessible to all city inhabitants".</i>		
Spatial Development Objectives (what?)	Supporting Development Guidelines (how and where?)	Existing Frameworks
a. Within the broader vision for the Southern District the vision for this area is that of a particularly unique coastal urban environment based on development closely attuned to the environmental opportunities available and constraints affecting it. b. The role of this area in the context of the district and metropole is of a tourism-centred economy of metropolitan significance, as well as unique coastal urban lifestyle. c. The area will develop on the basis of a strong urban structure focused primarily on the Main Road and rail public transport corridor from Muizenberg to Simons Town, and Kommetjie Road from Fish Hoek through to Ocean View. d. The area has and shall have developed sub-areas of very differing character, including small attractive coastal villages, but also including the major naval harbour complex at Simons Town. e. Whilst the vision anticipates some future growth in the area, this is not an identified growth area of the city, and emphasis should be on a leveling off of the population once urban infill areas are developed. f. The vision does, however, strongly encourage urban development that offers a wider variety of urban forms and opportunities to which an increasing range of people can have access. f. There is a need for the formalisation of informal settlement areas and general upgrade and integration of low income areas into the surrounding urban areas. g. The economy is based on	1. Exclude conventional urban development (residential, commercial and industrial) outside the urban and coastal edges as well as in open spaces identified as valuable, and limit and carefully manage development in high visual impact urban edge areas, near rivers and wetlands, and areas away from the Kommetjie Main Road route, including Noordhoek and small coastal villages. Future growth is to be closely aligned with available and adequate supporting infrastructure and service provision. 2. Public transport and non-motorised movement needs to be pro-actively embraced and supported. 3. Future urban development is to be guided primarily into the identified district and local node areas. The boundaries of the business and / or mixed use parts of these nodes are to be defined by existing business zonings. The only exception to this may be parts of the existing urban development immediately adjacent to Ou Kaapse Weg between Buller Louw Drive (at Longbeach Mall) and the intersection with Kommetjie Road. The Kommetjie Road development route should not comprise ribbon-type mixed-use development, but rather contain higher intensity development contained at the identified mixed-use nodes, with inter-nodal areas restricted to residential use, and with appropriate landscaping along the route (see also section 6.1.1.d.i – Pages 98/99). 4. In recognition of the need for densification along main public transport routes, and also declining household sizes, low-key residential densification, particularly by means of small-scale, low impact subdivision and second dwellings, is supported along these routes. 5. The full integration of Masiphumelele into the valley as an orderly suburb is required. This includes re-development of the area abutting Kommetjie Main Road into a missed use precinct. 6. Available 'greenfield' opportunities within the urban edge for lower income residential development need to be retained (e.g. Dido Valley) and developed to accommodate existing areas of inappropriate development (e.g. Red Hill, parts of Masiphumelele outside the urban edge). 7. Major new developments in the sub-district must be dependent on the availability of sufficient and adequate service infrastructure for the sub-district as a whole. This relates most particularly to the road network, where access out of the 'valley' is constrained to only Main Rd / Boyes Dr and Ou	• Simons Town Structure Plan, 4(6), 1998 • Sunnydale Local Structure Plan, 4(10), 2000 • Fish Hoek Valley Local Structure Plan, Council Policy, 1999 • Kommetjie Main Road Scenic Drive Upgrade, Council Policy, 1999 • Structure Plan for Kommetjie/Ocean View Ward and Environs, Council Policy, 2000 • Southern South Peninsula Local Structure Plan, Council Policy, 1998, prepared as 4(6) • South Peninsula Spatial Development Framework (Sub-regional plan), draft policy, 2003 • Local Area, Heritage Protection, and Scenic Drive overlay zones in draft Cape Town Zoning Scheme (CTZS)

tourism and service orientated activities, but also includes the major naval harbour complex at Simons Town. h. The vision further acknowledges the need for greater urban sustainability in this area given its environmental sensitivity, and constrained access into and out of it. i. Retain the natural character of certain areas by promoting rural living/rural lifestyle estates. j. Accommodate agricultural and food security opportunities where appropriate.	Kaapse Weg, and to an extent Chapman's Peak Dr. To this extent Traffic Impact Assessments (TIAs) on major new developments should not be constrained only to the immediate neighbourhood, but should take into consideration traffic impacts all along Kommetjie Main Road, as well as key access routes out of the valley, and particularly Ou Kaapse Weg. Management of stormwater & waste water (post WWTW) into wetland system is also important. 8. The re-development of existing urban areas over time, and especially the development of high intensity coastal recreational nodes / destination places (at Fish Hoek, Muizenberg, Kalk Bay and Simons Town), needs to be sensitively undertaken, with particular emphasis on consolidating the unique sense of place and urban characters of these areas. 9. Industrial development is to be restricted only to light industrial related activities in the designated areas, whilst bona fide, low impact, working from home practices are strongly encouraged, with larger scale businesses operating within and being directed towards the Fish Hoek and Sun Valley nodes. 10. Viable options and opportunities for more sustainable living need to be a particular focus in this area and pro-actively investigated and supported. This includes alternative energy generation and waste disposal, and also market gardening. All new developments should aim for much reduced energy and water usage and waste creation. 11. Changing coastal dynamics, particularly associated with climate change, need to be pro-actively and sensitively responded to. Appropriate mitigation measures need to be applied in existing urban areas identified as future coastal flood risk areas (e.g. Fish Hoek CBD area). 12. Consolidation of (a best possible outcome) natural area ecological corridor between Imhoff's Gift and Kommetjie should be strongly supported.	
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'FAR SOUTH' SUB DISTRICT: NEW DEVELOPMENT AREAS		
Spatial Development Objectives (what and why?) in terms of the District SDP	Supporting Land use Guidelines (how and where?)	Existing frameworks
Noordhoek Kaolin Mine: Erf: 1387-5: Size 26.9ha		
• Future Use: This site has been approved for low density residential with open space and vineyards. • <i>Should, however, this approval lapse the site should be considered, as was the case in the 2011 draft Southern District Plan, for agriculture and some residential infill.</i> • Note: the site is designated as 'core 1' on the SDP (Fig.4.2) since it has been indicated as such in the CTSDP. This	1. <i>In the context of this part of the valley this, already transformed, site ideally could provide additional viticulture area in the southern south peninsula. This should be considered as the primary future use, although some limited viticulture related development (winery & tourism) could also be considered.</i> 2. <i>Although less appropriate, consideration could also be given to very low density urban development similar to that in adjacent upper valley properties.</i> 3. <i>In keeping with adjacent development north of Chapman's peak Drive any development on the site should be focused onto the lowest, least</i>	• <i>South Peninsula Spatial Development Framework (Sub-regional plan), draft policy, 2003</i> • <i>Chapman's Peak Scenic Drive overlay zone in draft City Integrated Zoning Scheme (IZS)</i>

