

BLAAUWBERG DISTRICT PLAN VOLUME 2

TECHNICAL REPORT • JANUARY 2023

Integrated Spatial Development Framework
and Environmental Management Framework



CITY OF CAPE TOWN
ISIXEKO SASEKAPA
STAD KAAPSTAD

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MAKING PROGRESS POSSIBLE. TOGETHER.

JANUARY 2023



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STRUCTURE OF THE INTEGRATED DISTRICT SPATIAL DEVELOPMENT FRAMEWORK (DSDF) AND ENVIRONMENTAL MANAGEMENT FRAMEWORK (EMF) SUITE OF DOCUMENTS

This document contains the integrated District Spatial Development Framework (DSDF) and Environmental Management Framework (EMF) (hereafter referred to as the District Plan) for the BLAAUWBERG PLANNING DISTRICT.

The District Plan suite of documents and the respective main subordinate categories are:

- a) Volume 1: Baseline and analysis report, comprising:
 - State of the population
 - State of the environment
 - State of the built environment
 - State of the economy and property market
 - Risks
- b) Volume 2: Integrated DSDF and EMF (Spatial Policy and guidelines), comprising:
 - Spatial vision, role of the district, spatial concept and key interventions
 - District development guidelines
 - Subdistrict development guidelines
- c) Volume 3: Implementation plan, comprising:
 - Proposals of upgrading and restructuring
 - Prioritisation framework
 - Priorities for local area
 - Policies to be reviewed
 - Proposed mechanisms and incentives
 - Monitoring and Evaluation Framework
- d) Volume 4: Technical annexures

Please remember that this document deals with the long-term vision for your district and the related guidelines and projects to help us be in a position to achieve that vision. This document does not deal directly with maintenance aspects such as pipe bursts, the provision of street lights, etc. but rather focuses on the major projects at a systems level required to enable such local access to services. This does not mean that the local maintenance aspects are not important and are not needed for achieving well-functioning environments. Those maintenance aspects are dealt with through the action plans of the respective line departments and as a result of their respective yearly maintenance programmes.

NAVIGATING THROUGH THE INTEGRATED DISTRICT SPATIAL DEVELOPMENT FRAMEWORK (DSDF) AND ENVIRONMENTAL MANAGEMENT FRAMEWORK (EMF)

The District Plan volume 2 document is structured as follows:

CHAPTER 1 Purpose and legal context	 • Study area • Purpose of integrated DSDF and EMF • Statutory mandates • Need and scope for review • Linkage with other municipal work • Decision support criteria • Key shifts since 2012
CHAPTER 2 Spatial objectives	 • MSDF spatial vision • MSDF spatial transformation areas in relation to integrated DSDF and EMF • District spatial vision • Role of the district • Concept and key interventions
CHAPTER 3 District development guidelines	 • SPCs • Transport infrastructure and route designations • Conceptual designations • Development edges
CHAPTER 4 Subdistrict development guidelines	 • Individual subdistrict with guidelines

REFERENCE GUIDE: SECTION BY SECTION CONTENTS OF THE INTEGRATED DISTRICT SPATIAL DEVELOPMENT FRAMEWORK (DSDF) AND ENVIRONMENTAL MANAGEMENT FRAMEWORK (EMF)

SECTION	PURPOSE AND FOCUS
1. INTRODUCTION	Outline of background and legislative status of SDF and EMF
2. SPATIAL OBJECTIVES	Sets out the overall direction, the principles and strategies governing the guidelines and proposals
2.1 Spatial Vision for 2030 and Beyond	The key structuring elements or spatial ideas for the structure and focus of interventions of the district
2.2 Spatial transformation areas (MSDF)	The four primary spatial transformation areas (STAs) that set out the basis for growth management through public investment
2.3 District spatial vision	Sets out the vision for the district
2.4 Role of the district	Explains the role of the district
2.5 Integrated district concept	Illustrates the main spatial ideas of the District Plan
2.6 Key interventions	Briefly describes the key interventions required to achieve the spatial objectives, as illustrated through the spatial vision and the spatial concept, and based on the role of the district
3. DISTRICT DEVELOPMENT GUIDELINES	- Application of the spatial concepts and structuring elements, as identified in section 2, to the district - Forms the 'broad level' guide to the desired future spatial form of the district and is supplemented by more detailed subdistrict land use guidelines in section 4
3.1 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 CTMSDF - Provides development guidance in relation to areas that may present a risk or limit land use or activities in the district (e.g. flood-prone areas, buffers associated with noxious uses)
3.2 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
3.3 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
3.4 Urban development edges	Provides direction to urban growth in relation to the definition of development edges in the district

SECTION	PURPOSE AND FOCUS
4. SUBDISTRICT DEVELOPMENT GUIDELINES	- Supplements the SDF and EMF: district development guidelines with more detailed subdistrict 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

LOCATING THE ENVIRONMENTAL MANAGEMENT FRAMEWORK (EMF*) ELEMENTS (TO ENSURE COMPLIANCE WITH NEMA):

CONTENT ELEMENTS	GUIDE TO LOCATION OF CONTENT IN THE DISTRICT PLAN
- Identification of the area to which EMF applies - An indication of the conservation status of the area	Baseline information and analysis report
A description of how information was captured	Baseline information and analysis report
Identification of information gaps	Baseline information and analysis report
- Specification of the environmental attributes in the area as well as parts of the area to which attributes relate - Interrelationship and significance of the attributes	- Baseline information and analysis report - SDF and EMF report
Development pressures and trends, opportunities and constraints	Baseline information and analysis report
Description of the environmental (management) priorities in the area	District Plan report
- 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	District Plan report
Management proposals and guidelines	District Plan report
The desired state of the environment	District Plan report
Revision schedule for the environmental management framework	District Plan report
A description of the public participation process including issues raised by I&APs	See public participation report in volume 4 to follow

*The EMF is an integrated and indistinguishable component of the District SDF. For ease of reference, the table indicates where the EMF elements can be found in the suite of SDF and EMF documents.



1. INTRODUCTION AND BACKGROUND

This integrated District Spatial Development Framework (DSDF) and Environmental Management Framework (EMF) (hereafter referred to as the District Plan) form part of eight spatial plans developed for the eight planning districts of the City of Cape Town. The planning district boundary delineation is explained in section 1.1.

The eight district plans are informed by the citywide Cape Town Municipal Spatial Development Framework (CTMSDF), among others. While this plan is grounded in the current realities in the district and the vision of the MSDF, its focus is on influencing the future, today. In doing so, it needs to have relevance to a wide range of stakeholders, including communities and interest groups, developers, the drivers of development, and regulatory decision makers who all play a role in shaping urban development.

As such, the plan comprises a number of elements that include a discussion of the context and informants to the plan, the objectives of the plan (and spatial building blocks), the plan itself, and related to this, a set of implementation tools that are targeted at taking the broad proposals to a greater level of detail and action.

To assist users of the plan, the reference guide summarises its contents.

1.1 District Plan study area

The Blaauwberg District Plan study area boundaries are based on the 2012 District Plan and have not been amended.

The Blaauwberg District study area boundaries are along the coastline in the west, the City of Cape Town municipal area boundary to the north, the N7 to the east and the N1 to the south. The district has common boundaries with the Table Bay, Tygerberg and Northern districts. Refer to figure 1 for the location of the Blaauwberg District.

The Blaauwberg District is a large and diverse district. Its western boundary is the Atlantic Ocean, which gives adjacent neighbourhoods a distinct beach character. To the east and south of the district are other City of Cape Town municipal districts, while the northern border is with the Swartland Municipality. Most of the district north of Cape Town city is rural. The location of Africa's only nuclear power station, Koeberg, on the coast north of the existing built footprint, casts a precautionary no-development zone of 5 km radius around it, and a further restricted-development zone of approximately 16 km around the power station. The towns of Atlantis, Mamre, Pella-Katzenberg and Melkbosstrand are located in this mainly rural portion of the district.

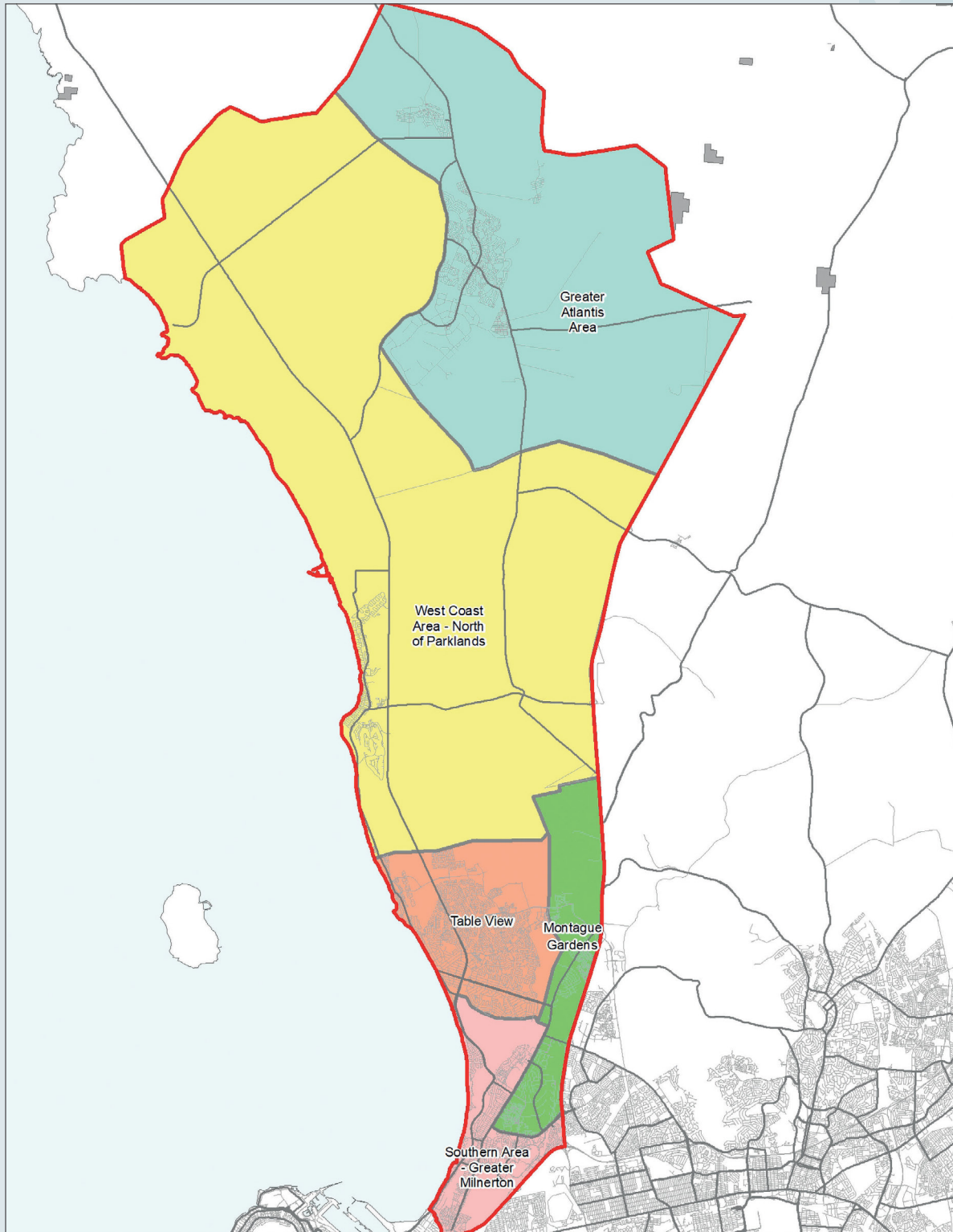


Figure 1: Blaauwberg District boundaries

1.2 Purpose of the District Plan

The District Plan aims to respond to the question:

“How do we want the city to be structured and function in the future?”