requires amendment to 'urban'. • Development Opportunities ○ inside the urban edge ○ developable site of high amenity re- views & access to mountain & beach. ○ disturbed site • Development Constraints ○ Heritage landscape area ○ privately owned ○ far from services, facilities, & public transport ○ proximate to scenic route ○ high visual impact area. ○ Waterways and other 'wet' areas on parts of the site. ○ Mining closure certificate needed.	visible, parts of the site. 4. Any development on the site must respect the natural environment. This includes waterways, other wet areas, and existing natural environment irrespective of its condition (re- for example alien infestation). This includes the implementation of a rehabilitation plan.	
Silvermine Road: Erven CA 933-120, CA 931-18, CA 931-1, CA 934-76, CA 934-68: Size 10.6ha		
• Future Use: Rural lifestyle estate. • Development Opportunities ○ Inside the urban edge ○ relatively accessible location ○ very gentle sloping developable site • Development Constraints ○ heritage landscape area ○ privately owned ○ far from facilities & public transport ○ potentially very high visual impact of development ○ proximity to a scenic route ○ Waterways and other 'wet' (seep?) areas on parts of the site. ○ Western Leopard Toad breeding site.	1. The most appropriate future use of this site should be either rural use(s) or low density residential development in combination with this rural use. 2. Given the site's high visual impact in a core Noordhoek area the future use of this site should be strongly in keeping with maintaining or enhancing the rural character of this part of Noordhoek. 3. Any residential development on the site should at least as a guide be consistent with surrounding residential development density (i.e. 4000m²). 4. Preferably, however, any residential development of the site should consider concentrating a relatively higher density residential component in one portion of the site – ideally away from both scenic drives – and retaining a large portion of the site for rural use (e.g. natural, equestrian, agriculture). 5. The waterbodies, as well as corridor servitudes, need to be set aside and conserved for the Leopard Toad breeding and movement. 6. All boundary fencing on the site should be appropriate to not unduly compromising Leopard Toad movement.	• South Peninsula Spatial Development Framework (Sub-regional plan), draft policy, 2003
Serina Estate: Erven CA 951-25, CA 951-39, CA 1407-2, CA 1407-0-1: Size 12ha		
• Future Use: Residential infill and limited mixed use. • Development Opportunities ○ accessible location ○ relatively close to opportunities ○ relatively flat developable site • Development Constraints ○ Private ownership ○ Potentially high (real estate) value ○ high visual impact of development ○ area on raised bank above Kommetjie Road ○ infrastructural constraints	1. The most appropriate future use of this site could include a combination of development options, but should not include business or commercial activities. 2. Medium density housing is considered the most appropriate development. 3. Development of these sites should be dependent upon the availability of sufficient and adequate service infrastructure.	• Sunnydale Local Structure Plan, 4(10), 2000
Capri: Erven CA 953-13, CA 953-12, CA 953-31, CA 953-30 etc.: Size 7ha		
• Future Use: Residential infill. • Development Opportunities ○ accessible location	1. The most appropriate future use of these sites should include a combination of residential density options.	• Sunnydale Local Structure Plan, 4(10), 2000