The spatial development framework includes the spatial vision, policy objectives and principles, and provides spatial development guidelines and implementation actions setting out how to achieve the spatial vision given the challenges and opportunities that the district faces.

Therefore, the District Plan is a medium-term plan (developed on an approximate 10-year planning horizon) that will guide spatial development processes within the district; provides policy direction for the nature and form of development; and guides land use and environmental decisions by providing a greater level of detail than is provided in the MSDP. The more detailed guidance is in chapters 3 and 4.

The District Plan also informs strategic public and private investment initiatives as well as the development priorities for more detailed local area planning. These are captured in volume 3. Given that the District Plan integrates various policy instruments, i.e. the line departments of the City and sector departments of the provincial or national government, it serves as the single geographically defined (i.e. district) spatial vision for the built environment through applicable land use policy guidance and the identification of projects for implementation.

The overall intent of the District Plan is to find ways to respond to the backlog in services and accommodation and the future land use needs, given the estimated future growth in population. This is to be done in a manner to ensure compliance with the principles of the relevant legislation, e.g. the Spatial Planning and Land Use Management Act, Act 16 of 2013 (SPLUMA) and the Land Use Planning Act, Act 3 of 2014 (LUPA).

The District Plan attempts to find innovative ways to deal with historic development challenges while balancing the need to promote, among others, green infrastructure, environmental sustainability and climate resilience approaches and principles. Therefore, the DSDP is integrated with the EMF and aims to achieve a single policy document (the District Plan) for planning and environmental decision

making. It also initiated a process for achieving needed exclusions from environmental processes and for fast-tracking the development process. These processes are discussed in more detail in the implementation plan. Some of these exclusion processes were already initiated.

The District Plan strives to provide a greater focus on ways to enhance implementation and is a guiding tool for decision making; it does not take the role of the Development Management Scheme (DMS) (formerly Zoning Scheme); does not take away or confer rights; can be deviated from; and should be read in conjunction with other spatial policies such as the Densification Policy and the Urban Design Policy.

1.3 Statutory mandates to prepare, and status of, a District Plan

The District Plan consists of two components, namely a Spatial Development Framework (SDF) and Environmental Management Framework (EMF). The District SDF is a subplan of the Municipal SDF (MSDF) and is provided for in the City of Cape Town Municipal Planning By-law 2015 (MPBL). It provides more detail than the MSDF. According to section 11(1) (Chapter 3, Part 3) of the MPBL, the District SDFs may be adopted and must provide at least the elements listed under annexure 3 (see volume 4: technical annexures).

The components of the District Plan that must be used to evaluate the suitability of an application for development, i.e. consistency with policy, include:

- a. The District Plan map (figure 14);
- b. The relevant subdistrict maps that replicate the District Plan, but includes additional (more local area) detailed spatial designations; and
- c. The district and subdistrict development guidelines in chapters 3 and 4.

Environmental management frameworks (EMFs) are prepared in accordance with the EMF Regulations promulgated on 18 June 2010 in terms of the National Environmental Management Act, Act 107 of 1998 (NEMA). Lastly, the approval of the District Plan includes an implementation plan that directs the prioritisation of private/public investment and execution of projects (generally by the public sector) to support the rollout of the district's vision, and can be found in volume 3.

1.4 The need for and scope of review

1.4.1 Current review of 2012 district plans

The approval of the 2018 MSDF and the fact that the previous district plans were almost 10 years old, gave rise, among others, to the need to review the 2012 district spatial plans to ensure alignment with the MSDF.

The grounds for the District Plan review are further to provide refinement and more detailed proposals to align with legislative and national/provincial policy changes, as well as the City of Cape Town's new and updated strategies and policies that have been approved since 2012.

The District Plan review responds to the changing contexts and circumstances of the city and the respective districts and local areas, and the implications thereof, and ensures that the policy appropriately responds to these. These changes

could include aspects such as development trends, population changes and overarching external factors, e.g. macroeconomic and other drivers.

Given that the EMF was approved along with the district spatial plans in 2012, the review of the District SDF includes a review of the EMF and results in an integrated District SDF and EMF. Furthermore, the updates/amendments received during the 2019/20 and the 2021 public engagement processes have initiated a technical review of the MSDF in order to ensure alignment between the MSDF and district plans. The relationship between these plans is shown in figure 2 below. These were approved by Council as a suite of interrelated documents.

The detailed scope and overview of the drafting process of the District Plan review are included in technical annexure 2 located in volume 4.

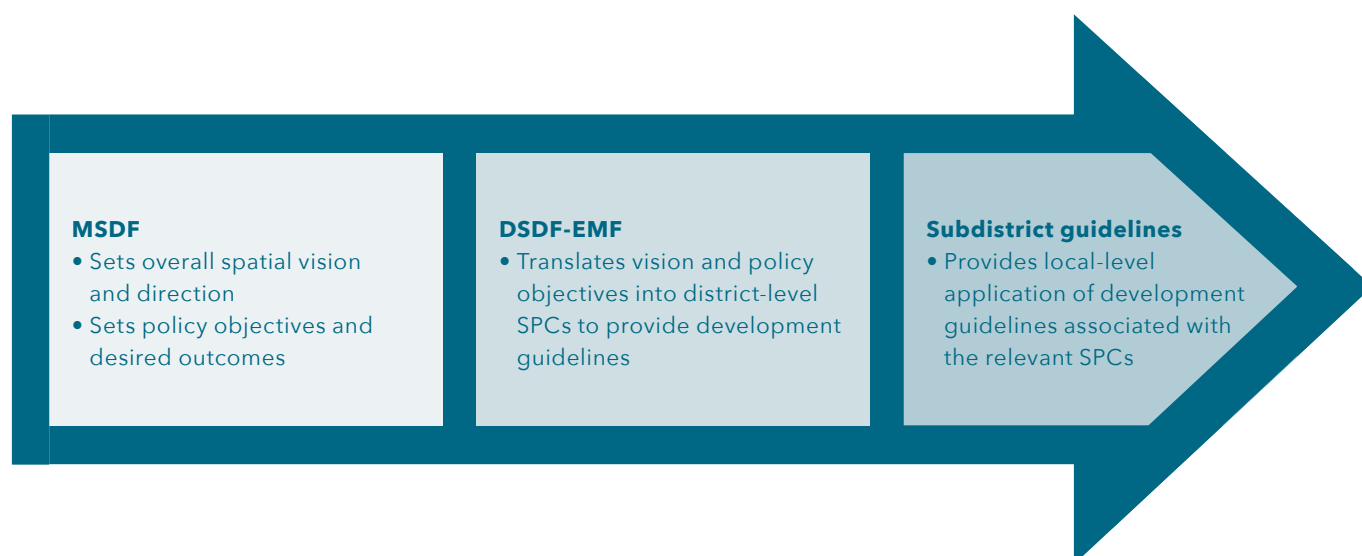


Figure 2: District SDF-EMF (District Plan) in relation to the MSDF and subdistrict guidelines

1.4.2 Future review of the district plan

It is envisaged that the District Plan will be reviewed on a 10-year basis, and to some extent should 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 in table 1.

Table 1: Schedule for review of DSDF

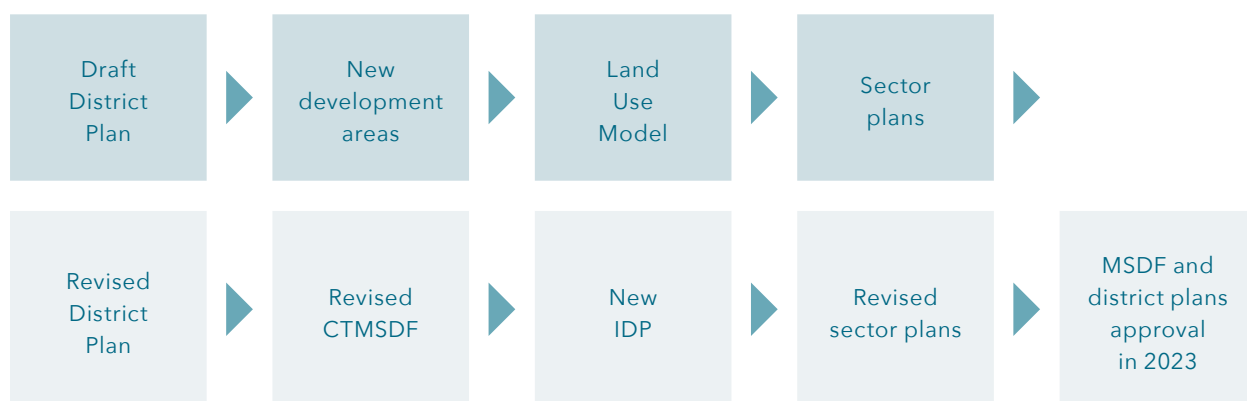
COMPONENT OF DISTRICT PLAN	SCOPE OF REVIEW	PERIOD
Integrated District SDF and EMF	Comprehensive	10 years
Spatial development framework: district development guidelines	Limited, focused on urban edge line	5 years (or annually to coincide with the annual IDP and CTMSDF technical reviews)
EMF (EIMZ)	Limited to components that are potentially dynamic (e.g. Biodiversity Network)	5-year basis (or annually)
Implementation plan for urban upgrading restructuring and upgrading	Comprehensive	Annually (if required)
Local area planning priorities	Comprehensive	5 years (may be updated more frequently as progress is made with local area planning initiatives)

Where guidelines are linked to dynamic elements, e.g. coastal setback lines, floodlines, approved utility buffer setback lines, once these lines are updated or refined as provided for in the respective legislation, it will be endorsed as part of the annual reviews of the District Plan and be automatically included as part thereof.

1.5 Linkages to other municipal work

Figure 3 shows the interrelationship between the District Plan and other processes in the built environment domain at the City level.

The MSDF is an integral component of the City's Integrated Development Plan (IDP). Section 35 of the Local Government: Municipal Systems Act, Act 32 of 2000 (MSA) states that the SDF, which is attached to the Council-approved IDP, serves as the principal strategic spatial planning instrument to guide and inform planning and development in the municipality. The MSDF provides overarching spatial direction for the district plans.

**Figure 3:** Relationship with other municipal planning instruments



The informal sector in Atlantis plays an important role to combat unemployment and poverty.

The draft District Plan proposes new development areas considered to be suitable for residential, industrial and commercial development and related development. These areas were used in the Land Use Model and provided yields of potential accommodation opportunities and related bulk for industrial, commercial and retail. These outputs were modelled geographically.

The above yields of potential future development will then influence the sector plans that provide for community facilities, housing infrastructure, services, etc. Once these sector plans are completed, they will be subject to an alignment process with the district plans, the new development areas and Land Use Model to produce a development scenario for which the services are aligned with the proposed future vision of the city contained in the MSDF and eight district plans. This means that the sector plans need to provide the required services and facilities to accommodate the future growth of the city based on the vision contained in the MSDF and eight district plans. Therefore, the vision in the MSDF and district plans is not based on the limitations of the current services infrastructure. However, this vision is based on the existing backlog and estimated unstoppable future growth (based on population growth and urbanisation) for which the capacity of services and facilities must be increased to address this need.

The district plans and the revised MSDF were aligned with the new IDP. The district plans and the revised MSDF will be submitted for simultaneous approval to ensure alignment between these documents.

1.6 Decision support criteria

1.6.1 Amendments and deviations

Section 99(2) of the MPBL outlines the criteria for deciding an application. While the MSDF is the principle spatial policy tool for evaluating applications, the District Plan is one of the relevant considerations when deciding an application as outlined in section 99(2) of the MPBL.

1.6.2 Consistency principle

The District Plan will be implemented in accordance with the consistency principle that applies to the plans

and policies of different spheres of government. In terms of the consistency principle, lower-order spatial plans and policies must be consistent with higher-order spatial plans and policies.

Based on this principle, should the provisions of the District Plan and any related lower-order plans/SDFs be deemed to be inconsistent with the MSDF, the MSDF will take precedence.

1.6.3 Considering the development guidelines for a site (assessing an application)

Assessing a development proposal (in an application) for policy consistency in relation to the Blaauwberg District Plan first requires a policy consistency assessment in relation to the (higher-order) MSDF.

Chapter 5 of the MSDF provides development guidance and directives that guide directives and routing for development applications across the city.

When considering the policy compliance and policy consistency of a proposed development of a site in relation to the District Plan, consideration must be given to the following:

- a. The District Plan map (figure 14);
- b. The relevant subdistrict maps that replicate the District Plan map, but includes additional (more local area) detailed spatial designations; and
- c. The district and subdistrict development guidelines in chapters 3 and 4.

Non-alignment (i.e. not provided for or in conflict) with the spatial designations applicable to any particular site on either of the above maps, or when evaluated in terms of the spatial development guidelines applicable to that spatial designation or the district or subdistrict guidelines, will trigger a policy (District Plan) non-compliance or policy (District Plan) inconsistency and will require the application of section 16 of the MPBL.

When a development application is provided for in the policy (i.e. on the above maps and guidelines) or is not in conflict with the policy, it can be considered compliant or deemed to be consistent with the District Plan.

1.6.3.1 Additional environmental considerations

To assist with interpreting the nature and degree of alignment with policy and the spatial designations, consideration must also be given to the two environmental significance maps:

- a. Green infrastructure and biodiversity (figure 11)
- b. Cultural and heritage resources (figure 12)

In accordance with section 99(3) of the MPBL, the assessment of applications also gives consideration to the City's IDP and supporting strategies (e.g. Economic Growth and Social Development strategies, Environmental Strategy), and approved planning policy, for example the Transit Oriented Development

Strategic Framework and other impact considerations including economic, social, land use, heritage and services.

1.7 Meeting development and environmental objectives and key shifts since 2012

As an overarching departure point, the District Plan aims to achieve spatial transformation by aiming to accommodate the backlogs related to past growth and the estimated future growth. The figure to the right gives an indication of what this growth entails.

Some of the main departure points between the City's early 2015 land use modelling and the updated 2020 Land Use Model are indicated in the table below:

Table 2: Main departure points between 2015/16 and 2020 LUM

Residential departure points	• More low-income households will need to be accommodated with less government funding for housing provided • Subletting of land for income generation will become even more prevalent • Significant increase in the growth of informality – 1 200 ha of new informal settlement areas assumed and new boarding house typologies included • Most new residential developments will likely be multistorey • Residential infill and densification will continue in spite of intentions to target corridor densification along public transport corridors • Residential intensification will continue in spite of diminished formal economic opportunities (people still need a place to stay)
Non-residential departure points	• The inertia and limited relocation potential of non-residential land use are accepted • New industrial floor area, by and large, takes place in existing industrial areas, with office development also following similar agglomeration trends in existing office-dominant Economic Areas Management Programme (ECAMP) zones • Retail response is stronger to population thresholds, and will thus follow residential infill and intensification patterns • Technological advancements will continue to negatively impact demand for office, retail and manufacturing space • Greater demand for warehousing, co-work, and business process outsourcing (BPO) is envisaged • A greater demand for mixed-use buildings due to a need for more sustainable, smart buildings that are occupied for longer parts of the day

POPULATION 2020-2040



±1 752 740

- Adult working population is expected to increase
- Ageing population: % of population aged 65+ is expected to almost double

RESIDENTIAL DWELLINGS/HHS



±630 264

Formal, informal/backyard dwellings

NON-RESIDENTIAL

Consider emerging trends in the market segments: estimates of future demand based on anticipated changes in the local population, consumer spending and the global, regional and local economy (e.g. work from home, e-retailing, conversions).

±1 007 727

Retail (m² GLA)

±1 481 951

Office (m² GLA)

±3 650 764

Industrial (m² GLA)



Figure 4: Projected additional land use quantum required for 20 years

Given the above needs (backlog and future growth), the current land use model projections show that the new development areas identified through the district plans, as explained above (all eight combined), can potentially accommodate more than 630 000 new housing opportunities, and 1 million m² retail, 3,6 million m² industrial and 1,5 million m² office development.

To accommodate the future growth, the District Plan adopted the principle of balancing the demands for urban development and nature conservation by containing the proposed urban growth, using a constraint on the lateral urban expansion by means of an urban edge. This means that instead of growing the city laterally and increasing the city footprint, any future new development is proposed on vacant and underutilised land within the current outer urban boundaries of the city. The above yields (see figure 4) suggest that there is no need for expanding the urban footprint beyond the proposed urban edge as the provided sites can, technically, adequately address the estimated need.

As a result, and to achieve a higher level of efficiency and boost the sustainability, equity and spatial justice of the city, the District Plan promotes improved access for the residents of the city. This means: (i) either taking new opportunities to where people are located, or because this is not always immediately adequately possible, (ii) to improve access to places where those opportunities are located, i.e. focusing on improving public transport. These are underpinned by the overarching principles contained in SPLUMA: spatial justice, spatial sustainability, spatial resilience, efficiency and good administration.

The above strategies of bringing opportunities to people through development, and people to opportunities through public transit, work hand-in-hand and are not mutually exclusive in a well-functioning city. Both strategies are needed because of the inequitable structure of the city. This is illustrated in figure 5. It shows the observed disjuncture between where the majority of the poor are located, i.e. on the peripheries, in relation to where the majority of opportunities are concentrated (especially economic opportunities), i.e. in the inner core areas of the city. The mentioned strategies aim to transform these patterns.

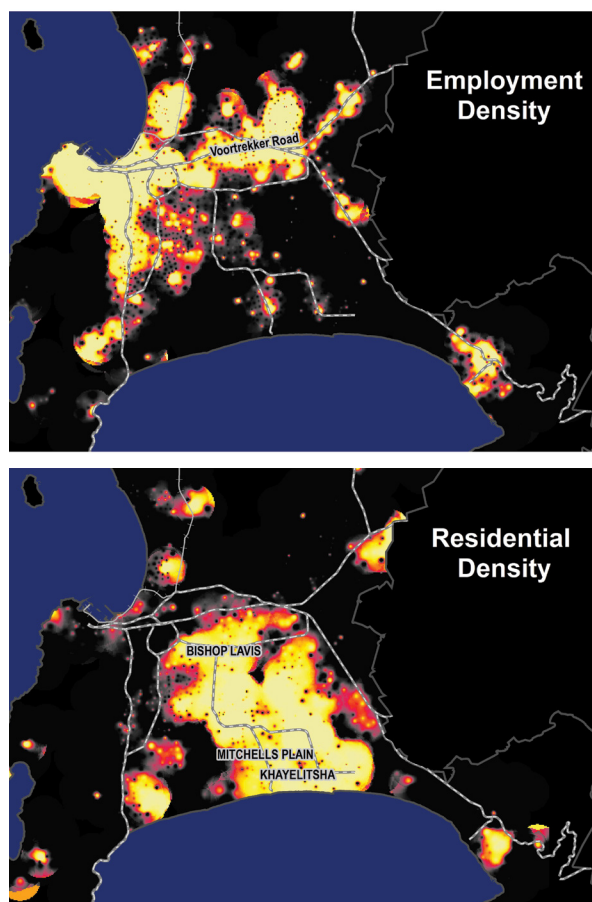


Figure 5: Employment density vs residential density

By locating new land use opportunities where people are located, the District Plan proposes to create a greater mix of land uses locally. This is advantageous to the future resilience of local areas – for example, during the Covid-19 pandemic lockdown, office workers made use of more services close to their homes because they were required to work from home.

Related to the above is also the approach of allowing higher densities in the most accessible locations, i.e. areas where most people frequent. These locations are generally along the major public transport routes and interchanges and close to economic opportunities as a first priority. This transit-oriented development (TOD) approach is still being pursued. See figure 6 relating to transit-oriented development.