○ relatively close to opportunities ○ relatively flat developable site • Development Constraints ○ Private ownership ○ Potentially high (real estate) value. ○ components of these erven form part of extensive stormwater management systems (e.g. large detention facilities & underground or overland flow routes). ○ Significant vegetation on erf 953-13 ○ Infrastructural constraints	2. Medium density residential should be encouraged on the land abutting Kommetjie Road, with lower density housing behind (to the south of) this up the lower slopes. 3. Development of this site should be dependent upon the availability of sufficient and adequate service infrastructure. 4. An environmental process is required to determine what portion of erf 953-13 may be developed. 5. A wider range of housing options should be encouraged, including a component of smaller, denser, more affordable units (i.e. inclusionary housing), particularly adjacent to Kommetjie Road.	• Kommetjie Main Road Scenic Drive Upgrade, Council Policy, 1999
Solele, Kommetjie Road: Erven CA 951-25, CA 951-39, CA 1407-2, CA 1407-0-1: Size 25.4ha		
• Future Use: Residential infill, and agricultural use. • Development Opportunities ○ accessible location ○ relatively close to opportunities ○ relatively flat developable site ○ close to Masiphumelele • Development Constraints ○ Private ownership ○ Potentially high (real estate) value ○ high visual impact of development ○ components of these erven form part of extensive stormwater management systems (e.g. large detention facilities & underground or overland flow routes). ○ Infrastructural constraints	1. The most appropriate future use of these sites should include a combination of residential density development options, and urban agriculture, but should not include business or commercial activities (which should be confined to south of Kommetjie Road). 2. A wider range of housing options should be encouraged, including a component of smaller, denser, more affordable units (i.e. inclusionary housing), particularly adjacent to Kommetjie Road. 3. Development of these sites should be dependent upon the availability of sufficient and adequate service infrastructure.	• Sunnydale Local Structure Plan, 4(10), 2000 • Kommetjie Main Road Scenic Drive Upgrade, Council Policy, 1999
Masiphumelele Phase 4: Erf 5131: Size: approx. 5ha		
• Future Use: This site has been approved for medium to high density residential development. • However, since the site is not yet developed the following still applies: • <i>Residential infill and sports fields & facilities.</i> • Development Opportunities ○ Relatively flat developable site ○ Public ownership ○ Existing TRA (temporary residential area) • Development Constraints ○ relatively far from opportunities (jobs & facilities / services) ○ dangerous fire-prone border with the natural area ○ close to sewage works	1. <i>Given the existing circumstances of massive demand for land for the extension of Masiphumelele and the associated dearth of land available for such purposes, this site is considered appropriate for future medium to high density housing.</i> 2. <i>Of vital importance will be the development of an appropriate interface with the natural area along the urban edge. Critically important will be an urban edge which constrains any informal urban encroachment beyond the urban edge line, and a built urban edge that complies with the Veldfire Related Planning Guidelines. This should ideally include a roadway and low density community facilities as the most effective edge.</i> 3. <i>The creation of a positive edge interface is also important so the built edge should not include houses facing away from the natural area with solid walls, but rather development looking onto the natural area and with permeable fencing.</i> 4. <i>Development of this site should be dependent upon the availability of sufficient and adequate service infrastructure.</i>	• <i>Structure Plan for Kommetjie/Ocean View Ward and Environs, Council Policy, 2000, prepared as 4(6)</i>
Kompanjiesuin: Erf 948-10: Size: 54ha		
• Future Use: This site has been approved for low density	1. This site has been approved for low density residential development, in a 'viculture estate',	• Kommetjie Main Road Scenic