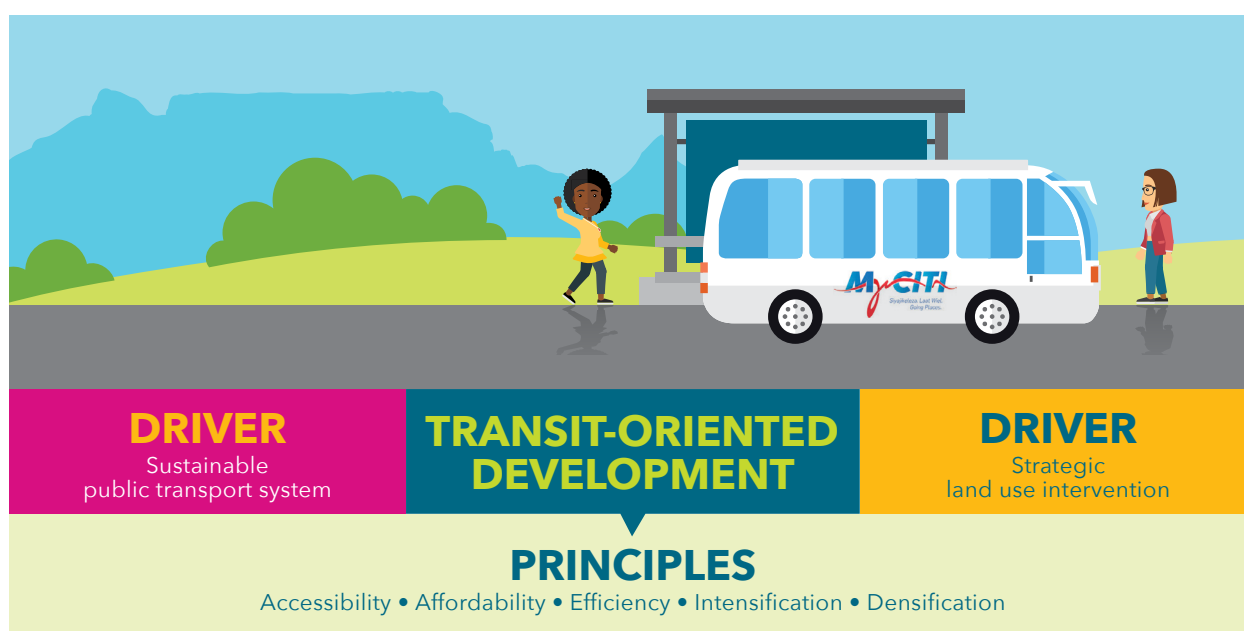


Figure 6: TOD principles adopted in the Cape Town Strategic Framework

The TOD has, to some extent, been compromised as the TOD approach is premised on the availability of well-functioning public transport. Cape Town does not currently have a well-functioning public transport system. Of significance are the challenges on the PRASA rail service that moves the majority of commuters, as well as challenges in sustainable bus and taxi services. However, work supported by the City is under way to get these wheels rolling again.

The above means that, as an approach, the spatial vision has included additional criteria for designating important nodes, such as where there are areas of economic opportunity or areas of deprivation and backlog, or areas with extensive, well-located state land.

Given the prevalence and the impact of the Covid-19 pandemic, the District Plan identifies areas to focus on economic recovery, i.e. how to speed up the resuscitation of the economy and how to spread economic activities more widely through the city. Here prioritising local facilitation areas, through a process of spatial targeting, helps to identify areas in need of, or of opportunity for, development, i.e. the development focus areas (DFAs), urban support focus areas (USFAs) and environmental focus areas (EFAs). The above spatial targeting approach is also

used to help create a prioritisation framework for implementation, i.e. which areas are priorities for interventions and where various mechanisms for facilitating development are to be investigated, such as exclusions from processes or incentivising developments. For reference purposes, DFAs and USFAs have been noted within the applicable subdistricts in section 4. Further elaboration on these spatially targeted areas and mechanisms is explored in volume 3.

The review of the 2012 District Plans aims to promote the plans' spatial vision in decision making. To achieve this, the full integration of the DSDF and the EMF has been pursued.

The District Plan focuses on informality both in terms of the housing and economic sectors. An informal economy survey has been completed to help inform the proposals in the District Plan. Ways to fast-track land for housing development are also being investigated through the provision of, among others, overlay zones and temporary use of land for housing.

The District Plan responds to the City's IDP by promoting the three spatial strategies as explained in section 2.1. The District Plan's response to the relevant IDP objectives is shown in table 3 below.

Table 3: District Plan response to IDP objectives

OBJECTIVE NUMBER	PRIORITIES	DISTRICT PLAN RESPONSE
1	Increase jobs and investment in the Cape Town economy	Identifies areas for economic development and development focus areas (DFAs), including appropriate facilitative policies (for the protection of critical industrial areas) and mechanisms.
7	Ensure an increased supply of affordable, well-located homes	Identifies suitable land for urban development (new development areas and areas for densification) including state-owned land. Promotes spatial justice through the identification of land in all areas and promotes the use of highly accessible and suitable land for development.
8	Safer, better-quality homes in informal settlements and backyards over time	Identifies areas where urban development should not take place to also ensure the safety of informal settlement dwellers. Informal settlements will be identified (not part of the current SDF) that may have to either be partially or entirely relocated for the safety of its residents.
9	Healthy and sustainable environment	Policy guidelines relate to environmental management and maintaining sufficient access, quality and quantities of green space, contributing to health and well-being. The TOD approach also promotes the creation of liveable environments, which presuppose well-functioning and managed local areas, including streets and public spaces.
10	Clean and healthy waterways and beaches	Policies relating to the environmental elements promote the protection of these sensitive elements, including waterways and beaches.
12	A sustainable transport system that is integrated, efficient, and provides safe and affordable travel options for all	Supports the public transport operations by promoting TOD, favouring the location of new development and higher densities of development in highly accessible areas, including public transport corridors and nodes. It also identifies critical future routes to support an efficient transport system.
13	Safe and quality roads for pedestrians, cyclists and vehicles alike	Supports the development of safer streets throughout the district by ensuring that all new development along transit-oriented corridors and nodal areas have safety and security of streets and public areas with improved NMT in mind.
14	A resilient city	Proposes policies relating to safer and sustainable development to reduce the potential impacts of environmental shocks and long-term stresses.
15	More spatially integrated and inclusive city	Promotes the spatial integration of the city by inclusive land use and transit-oriented development. Emphasis placed on the improvement and establishment of a well-functioning and efficient transport system. Also promotes the development of vacant land in highly accessible locations to allow for the future development of a range of housing options. Furthermore, encourages mixed-use development to provide opportunities locally as far as possible.

Lastly, the District Plan aims to facilitate appropriate development in appropriate locations. To enable this, a variety of mechanisms (allowed by the various legislation) are sought to fast-track appropriate development. These mechanisms include the use of environmental instruments (such as the Atlantis Environmental Management Programme Report (EMPr)) to exclude selected listed activities from

requiring environmental authorisation in specific geographical areas; adoption of the City of Cape Town urban edge and thus creating a NEMA urban area within its boundary; the designation of overlay zones with enhanced development rights; and various other incentives as unpacked more fully in the implementation plan (volume 3), which is due to be approved with the District Plan.





2.

THE SPATIAL OBJECTIVES

The spatial objectives for the district are informed by the MSDF's spatial vision, development strategies, and transformation agenda as well as the district's spatial vision, its role in the city, the integrated concept, and the key interventions identified to achieve the objectives.

2.1 MSDF spatial vision 2030 and beyond

The MSDF sets out the overarching spatial vision formulated to support the City's spatial transformation objectives:

Our vision is for Cape Town to be a city of hope for all – a prosperous, inclusive and healthy city where people can see their hopes of a better future for themselves, their children and their community become a reality. As the City government, we are focused on creating the conditions for the meaningfully faster economic growth we need to see more Capetonians lift themselves out of poverty.

A new spatial transformation agenda has emerged in the planning legislation (technical supplements C and D of the MSDF) and the City has recommitted to spatial transformation in the IDP. More specifically, the City is committed to “employing a range of new generation urban growth management tools and processes” and considering “the designation of priority areas, managed growth areas and protection areas with associated development parameters and procedural guidelines”.

The above are encapsulated in three spatial strategies that provide the spatial direction to achieve sustainable, equitable and managed growth as highlighted in chapter 5 of the MSDF:

Spatial strategy 1: Plan for employment and improve access to economic opportunities

Spatial strategy 2: Manage urban growth and create a balance between urban development, food security and environmental protection

Spatial strategy 3: Build an inclusive, integrated, vibrant and healthy city

2.2 MSDF spatial transformation areas

The basis for growth management through City investment is established in the MSDF (see chapter 4) via four primary spatial transformation areas (STAs), namely:

1) Urban inner core (UIC)

- The UIC represents the priority development and investment focus for the City, where capital and operational infrastructure investment must be prioritised to support the intensification of land use and spatial transformation.
- The district plans refine the UIC through identifying development focus areas (DFAs), which are targeted areas for urban restructuring that have the highest potential spatial transformative impact where dedicated budget/ planning/investment exists, and should be prioritised to facilitate development. This does not imply that other areas cannot be identified as areas of development focus for the duration of the district plans.

2) Incremental growth and consolidation areas (IGAs)

- These areas are where the City is committed to servicing existing communities, ensuring that backlogs are eradicated while new developments are also permitted.

3) Discouraged growth areas (DGAs)

- The district plans refine the demarcation of the boundary between the IGA and DGA by introducing the urban development edge as the outer limit for urban development. Areas beyond the urban development edges are those where new conventional urban developments are discouraged.

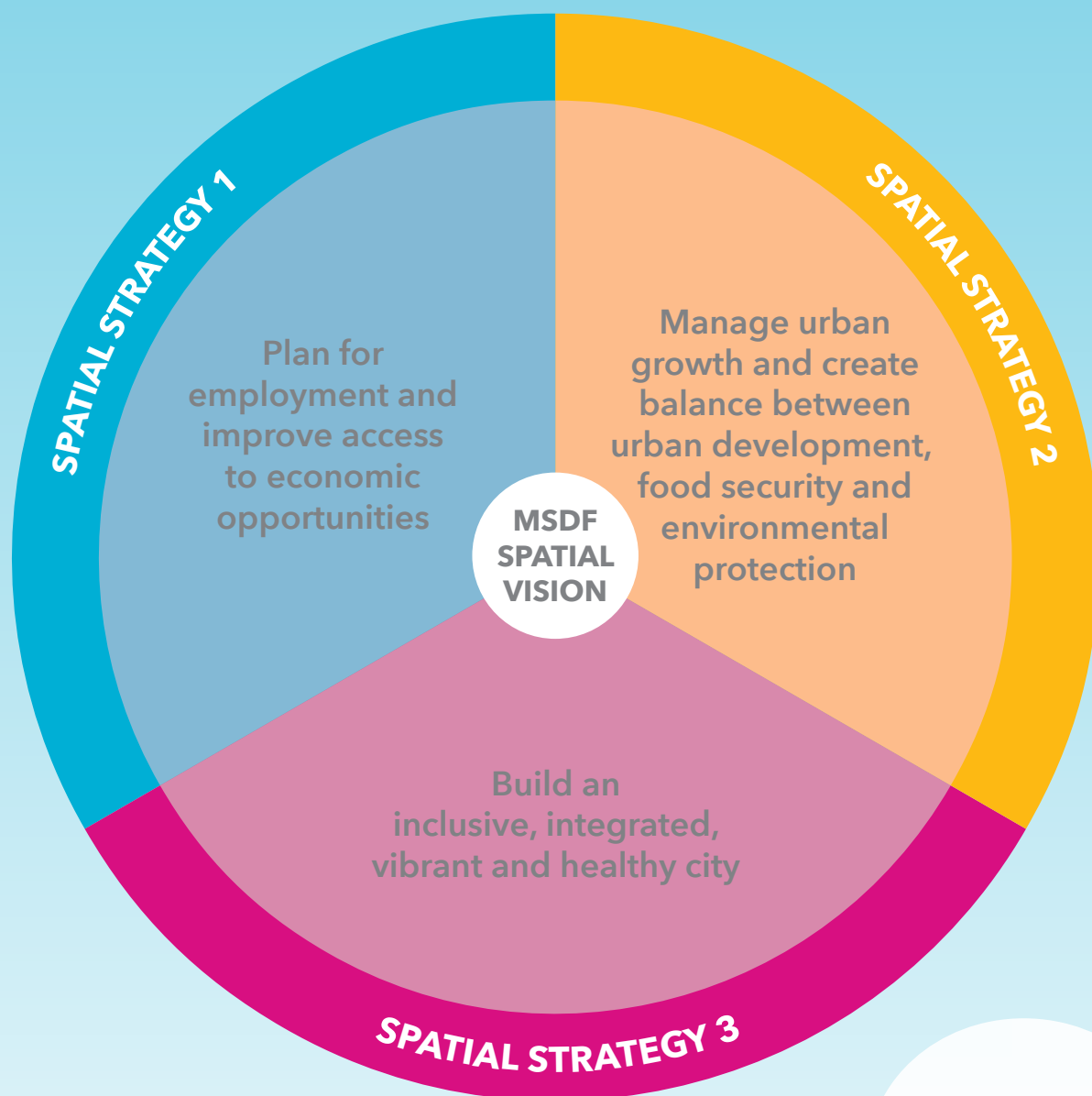
4) Critical natural assets (CNAs)

- The district plans translate the CNAs to include all areas with protected and critical biodiversity status (predominantly outside the urban development edges) that should be protected from urban development. In instances where proposed urban development coincides with areas of biodiversity importance, it has been indicated on the DSDF maps.

MSDF
SPATIAL
VISION

The title is rendered in large, bold, sans-serif capital letters. The word 'MSDF' is blue, 'SPATIAL' is pink, and 'VISION' is yellow. Three stylized human figures are positioned around the text: a woman on the left, a man on the right, and a person in the center sitting on the letter 'O' of 'VISION' while holding a newspaper with the word 'JOBS' on it.





The local application of the STAs identified at the metro scale has been contextualised through spatial concepts at district scale, which translate into localised spatial designations and spatial planning categories (SPCs). The table below provides a snapshot of how the STAs relate to the SPCs (which is further unpacked in chapters 3 and 4 of the District Plan).

Table 4: MSDF STAs and relation to SPCs in the District Plan

SPATIAL TRANSFORMATION AREA (STA)		RELEVANT DSDF SPC/ DESIGNATION
A) URBAN INNER CORE		
Principle	Emphasis/desired outcome	• Rail and stations • Roads (freeway/express, connector, development routes) • Scenic routes • Airports and harbours • Major rivers and 1:50-year floodline • Waterbodies • Smallholdings • Existing urban development • Mixed-use intensification • Industrial • NDAs (densities and use) • Cemeteries • Landfill sites • WWTW CONCEPTUAL DESIGNATIONS • Higher-order (and lower-order) development corridor • Nodes (M, D, L, N) • Civic clusters (regional, community, neighbourhood) • Destination place
City and public sector are committed to coordinated, spatially targeted investment and development to spatially transform and integrate city form.	• Diverse and dense land uses in association with current and future public transport infrastructure provision.	
B) INCREMENTAL GROWTH AND CONSOLIDATION AREAS		
Principle	Emphasis/desired outcome	
City and public sector are committed to servicing existing communities. New development subject to section 65 of the MPBL.	• Diverse and dense, where infrastructure allows • Diversification of mono-use residential patterns • Incremental intensification via subdivisions/second and third dwellings and rezonings • Public sector investment in existing and future human settlements permitted • Maintenance of existing infrastructure and development according to infrastructure capacity and associated CAPEX/ lifecycle costs	

SPATIAL TRANSFORMATION AREA (STA)		RELEVANT DSDF SPC/ DESIGNATION
C) DISCOURAGED GROWTH AREAS		
Principle	Emphasis/desired outcome	• Urban edge • Areas of agricultural significance
No investment from City and the public sector.	• Development permitted in respect of existing agricultural/ rural zoning • The existence of soils with low agricultural potential is not sufficient reason to consider allocating urban development rights	CONCEPTUAL DESIGNATIONS • Destination place
D) CRITICAL NATURAL ASSETS		
Principle	Emphasis/desired outcome	• Protected and critical biodiversity • Urban edge • Coastal edge
City and public sector are committed to servicing, protecting, enhancing and extending critical natural assets.	• Enhance and connect the CNAs that support the city and the regional environment and ecology • Status quo with land uses limited to agriculture and rural zone uses as per DMS	CONCEPTUAL DESIGNATIONS • Destination place

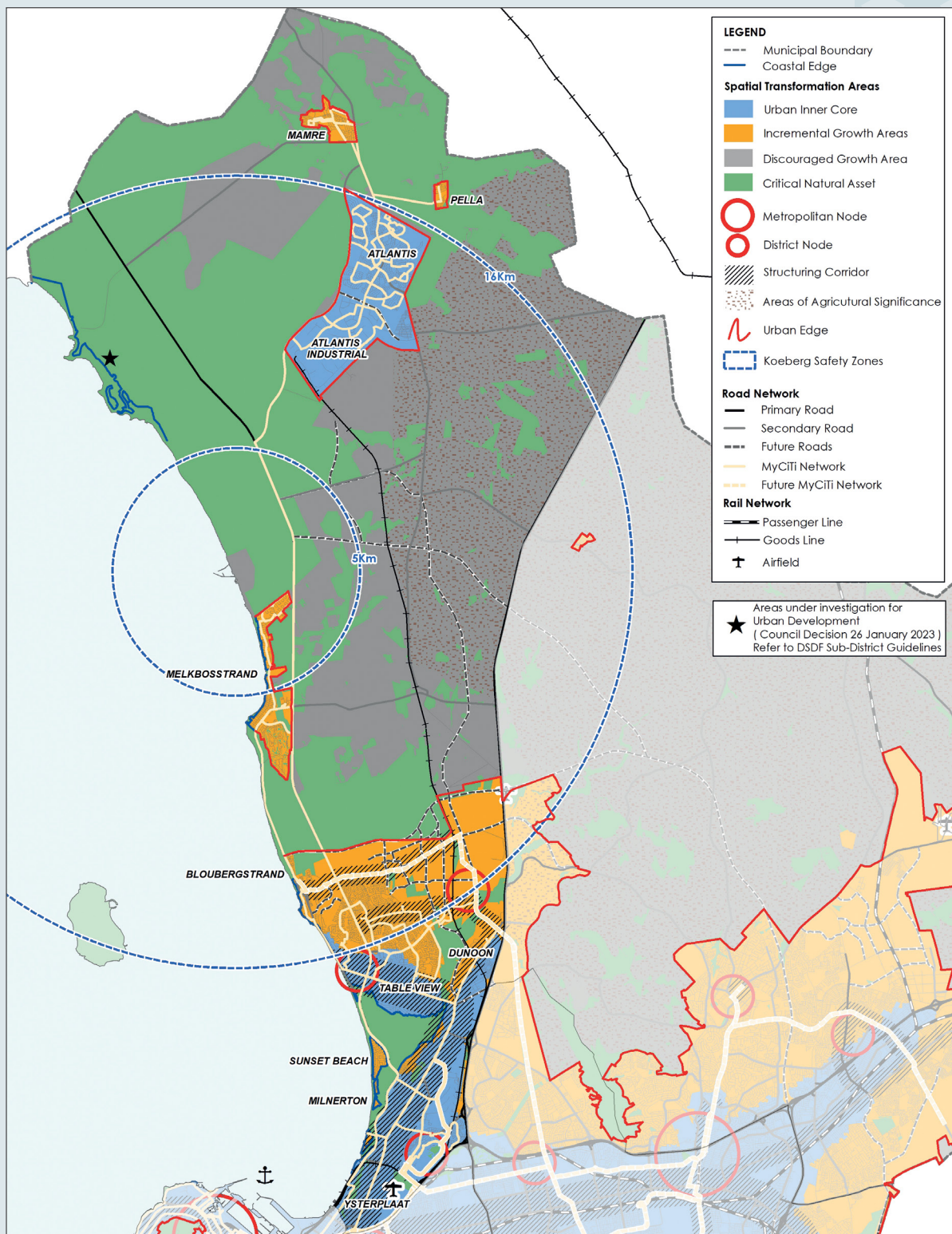


Figure 7: Consolidated MSDF spatial concept

2.3 District spatial vision

The spatial vision for the 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 and opportunities 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 the formulation of the District Spatial Development Plan.

The vision statement for the Blaauwberg District is:

"A district that is defined by its natural amenity and public realm, providing relief from the intense urban environment. The district accommodates substantial urban growth in the city, and is a leader in sustainable development practices. Urban development is characterised by integrated, mixed-use development linked to public transit. This reduces urban sprawl, limits commuting times and conserves the varying urban, rural coastal and agricultural landscapes. Residents have improved access to community facilities, recreation places, work and a range of housing opportunities, thereby reducing the district's dependence on the city centre and encouraging a self-sustaining urban environment."

2.4 Role of the district

It is vital to acknowledge the role of this district in the metropolitan context and how it needs to contribute to broader, citywide planning objectives. In terms of the vision, its strategic role is to focus primarily on the following:

2.4.1 Accommodating growth through greenfield development and targeted intensification

Rivergate, Sandown, Frankendale and Sunningdale are identified to accommodate a large proportion of the anticipated formal growth in the city. Koeberg Road, Blaauwberg Road and part of Marine Drive are identified as structuring corridors in the city. They

reflect the targeted, prioritised areas earmarked for the largest spectrum of land use mix associated with the highest density of population and employment. New development and intensification are also identified for Berkshire Boulevard and Sandown Road.

2.4.2 Protecting and enhancing natural assets

The Blaauwberg District contains some of the last remaining remnants of globally critical biodiversity. As growth is accommodated in this district, a high level of priority should be given to conserving sufficient critical endangered habitats in order to sustain this biodiversity. Access to and amenity value of natural assets, including nature reserves and coastal areas that include the Diep River estuary, should be enhanced for the benefit of the city's residents. The Atlantis aquifer and recharge area is an important asset to be managed and protected as a sustainable source of potable water in the city's water supply. The district has a large portion of high-potential agricultural land, which must be protected for current and future food security and resilience in the metropolitan area.

2.4.2.1 Green infrastructure

The acknowledgement of the social, ecological and infrastructural service provided by green areas requires a specialised planning response. Green infrastructure (GI) identification helps to guide development by highlighting, spatially, which areas are important for GI provision. Where such spaces are developed, measures need to be considered to protect and enhance ecosystem services and GI provision, or to identify where new GI assets can be promoted or created.

A common thread through all GI definitions is connectivity and the involvement of nature to solve problems in the built environment of urban areas. GI planning should be inclusive of both pro-development and pro-environmental approaches that support the city's liveability, resilience and adaptation to climate change.