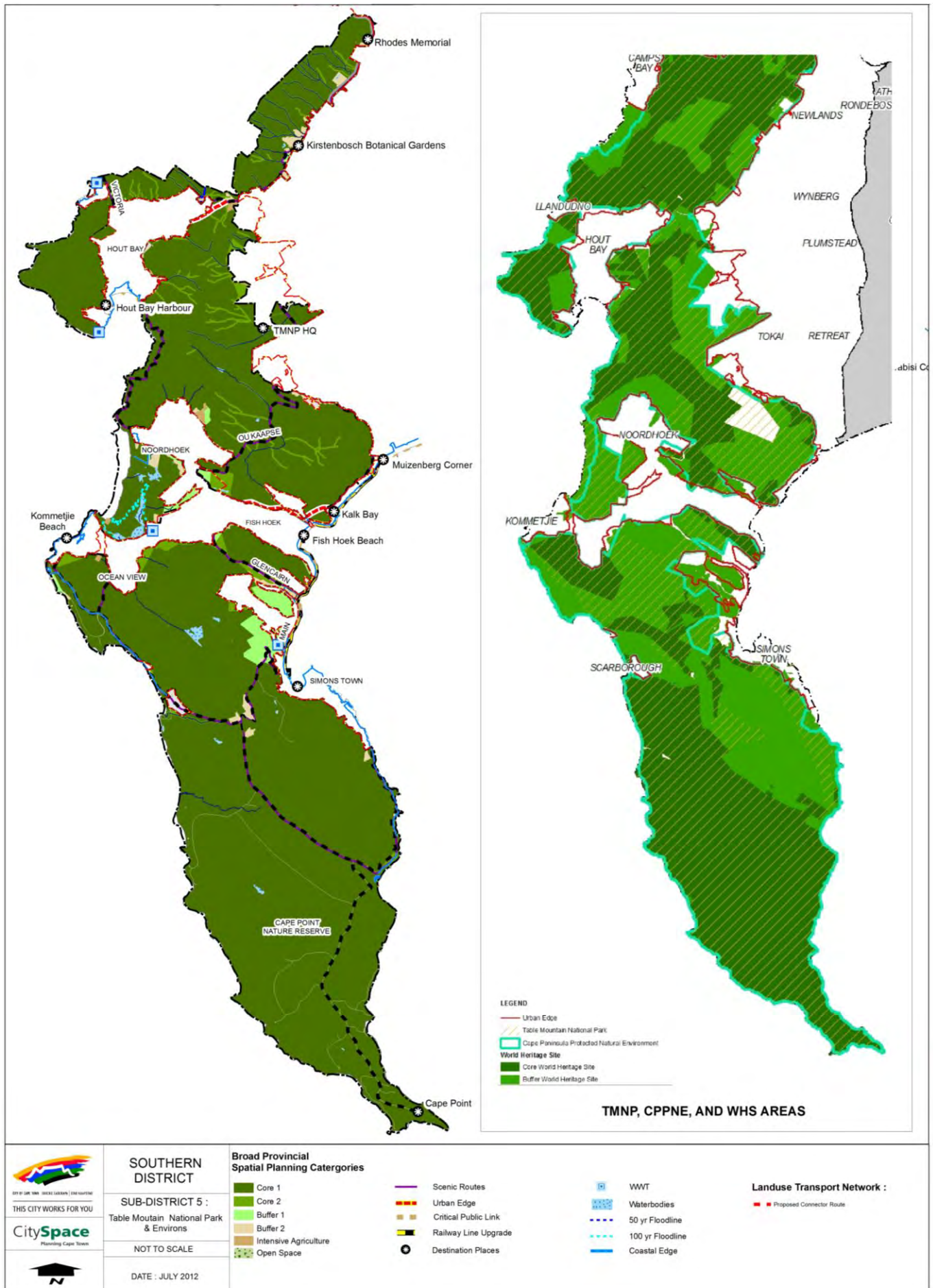
residential development. • Note: the site is designated as 'buffer 2' on the SDP (Fig.4.2) since it has been indicated as such in the CTSDf. This requires amendment to 'urban'. • Development Opportunities ○ North-facing sloped site ○ Development approved • Development Constraints ○ relatively far from opportunities (jobs & facilities / services) ○ dangerous fire-prone border with the natural area ○ stream (& ecological buffer) running through western-most part of the site. ○ infrastructural constraints	but has yet to actually be developed. 2. Were the application to lapse a wider range of housing options should be encouraged in any future development to permit wider residential access and integration in the area. Part of the site should also be considered for urban agriculture. 3. Layout design of any urban development and buildings themselves need to mitigate against high veld fire risk. 4. Development of this site should be dependent upon the availability of sufficient and adequate service infrastructure (this existed at time of approval, but may require review if approval lapses and a new application considered).	<i>Drive Upgrade, Council Policy, 1999</i> • <i>Structure Plan for Kommetjie/Ocean View Ward and Environs, Council Policy, 2000</i>
Jupiter Ave, Ocean View: Erven 68-1217, 68-1218: Size 8ha		
• Future Use: Residential infill. • Development Opportunities ○ flat developable site ○ Public ownership • Development Constraints ○ flat but (geo-technically) difficult to develop site ○ relatively far from opportunities (jobs & facilities / services) ○ dangerous fire-prone border with the natural area ○ infrastructural constraints	1. The most appropriate future use of this site should be medium density housing. 2. Of vital importance will be the development of an appropriate interface with the natural area along the urban edge. Critically important will be a built urban edge that conforms to the Veldfire Related Planning Guidelines. This should ideally include a roadway as the edge, and also lower density housing, and strictly no informal housing settlement. 3. The creation of a positive edge interface is also important so the built edge should not include houses facing away from the natural area with solid walls, but rather development looking onto the natural area and with permeable fencing. 4. Development of this site should be dependent upon the availability of sufficient and adequate service infrastructure.	• <i>Structure Plan for Kommetjie / Ocean View Ward and Environs, Council Policy, 2000, prepared as 4(6)</i>
Imhoffs Gift: Erf 948-32: Size: 47.9ha		
• Future Use: Mixed use, mixed residential density, and biodiversity open space area. • Development Opportunities ○ relatively flat developable site ○ Imhoffs Gift Ocean View local development node • Development Constraints ○ relatively far from work and amenity opportunities ○ strategically located undeveloped land linking the north and southern parts of the Peninsula Mountain Chain and TMNP ○ important biodiversity area with ecosystems requiring fire ○ stormwater run-off directly into vlei / wetland system ○ infrastructural constraints	1. Whilst a small portion of this area (to the west) has been purchased by the TMNP to form a part of the 'Protea Ridge corridor' linkage, this represents an absolute minimum (with the southern portion of the corridor still to be formally secured) and ideally should be significantly wider. The focus in the development process should therefore be on biodiversity, and a critical consideration should be assisting with the consolidation of the north-south nature / biodiversity corridor in the west. Ideally the eastern boundary of the natural corridor link should align with (and form an extension from) the western boundary of Ocean View (i.e. Slangkop Road). 2. Higher intensity development should be encouraged in a limited area around the existing Imhoffs Gift Village, including a mix of development options, primarily of residential, but also commercial appropriate to the Imhoff's Gift node. 3. Lower density residential elsewhere on the site within the urban edge, but with adequate minimum setback from the vlei system, and maximum possible setback from Protea Ridge biodiversity corridor to maximise its	• <i>Kommetjie Main Road Scenic Drive Upgrade, Council Policy, 1999</i> • <i>Structure Plan for Kommetjie/Ocean View Ward and Environs, Council Policy, 2000, prepared as 4(6)</i>