The primary objectives and functions of green infrastructure include:

- a. water management;
- b. biodiversity conservation;
- c. climate change adaptation and mitigation;
- d. human health and well-being; and
- e. sustainable land management.

The following principles need to be taken into consideration when planning for green infrastructure, especially in the urban context.

2.4.2.2 Connectivity: the interlinking of green spaces, both functionally and physically, leads to added value

Multifunctionality: Aiming to enhance the capacity of green infrastructure to deliver multiple benefits concurrently. Furthermore, that multiple functions from ecosystem services are explicitly considered, rather than a product of chance.

Integration: Urban green is considered as a kind of infrastructure, and that this is sought to be integrated with other urban (grey) infrastructure, both physically and functionally.

Multiscale: Recognition that GI planning can be considered at different spatial scales and levels, from city-region to local project, and that it aims at linking different spatial scales.¹

2.4.3 Providing a range of opportunities

In light of rapid urbanisation, this district has an important role to play in addressing the City's housing backlog by providing an integrated range of housing opportunities, and new industrial and commercial development. The upgrade of Doornbach and nearby development should serve the surrounding area, particularly in terms of shared facilities.

2.4.4 A leader in transitioning to more sustainable development practices

The district accommodates the country's first (and only) Greentech special economic zone that aims to attract sustainability focused industrial activity from around the country. The Potsdam sustainability campus aims to lead the piloting of carbon-neutral building designs in the Cape Town context, to benefit all sectors of society in Cape Town and further afield.

2.5 Blaauwberg District summary concept

The district concept presented here is a summary of the strategic development opportunities and challenges, as described and unpacked in section 2.1 above, and the application thereof, at conceptual level. The concept (figure 8) is diagrammatic and illustrative of key ideas that are unpacked and given detail in the information related to the spatial planning categories that follow in section 3.

¹ The 'Green Infrastructure Network of the City of Cape Town Interrogative District Mapping Report' January 2020 contains the GI scoring that has been given to various categories of open spaces (City Map viewer tester pending).

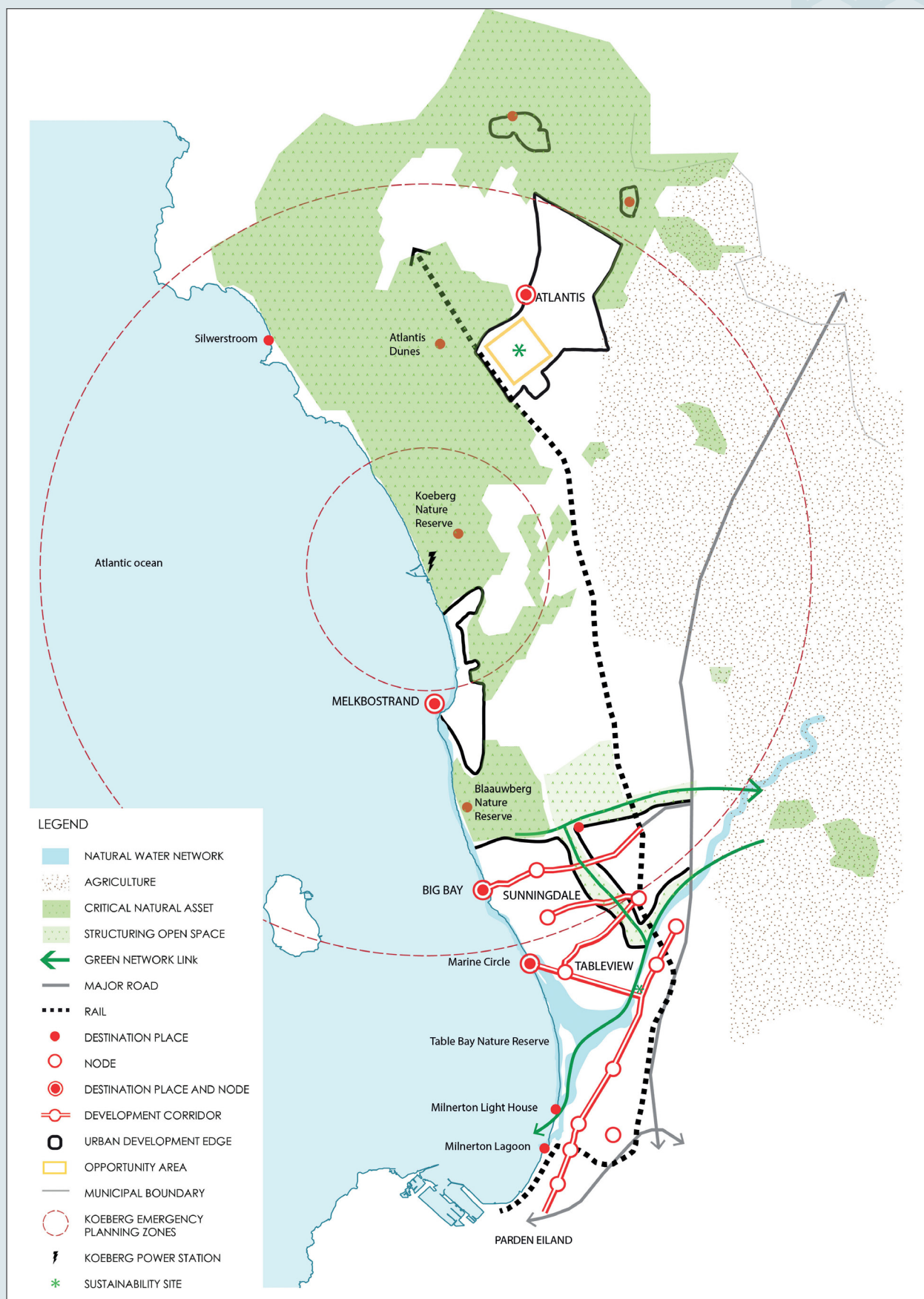


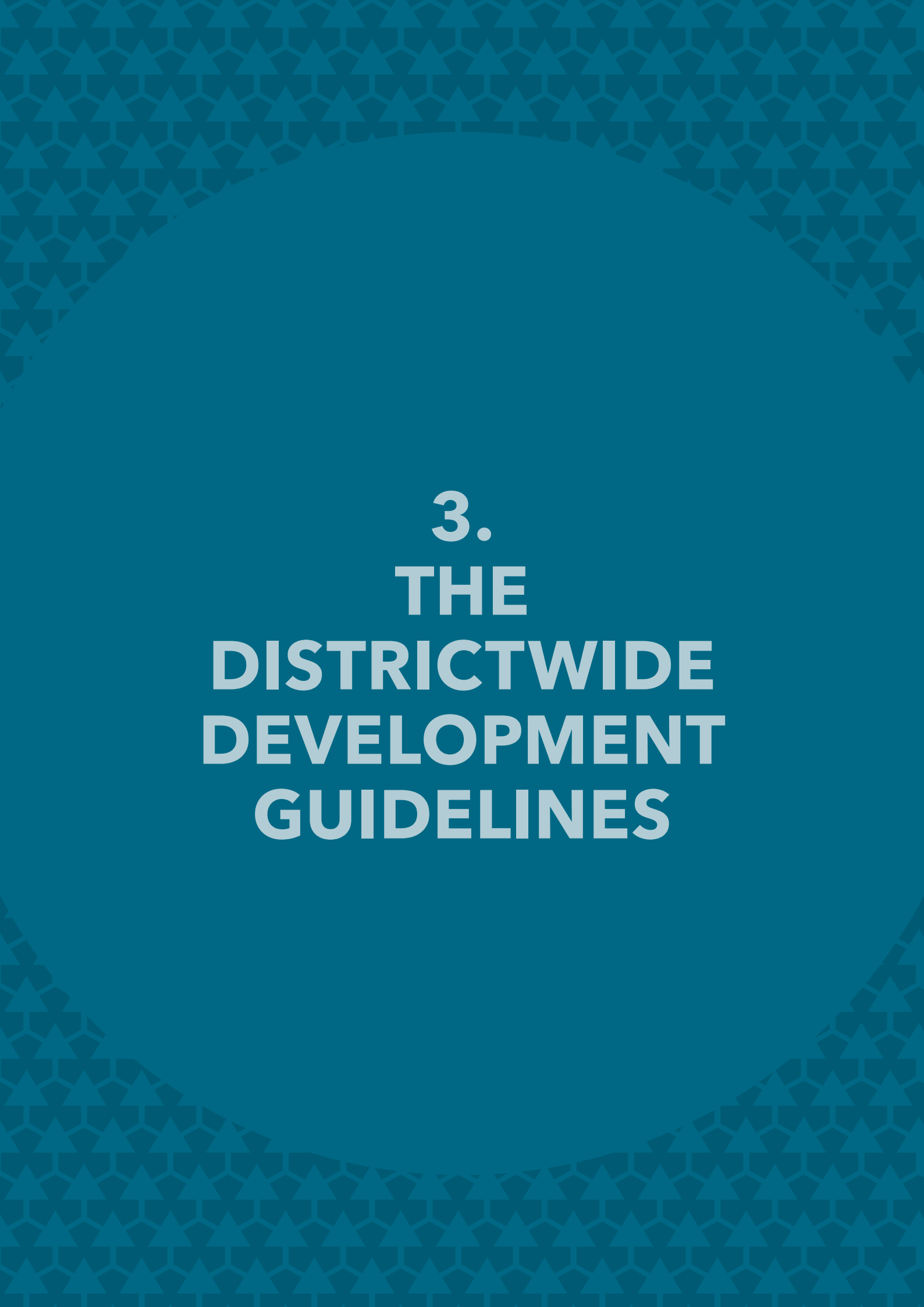
Figure 8: Conceptual spatial ideas - Blaauwberg District

2.5.1 Key elements and interventions

1. Direct growth in the district within the urban development edges to accommodate a variety of land uses and residential opportunities.
2. Support the establishment of ecological corridors to link biodiversity.
3. Promote the coordinated upgrade of Dunoon, Doornbach and surrounding urban support focus areas, linking with development at Annandale and the shared provision of community services.
4. Direct growth away from risk areas and encourage appropriate development limitations and modifiers as well as measures to mitigate existing risks.
5. Support access to and enhancement of coastal opportunity areas, including local planning to guide future upgrades of the Table View beachfront.
6. Intensify development along the Koeberg Road and Blaauwberg Road corridors. Support reviews of the Blaauwberg Road Management Strategy and Koeberg Road Management Strategy to guide appropriate development intensity and densification.
7. Promote sustainability sites, including supporting the redevelopment of Potsdam as a pilot for sustainable development practices, and supporting initiatives and infrastructure linked to the Atlantis Greentech SEZ.
8. Protect valuable agricultural land, critical natural assets and the water network, including the Diep River system.
9. Encourage the formalisation and improvement of access to destination places.
10. Promote the upgrade of the Atlantis railway line to a passenger line.
11. Promote public and private investment into areas of greatest need – such as the urban support focus areas, e.g. Atlantis, Doornbach, Dunoon and surrounds.
12. Discourage incompatible uses that may displace jobs from well-located, functioning economic areas such as well-located industrial areas.
13. The current capacity constraints at Potsdam WWTW are being dealt with urgently by way of a multibillion rand infrastructure investment to provide additional capacity for future anticipated development. In the interim, the City has adopted a standard operating procedure (SOP) to deal with development needs where wastewater treatment capacity is constrained (see section 4: subdistrict development guidelines for details of the SOP).



Koeberg power station in Duynfontein, Cape Town, is the only nuclear power plant in Africa.



3. THE DISTRICTWIDE DEVELOPMENT GUIDELINES

The District Plan applies the spatial concepts and structuring elements discussed in chapter 3 to the context of the Blaauwberg District, realising the appropriate medium- to long-term spatial structure and vision for the district. The purpose is to illustrate the application of the strategies from concept to reality.

This section also serves to synthesise the proposed overall spatial structure for the district and intended 'future state' that will provide a guide to investment and land use decision making. It should be read in conjunction with the relevant CTMSDF policies and subdistrict development guidelines (contained in section 4 of this document).

The District Plan comprises five broad categories for development guidance as follows.

3.1 Spatial planning categories and environmental management zones

A) Environment, biodiversity and heritage management

- Hydrological and coastal zones
- Green infrastructure and biodiversity shown in detail in figure 11
- Agricultural areas of significance
- Cultural and heritage management (figure 12)

B) Urban development categories

- Residential development
- Mixed-use intensification
- Industrial
- Utility service infrastructure installations and networks
- New development areas

C) Transport infrastructure and route designations

- Freeways and expressways
- Rail
- Development routes
- Connector routes
- Non-motorised transport
- Airports and other freight hubs

D) Conceptual designations

- Corridors
 - Development corridors
 - Green corridors
- Urban nodes
- Civic clusters
- Destination places

E) Development edges

- Urban development edge
- Coastal edge

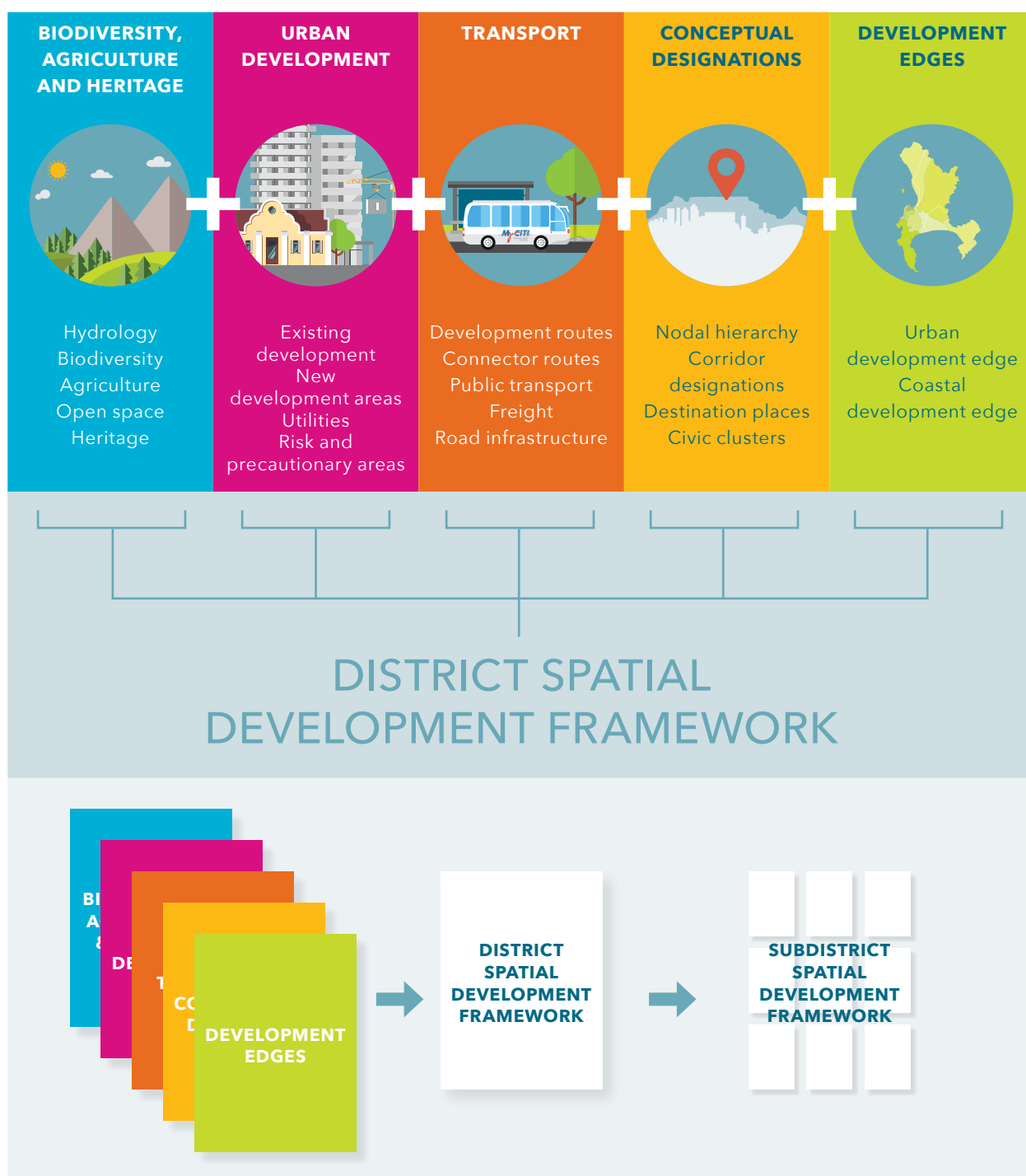


Figure 9: Five categories for development guidance in the District Plan

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 (see table 8), which are generally defined according to cadastral boundaries. However, although appropriate at a district and subdistrict scale, the spatial planning categories are generally broad classifications, which may require a greater level of detail through sector-specific plans or local area planning frameworks to further guide decision making at a local and site level.

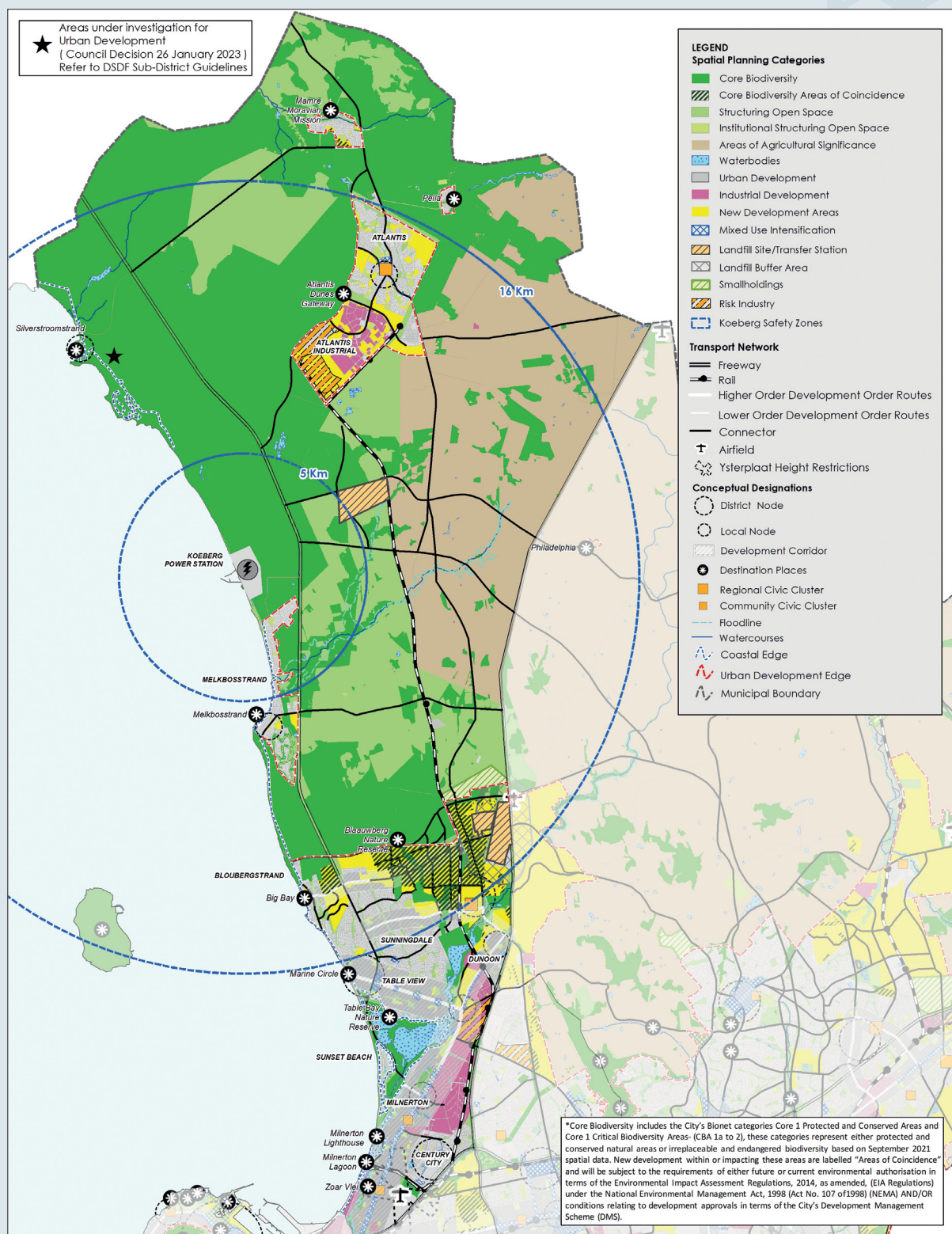


Figure 10: Blaauwberg District Spatial Development Framework

3.2 Guidelines for spatial planning categories (SPCs) and environmental management zones

The land use classification system adopted by the Blaauwberg District Plan is consistent with the bioregional planning framework and broad spatial planning categories (SPCs) utilised by the MSDF. Additional categories included in the District Plan, commensurate with the greater level of planning detail, are included (e.g. urban development, utility service infrastructure).

Environmental management zones and SPCs specify the inherent land use suitability of the city's environmental, cultural, and urban landscapes for development.² Figures 11 and 12 reflect the synthesis of environmental management considerations, while figure 23 is informed by the location of core biodiversity areas and structuring open spaces within these zones.

3.2.1 Environment, biodiversity, agricultural and heritage management spatial planning categories

The Blaauwberg District contains areas with varying environmental characteristics and levels of sensitivity. These are described in detail in volume 1: the baseline and analysis report and include natural areas, e.g. coastal areas, parts of the Biodiversity Network as well as active and passive recreation areas such

as parks, sports fields and cemeteries. These are all interconnected and support interactions between social, economic and ecological activities.