	consolidation. - Orientation of residential along nature corridor interface to front onto the corridor (i.e. face west). Additionally, two story development would be preferable to single story in assisting with surveillance over this nature corridor area. - Layout design of any urban development and buildings themselves need to mitigate against high veld fire risk. - Potential also for some agricultural development commensurate with the Imhoff's Gift farm theme. - Development of this site should be dependent upon the availability of sufficient and adequate service infrastructure.	
Kommetjie: Wireless Road area: Erven 1529, 69-4603, 948-0-3: Size: 26.5ha		
Future Use: Residential infill, and potential agricultural. Development Opportunities - relatively flat developable site Development Constraints - relatively far from work and amenity opportunities - strategically located undeveloped land linking the north and southern parts of the Peninsula Mountain Chain and TMNP - important biodiversity with ecosystems requiring fire - infrastructural constraints	- Whilst a small portion of this area (to the east) has been purchased by the TMNP to form a part of the 'Protea Ridge corridor' linkage, this represents an absolute minimum (with the southern portion of the corridor still to be formally secured) and ideally should be significantly wider. A focus in the development process should therefore be on biodiversity, and a critical consideration should be assisting with the consolidation of the north-south nature / biodiversity corridor in the west. - Orientation of residential along nature corridor interface to front onto the corridor (i.e. face east). Additionally, two story development would be preferable to single story in assisting with surveillance over this nature corridor area. - Layout design of any urban development and buildings themselves need to mitigate against high veld fire risk. - Potential for limited agriculture development along the Bokramspruit. - Development of this site should be dependent upon the availability of sufficient and adequate service infrastructure.	- Kommetjie Main Road Scenic Drive Upgrade, Council Policy, 1999 - Structure Plan for Kommetjie/Ocean View Ward and Environs, Council Policy, 2000, prepared as 4(6)
Marine Oil: Erven Simon's Town: Size: 3ha		
Future Use: This site has been approved for medium density residential. - Should, however, this approval lapse the site should be considered, as was the case in the 2011 draft Southern District Plan, for mixed use and residential infill. Development Opportunities - Strategically located site. Development Constraint	<i>The most appropriate future use of this area should be mixed use development inclusive of medium density housing.</i> <i>Undeveloped land already part of a planning & development process.</i> <i>Development of this site should be dependent upon the availability of sufficient and adequate service infrastructure (this existed at time of approval, but may require review if approval lapses and a new application considered).</i>	<i>Simon's Town Structure Plan, 4(6), 1998</i> <i>South Peninsula Spatial Development Framework (Sub-regional plan), draft policy, 2003</i>
Dido Valley: Erven 4614, 4615, 4617, 4621, 4626 Simon's Town: Size: 31ha		
Future Use: Residential infill. Development Opportunities - some potentially developable land - site in an area of few other infill development opportunities - Public ownership Development Constraints - geo-technically difficult to develop site - undeveloped land already	- In terms of the District SDP the most appropriate future use of this area should be medium density housing. - This area is currently the subject of a development application by the City of Cape Town in terms of the land Use Planning Ordinance (1985). - The opportunity afforded by the site to house low-income households in the 'Far South' (esp. the Red Hill community), and thereby inter alia assisting with greater social and development integration in the southern part of the district,	- Simon's Town Structure Plan, 4(6), 1998 - South Peninsula Spatial Development Framework (Sub-regional plan), draft policy, 2003

part of a planning & development process (re-Red Hill) ○ significant land either with steep slope & / or environmentally sensitive ○ land generally far from job & service opportunities ○ title deed list restrictive conditions ○ dangerous fire-prone area	should not be lost (to further market related development on state land). This land represents one of very few remaining opportunities to meet this vital need and imperative. 4. Layout design of any urban development and buildings themselves need to mitigate against high veld fire risk.	
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6.2.5 Sub-District 5: Table Mountain National Park and Environs

Figure 6.9



Sub-District 5: The Table Mountain National Park and Environs: This Sub-Area includes all natural areas along the Peninsula Mountain Chain in the district, from Mowbray southwards to Cape Point that is outside the urban edge. This includes the proclaimed Table Mountain National Park (TMNP), adjacent publicly and privately owned natural areas, as well as isolated agricultural areas such as along Plateau Road, and isolated minor settlements such as Millers Point and Smitswinkel Bay. Much of these areas above are included as the Cape Peninsula World Heritage Site (core and buffer areas) proclaimed in 2009. However, this sub-district does not include the Constantia and Tokai winelands (which form a part of Sub-District 2). Although this Sub-District straddles the three other sub-districts, since it includes a National Park, which itself is still in the process of expanding and consolidating, and also includes valuable scenic and cultural heritage landscapes (much of which is now proclaimed world heritage site), it merits being considered as a separate sub-district area.

TMNP & ENVIRONS SUB DISTRICT: DEVELOPMENT GUIDELINES		
Vision Statement: “A proclaimed world heritage site, including a world class national park and similarly managed private or public conservation areas highly valued by Capetonians and visitors alike, and bordered by positive agriculture-nature or urban-nature interfaces”.		
Spatial Development Objectives (what?)	Supporting Development Guidelines (how and where?)	Existing Frameworks
a. Within the broader vision for the Southern District the vision for the TMNP is that of a unique urban national park, that balances conservation and scenic landscapes, in the declared Cape Floral Region World Heritage Site, with recreation and tourism activities, that is accessible and remains primarily open access, that restricts any built development only within identified visitor sites and use zones, and which is bordered by mutually supportive private and public conservation, recreation and tourism-centred economy areas. In large part this is directed by the Table Mountain National Park's (TMNP) Conservation Development Framework (CDF). b. Central to achieving the vision is the consolidation into the national park of as much conservation area as possible.	1. No urban development should be considered beyond the urban edge line. However, it may be necessary in certain very special cases to reach a careful balance between this and the promotion of 'offsets' in maximizing consolidation of the TMNP, and particularly its key corridor linkage areas. 2. Support protected area land consolidation strategies to secure privately owned conservation land. Where this is not possible stewardship of private land should be supported. The proclaimed Cape Peninsula Protected Natural Environment (CPPNE) should provide strong guidance in this respect. 3. The utilization of areas outside the urban edge, almost all of which is a world heritage site, must be aimed generally at the conservation and maintenance of the natural environment. In these areas restoration of degraded biodiversity areas should be a focus, and subdivision of properties not permitted. Existing agricultural lands outside the edge should not be permitted to expand further, and no new agricultural areas should be considered. 4. Tourism economy related activities should generally be accommodated within the surrounding urban areas, but limited low-key facilities may be appropriate in certain areas subject to stringent visual impact analysis such that the rural landscape is not unduly compromised. 5. Urban land uses in surrounding urban areas should take cognisance of the adjacent national park and natural environs and generally assist in enhancing and maintaining scenic and cultural landscapes across urban and natural areas. 6. An urban edge interface between urban areas and natural and agricultural areas is required that positively addresses flora and fauna habitats and ranges, built form and boundaries, visual impact, fire management, and public access. Public access includes maximisation and alignment of wider key public transport linkages to identified high	• Peninsula Urban Edge Study, Council Policy, 2001 • SANPark's TMNP Park Management Plan and Conservation Development Framework (CDF), 2009 • SANPark's TMNP 'Tokai Cecilia Management Framework 2005-2025 (2009) • Cape Peninsula Protected Natural Environment (CPPNE) • Southern South Peninsula Local Structure Plan, Council Policy, 1998 • Local Area, Heritage Protection, and Scenic Drive overlay zones in draft City Integrated Zoning Scheme (IZS)

	activity areas within the national park and adjacent environs, as well as along the coastline. 7. Related to consolidation of the national park is natural area connectivity, both of the park itself, and between the park and other natural areas, which permits an integrated, functional and sustainable natural environment. This includes most importantly north-south connectivity, where special attention to the Constantia Nek area, and Fish Hoek through to Kommetjie area is required. It also includes west-east connectivity to major 'green' areas such as Princess Vlei, Rondevlei and Zeekoevlei as well as along the False Bay coastline to Wolfgat, Macassar and beyond. It also includes mountain to sea linkages, and most importantly along streams and rivers through wetlands and estuaries. Most of these linkages link across both public and private land, requiring good co-ordination on issues such as access, location of any development, and fencing. 8. The area south of Simons Town and Scarborough, which is entirely within the proclaimed World Heritage Site (WHS) as either WHS core or buffer, is within the proclaimed CPPNE, and is also entirely outside the urban edge line, should remain primarily as biodiversity area. This should be limited to conservation-related land uses and restoration of degraded areas. The only exceptions to this are the already existing low key and limited development areas such as Castle Rock and Smitswinkel Bay, the Millers Point tourism / recreational area (where in terms of the TMNP CDF certain low-key tourism & recreational activities may occur), as well as certain other areas where very limited low-key tourism activities may be appropriate, subject to stringent visual impact analysis such that the rural landscape is not unduly compromised.	
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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 Southern District are detailed in the following table:

	Plan / Project and motivation	Description	Lead actions: what needs to happen?	Responsibility	Timeframe: Short, Medium, & Long term
	LOCAL AREA PLANNING INITIATIVES				
1	Claremont Edges Study	Review and update of original Claremont Edges Study. Formulation of land use guidelines to provide land use guidance for decision-making in the vicinity of the interface between the Claremont CBD / commercial area and surrounding residential area.	• Task team • TOR • Notification to public • Commence with Guidelines	SPUD / PBDM	(Short term) Underway (commissioned 2011)
2	Princess Vlei & environs park framework	Although not a high priority to equitable provision of major parks, this is a highly significant potential major multi-use park with significant potential east-west open space linkages to the TMNP etc.	• Heritage study to be reviewed • Task team • TOR and decision whether to outsource or undertake in-house since much work already done in past • Policy & zoning clarification	SPUD / PBDM / City Parks / Sport & Rec	Short term

	Plan / Project and motivation	Description	Lead actions: what needs to happen?	Responsibility	Timeframe: Short, Medium, & Long term
	LOCAL AREA PLANNING INITIATIVES (cont.)				
3	Hout Bay harbour area Redevelopment Framework	Potential and scope/opportunity exists, especially for redevelopment of areas immediately abutting harbour, but also within the harbour. Principles and broad framework for redevelopment required.	• Task team (critical as multi-govt) • TOR (define study area)	SPUD / PBDM / Dept Public Works / Dept Agric, Forestry & Fisheries	Short term (due to commence in early 2012, & led by DPW)
4	Bergvliet Meadowridge Diep River local area plan	If substantially aligned then report to Council for approval. If substantial amendment required then draft amendment including public participation before approval.	• Review of existing draft plan to check alignment with approved CTSDP & Southern District Plan	SPUD / PBDM	Short (to medium) term
5	Hout Bay & Llandudno Spatial Development Framework / Local Area Structure Plan.	Previous draft dated 1986. Major changes have since occurred in the valley. Update required.	• Require first a (economic) development strategy • this must be based on public participation • TOR • identify other key areas of work • Alignment with (new) Hout Bay harbour framework	SPUD / PBDM	Medium term
6	Detailed Coastal Development Guidelines for identified 'coastal flood risk' areas.	Awaiting adoption of Coastal protection zone policy.	• confirmation / approval of coastal edge (coastal set-back) • general Coastal Development strategy	SPUD / PBDM / ERM	Medium term
7	Noordhoek Valley (incl. Fish Hoek to Kommetjie) Spatial Development Framework	Council policy dated 1985. Major changes have since occurred in the broader valley. Update required.	• Task team • TOR • Notification to public • Review of existing policy	SPUD / PBDM	Medium term
8	Wynberg CBD Re-Development Review Plan	Review required once finality reached on by-pass. Development initiation related programme required.	• liason with CID • requires firstly the de-proclamation of key old by-passes (or at least confirmation of which can & will be) • TOR (including id of study area)	SPUD / PBDM	Medium term
9	Simon's Town and Dido Valley Spatial Development Framework	Review and if necessary update the Simon's Town Structure Plan to ensure that it takes into account recent changes, including to population stats, infrastructure, World Heritage Site	• Task team • TOR	SPUD / PBDM	Medium to long term

		proclamation implications etc.			
	Plan / Project and motivation	Description	Lead actions: what needs to happen?	Responsibility	Timeframe: Short, Medium, & Long term
	LOCAL AREA PLANNING INITIATIVES (cont.)				
10	Military Road Planning Framework	Planning Framework required given the many changes that have taken place in the area as well as rapidly changing city imperatives.	• Task team • TOR	SPUD / PBDM	Medium to long term
11	Review of Muizenberg Development Framework	Review and update of original Muizenberg Development Framework.	• Task team • TOR	SPUD / PBDM	Medium to long term

Project / development facilitation projects where further work is needed to unlock strategic land in the Southern District are detailed in the following table:

	Plan / Project and motivation	Description	Lead actions: what needs to happen?	Responsibility	Timeframe: Short, Medium, & Long term
	PROJECT / DEVELOPMENT FACILITATION				
1	Deproclamation of old road bypass scheme(s) in Wynberg	• Numerous proclaimed and un-proclaimed bypasses hindering development.	• Transport Roads & Major Projects to co-ordinate with PGWC (& liase with SPUD / PBDM)	TR & MP (with SPUD / PBDM)	Short term
2	Moquet Farm precinct development facilitation	• Principles for development established. • Support for a primarily a mixed use development.	• Advertising of tender for sale & development	Property Management; (with SPUD)	Short term
3	Low cost housing project in Imizamo Yethu	• Plan for formalisation of urban development on old forestry station site.	• Completion of current process	SPUD / PBDM / Housing	Short term
4	William Herbert & environs sports complex consolidation development facilitation	• Redevelopment proposed, including some commercial and residential development, to permit significant upgrade of sports facilities.	• Principles and broad framework for redevelopment required.	City Parks	Short to medium term
5	Hout Bay harbour area redevelopment project	• Potential and scope / opportunity exists for especially redevelopment of areas immediately abutting harbour.	• Principles and broad framework for redevelopment required.	SPUD / PBDM	Medium term
6	Newlands swimming pool development facilitation	• Redevelopment proposed, including some office and residential development, to permit significant upgrade of sports facilities.	• Principles and broad framework for redevelopment required.	Property Management	Medium term

7	Millers Point upgrade	Potential and scope / opportunity exists for minor improvements to permit better use of facility for recreational and low key tourism.	Bring together environmental and recreational experts to review (C. Postlethwaite) study & formulate a new redevelopment framework.	ERM / Sport & Recreation	Medium term
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Planned major capital projects for the foreseeable future in the Southern District are identified in the following table:

	Plan / Project and motivation	Description	Lead actions: what needs to happen?	Responsibility	Timeframe: Short, Medium, & Long term
	MAJOR CAPITAL PROJECTS				
1	Housing:				
	Dido Valley (erven 4626 & 4621)	600du (450 from Red Hill, 100 Restitution, 50 Simon's Town backyarders)		Housing Dept (New Housing)	Medium term
	Hang Berg: Upper	250-300du's		Housing Dept (New Housing)	Short term
	Sheraton	450du (<i>due for completion end 2010</i>)		Housing Dept (New Housing)	Short term
	Ocean View: Mountain View	556du		Housing Dept (New Housing)	Short term
	Infill	450du		Housing Dept (New Housing)	Short term
	Jupiter Road	320du		Housing Dept (New Housing)	Short term
	IY:	400 – 500 du (subsidy)		Housing Dept (New Housing)	Short term
	Masekhane Bantu	143du (70du due for completion – others outstanding)		Housing Dept (New Housing)	Short term
	Masiphumelele: Phase 4	3.1ha for development (174du if single residential but 252du if double storey.		Housing Dept (New Housing)	Short term
	Amakhaye Ngoku	104du in total (47du still to be completed)		Housing Dept (New Housing)	Short term
	Informal Settlement Upgrade IY	?		Housing Dept (New Housing)	Short to medium term
	Masiphumelele	?		Housing Dept	Short to medium

				(New Housing)	term
	Plan / Project and motivation	Description	Lead actions: what needs to happen?	Responsibility	Timeframe: Short, Medium, & Long term
	MAJOR CAPITAL PROJECTS (cont.)				
2	Roads:				
	Hout Bay by-pass	Construction of 2 lane road along identified alignment and servitude.	Overall review of prioritisation of new road links. Prioritisation of funding.	Transport Dept. Roads & Stormwater Dept.	Long term
	Klipfontein Road upgrade	Emphasis is on developing public transport. However, major obstacles to realisation of road widening plans. This may require review to a more creative outcome (eg. 2 lanes & another shared public transport lane)	Overall review of prioritisation of new road links. Prioritisation of funding.	Transport Dept. Roads & Stormwater Dept.	Short to medium term prioritisation, but budget dependent.
	Lansdowne – Chichester Road upgrade	Emphasis is on developing public transport. Development of public transport lanes.	Overall review of prioritisation of new road links. Prioritisation of funding.	Transport Dept. Roads & Stormwater Dept.	Short to medium term prioritisation, but budget dependent.
	Wetton Road upgrade	Emphasis is on developing public transport. Relatively minor upgrade (near Main Road) to develop public transport.	Overall review of prioritisation of new road links. Prioritisation of funding.	Transport Dept. Roads & Stormwater Dept.	Short to medium term prioritisation, but budget dependent.
	Wynberg relief road / couplet	Emphasis is on developing public transport (by addressing current & future congestion), as well as on regeneration of Wynberg.	Finalise design. De-proclaim all other by-passes.	Transport Dept. Roads & Stormwater Dept.	Short to medium term prioritisation, but budget dependent.
	South Road IRT link	Underpass to link into Constantia Main Rd. Prioritisation related to implementation of IRT	Overall review of prioritisation of new road links. Prioritisation of funding.	Transport Dept. Roads & Stormwater Dept.	Medium to long term
	Gabriel – Victoria Road link	Significance in improving east-west connection, as well as supporting regeneration / development along Gabriel Road & in Plumstead CBD generally.	Overall review of prioritisation of new road links. Prioritisation of funding.	Transport Dept. Roads & Stormwater Dept.	Short to medium term prioritisation, but budget

					dependent.
	Plan / Project and motivation	Description	Lead actions: what needs to happen?	Responsibility	Timeframe: Short, Medium, & Long term
	MAJOR CAPITAL PROJECTS (cont.)				
2	Roads: (cont.)				
	Gabriel Road upgrade	Supports regeneration / development along Gabriel Road & in Plumstead CBD generally.	Overall review of prioritisation of new road links. Prioritisation of funding.	Transport Dept. Roads & Stormwater Dept.	Medium to long term
	De Waal Road upgrade	Widening and upgrade with construction of R300 extension across the Philippi Horticultural Area.	Overall review of prioritisation of new road links. Prioritisation of funding.	Transport Dept. Roads & Stormwater Dept.	Long term
	Ladies Mile Extension	Construction of short connection over railway into Consort Road, inclusive of NMT facilities.	Overall review of prioritisation of new road links. Prioritisation of funding.	Transport Dept. Roads & Stormwater Dept.	Long term
	Kommetjie Road upgrade	Widen to 4 lanes between Ou Kaapse Weg interchange and Slangkop Rd	Overall review of prioritisation of new road links. Prioritisation of funding.	Transport Dept. Roads & Stormwater Dept.	Medium to long term
	Houmoed Road	Construct 2 lane road along wetland edge (forming development edge), and with appropriate stormwater and NMT functions.	Overall review of prioritisation of new road links. Prioritisation of funding.	Transport Dept. Roads & Stormwater Dept.	Long term
	Ou Kaapse Weg (Longbeach)	Widen to 6 lanes between Kommetjie Rd interchange and Noordhoek Main Rd	Overall review of prioritisation of new road links. Prioritisation of funding.	Transport Dept. Roads & Stormwater Dept.	Medium to long term
	Ou Kaapse Weg	Construct passing lanes	Overall review of prioritisation of new road links. Prioritisation of funding.	Transport Dept. Roads & Stormwater Dept.	Long term
3	Roads & Stormwater:				
	Detention facilities on Keysers River (Dreyersdal farm)			Catchment Management Dept.	Medium to long term
4	Waste Water:				
	Water quality improvements at Wildevoelveli.			Waste Water Dept.	S: 1-2yr
	Extended capacity at Wildevoelveli			Waste Water Dept.	Medium term
5	Water:				

	Plan / Project and motivation	Description	Lead actions: what needs to happen?	Responsibility	Timeframe: Short, Medium, & Long term
	MAJOR CAPITAL PROJECTS (cont.)				
6	Solid Waste:				
	Identify alternative(s) to Constantia Recycling / Land Claim Site	This could involve identifying separate sites for 'green' and 'brown' waste.		Solid Waste Dept. PBDM / SPUD	Medium term
7	Electricity:				
	Upgrade reticulation to Kommetjie area			Electricity Dept.	Medium term
8	Parks:				
	Princess Vlei upgrade	Identification and securing of important biodiversity and open space components. View to creating a vibrant, safe, multi-functional area.	Integrated conservation and development framework.	City Parks Dept. Sport & Rec. Dept	Medium to long term
9	Sport & Recreation:				
	Redevelopment & upgrade of William Herbert / Chukker Road et al sports complex	Rationalisation and upgrading & enhancement of sports facilities. Development of integrated multi-functional open space precincts, aligned with broad objectives for wider area inclusive of Kenilworth Racecourse and Youngsfield site.	Clarification of roles & responsibilities (PMT). Integrated development framework	Sport & Rec. Dept SPUD, PBDM, City Parks, Property Management, Housing, & others	Medium term
10	Community Facilities:	Focus on delivery in areas of greatest need (e.g. IY, Masiphumelele). Focus on delivery in alignment with key public transport routes and interchanges.		Community Services	

Other local area capital projects include:

- Civic upgrade areas:
 - Imizamo Yethu
 - Hangberg
 - Masiphumelele
 - Ocean View
 - Retreat to Tokai CBD
 - Military Road

7. 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 impacted on the Southern District, which are withdrawn include:

- Imhoff's Gift Local Structure Plan (1990)

Council approved policy plans

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

- Muni-SDF (2000) as it pertains to the Southern District – the remainder is being withdrawn on the basis of the Table Bay and Cape Flats District Plans

Schedule of existing approved 4(6) and 4(10) Structure and Policy Plans in terms of the Land Use Planning Ordinance (LUPO, 1985), including proposed future actions for them in respect to the completion and approval of the new Southern District Spatial Development Plan (SDP):

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.*⁵
4. *In key areas (particularly where on site mitigation is limited or not possible) investigate the use of biodiversity offsets⁶ as a mitigation measure.* This may involve making

⁵ 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.

⁶ 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
	■	■			
			■		
				■	
					■
Core 1	■	■			
Core 2			■		
Buffer 1				■	
Buffer 2					■

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.