The mentioned areas have been categorised in accordance with their similar environmental attributes known as environmental impact management zones (EIMZs). EIMZs have been identified using the best available information at the time of report compilation.

These EIMZs are intended to guide and inform planning and decisions regarding activities that require environmental authorisation or planning approval within these areas. They form a guide for land use decision making that can enhance the ecosystem services or protect conservation worthy assets.

In addition, the green infrastructure network (GINet), derived through the mapping of green and blue open spaces (public and private and > 1 ha) based on ecosystem service provision of these spaces, highlights assets or attributes of a site that require consideration during a development process, with a view to retaining those services or assets, and where opportunity or potential exists, to enhance them through the development process.

² Activities and land use designations are still subject to legislative requirements in terms of NEMA and other relevant legislation, as well as impact management norms and standards such as the implementation of an Environmental Management Programme (EMP). The cultural heritage resources are additionally subject to the general protections detailed in the National Heritage Resources Act as well as being represented in a separate overlay zone, i.e. the heritage protection overlay zone (HPOZ). The existing and proposed HPOZ, together with individual formally protected heritage sites, must be considered in planning, development and land use management decisions.

The areas identified as part of the GINet contribute to ecological, social and infrastructural services, such as habitat and connectivity, recreation, cultural or spiritual practices, groundwater infiltration, and flood attenuation, among others.

The GINet is an informant layer and provides a degree of guidance on ‘what’ development should respond to on a site, as opposed to ‘whether or not’ development should occur.

A green infrastructure approach considers the principles of multifunctionality, connectivity and using nature to solve problems in the built environment.

The extent of the GINet is shown in figure 10 and is inclusive of areas such as agricultural land, conservation and biodiversity areas, rivers and floodplains, parks, coastal areas, and other green and open spaces, as all provide one or multiple ecosystem services.

The GINet³ has informed the structuring open space category, which is reflected on the district and subdistrict maps. The structuring open space category has been

edited to reflect a desired future state, taking into account existing development proposals and the potential future use of different sites, for example not all private sites are expected to remain structuring open space, though they may still provide ecosystem services. The GINet must therefore be consulted to inform how a proposal could best take ecosystem services on a site into account.

The section below will provide details with regard to the environment-related spatial planning categories (e.g. biodiversity, structuring open space, waterbodies, agriculture) and how they relate to the environmental impact management zones with their applicable development guidelines. The lefthand side of the table indicates the select spatial planning categories from the environment maps that appear on the SDF and subdistrict maps.

The following table should be read together with the accompanying maps,⁴ figure 12 and figure 11, which outline areas for natural resource conservation priority and heritage conservation priorities respectively.

Important note: 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: Waste Act (NEM:WA), the NEM: Integrated Coastal Management Act and the NEM: Air Quality Management Act. References should also be made to section 38 of the National Heritage Resources Act.

³ The GINet will be able to be consulted via a viewer, which will provide information of the assets or attributes of a site. This may be available either via the Open Data Portal, or information will be available on request from the Environmental Management Department.

⁴ Finer-scale mapping is available on City Map viewer.

Table 5: Development guidelines for management of environmental resources in relation to environmental management zones

RIVERS, 1:100-YEAR FLOODPLAINS AND WATERBODIES	COMPONENTS AND DISTRICT ELEMENTS	GUIDELINES AND MANAGEMENT PRIORITIES
	HYDROLOGICAL ZONE (FLOOD RISK AREAS, RIVERS, WETLANDS, ESTUARIES AND AQUIFERS)	
	a) Rivers, wetlands and their associated buffers, flood-prone areas Flood risk area 1 These constitute areas within the 1:50 floodline, i.e. where floods of this magnitude are equalled or exceeded on average once in 50 years, e.g. sections along the Diep River Flood risk area 2 These constitute areas within the 1:100 floodline, i.e. floods of this magnitude are equalled or exceeded on average once in 100 years, e.g. Sout River, Zoarvlei, Rietvlei Flood risk area 3 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, e.g. parts of Paarden Eiland	1. Conservation, public open spaces and associated recreation are appropriate uses. 2. These areas can play a valuable role in the NMT network. Allow for NMT movement where practicable. 3. Ensure connectivity of spaces is enhanced and not compromised by hard fencing or other structural barriers to species movement. 4. Development is undesirable and at risk in the 1:50-year flood mark. 5. Some tourism-related activities such as campsites are possible in the 1:100-year flood mark. 6. Undesirable activities in terms of NEMA should only be authorised under exceptional circumstances, subject to compelling motivation (e.g. where there is an existing right). 7. Apply more restrictive building setback lines and maximise on-site water infiltration and permeability in relation to redevelopment initiatives in flood-prone areas. 8. Although some agricultural activities may be permitted within the flood risk 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). 9. No agricultural activities should be approved within the 1:2-year floodline. 10. New development within the 1:100-year floodline should be subject to formal acknowledgement by the owner of flood risk, and is only permissible where there are existing rights. Where facilities associated with sports fields, golf courses or picnic areas have been conditionally permitted in the 1:50-year zone, floor levels must be above the 1:50-year floodline. 11. Planting and landscaping must be approved by the City to ensure that this is done with appropriate trees and indigenous riverine plants and vegetation. Invasive alien species in or adjacent to a watercourse must be controlled in accordance with relevant legislation. 12. Perimeter fencing must be visually permeable from ground level and not adversely affect the free flow of water and movement of aquatic fauna, small wildlife or birds. 13. Direct informal settlement dwellers away from risk areas, including below the 1:100 floodline.

Rivers, estuaries, wetlands and their associated buffers, e.g. Sout River, Zoarvlei, Rietvlei, Diep River Estuarine functional zone	14. Increase infiltration capacity in river corridors and wetlands through water-sensitive urban design practices and sustainable urban drainage systems, such as permeable paving, sustainable water storage systems and appropriate landscaping. 15. Incorporate stormwater quality and quantity management into redevelopment proposals in line with the Management of Urban Stormwater Impacts Policy regarding treatment and management of water at source. 16. In general, new buildings and developments overlooking rivers should be oriented towards the river, where possible, and the principles of water-sensitive urban design should be applied. 17. Improve water quality by identifying appropriate interventions along the watercourse to prevent or filter pollutants, such as sealing off historical outlets and maturation ponds from the Diep River. 18. Improve the ability of spaces to assimilate water pollutants and assist with water purification. 19. Support initiatives to reinforce the separation of nutrient-rich Potsdam discharge from the salt marshes fringing the Rietvlei system. 20. Encourage Montague Gardens bulk sewer upgrade to reduce sewage spill events due to capacity constraints and aged infrastructure, including into the Theo Marais Canal. 21. Support stormwater to sewer diversion(s) at Dunoon and Doornbach
b) Aquifers Example: Atlantis Aquifer	1. Redevelopment and new development should give preference to the use of permeable surfaces and vegetated infiltration zones, where appropriate, to protect and enhance water sensitivity and aquifer recharge capability of various land uses. 2. Aquifer recharge areas and sole-source aquifers should be protected from potential sources of pollution. A list of potentially contaminating activities (PCAs) and their associated levels of risk to groundwater is included in annexure 1. The highest-risk PCAs that should be discouraged are: current and historic gas stations/sumps, chemical or petroleum processing and storage, dry cleaners, metal plating, finishing and fabricating, mines and gravel pits, plastic/synthetic producers, confined animal feeding operations, airports, current and historic landfills/dumps, septic tanks and wastewater.
c) Other water source areas These include springs, reservoirs, dams, well points, water storage facilities in developments, e.g. Sunningdale/Parklands Ephemeral Pan, Blouvlei (Century City)	1. Protect water source areas and integrate into urban design. 2. Enhance the utilisation of localised water sources, where appropriate, for landscaping and maintenance of open spaces. Encourage on-site water storage integrated into design of new developments.

COMPONENTS AND DISTRICT ELEMENTS	GUIDELINES AND MANAGEMENT PRIORITIES
COASTAL ZONE	
a) Coastal protection zone (seaward of the coastal development edge line)	1. No urban development seaward of the coastal edge line unless it enhances public amenity and recreational value, and that such development is consistent with the principles and objectives contained in the Integrated Coastal Management Act. 2. Any future development of coastal infrastructure must be situated or developed in such a way that does not compromise the functional integrity of the coastal environment and that such infrastructure is not exposed to risk from coastal processes. 3. Encourage infrastructure development of a transient nature, due to the emergent risk properties associated with coastlines and the anticipated increased exposure to coastal hazards associated with climate change. 4. Areas falling partially or totally seaward of the coastal edge line must be protected, including remnants of natural systems. 5. Amenity opportunities should be promoted with minimum disturbance to the coastal environment and coastal processes. The recreational amenity of the coast should be protected and careful consideration given to issues such as beach shadowing caused by tall building proposals; stormwater discharge into the coastal environment; and noise resulting from extensive densification of land use. 6. The construction of amenities that facilitate access to the beach, such as parking lots, must be supplemented by ancillary infrastructure (such as raised boardwalks) to prevent damage by pedestrians to sensitive dune and beach systems. 7. Access to the coast must be maintained and improved such that access does not impact the functional integrity of natural coastal systems. 8. In areas of intense coastal recreational focus, such as coastal nodes, the natural and heritage-related elements that contribute to the attraction and success of the coastal node must not be impacted on. 9. Where coastal defences need to be enhanced to protect against extreme weather events or incremental erosion associated with climate change-induced coastal pressures, an approach that minimises adverse effects, using green infrastructure principles, should be considered. 10. Where possible, protect, rehabilitate and maintain remaining natural coastal 'green' infrastructure (dunes, estuaries, etc.) as the most effective means to mitigate the impact of climate change-induced pressures, such as sea-level rise and storm surges.

	11. Apply a retreat approach to coastal infrastructure located in areas at high risk to coastal processes, where financially and environmentally feasible and where space permits. Where retreat is not an option and where development is located landward of the coastal edge, but is still exposed to coastal processes, these areas will be mapped and local area regulations, such as overlay zones, will be developed for them. 12. Ancillary infrastructure to the coastal environment (ablutions, parking and access paths) must be of appropriate design to withstand the harsh environment. Alternative means of service delivery for coastal amenities that do not involve hard infrastructure should be considered, including green infrastructure approaches and principles. Coastal amenity areas should be developed and serviced in a manner that does not interfere with the functioning of natural systems.
	Environmental authorisation considerations i. Issues to be considered when obtaining an environmental authorisation: sea-level rise, storm events and coastal erosion, vegetation, hydrology, biodiversity, geomorphic impacts, visual impacts, health and safety issues, access to the coastal zone, pollution, dunes and sand movement, risk and liability issues. ii. Development of coastal nodes must consider the functioning of possible coastal ecological corridors and implement measures to retain this functioning. iii. The coastal edge line will guide the determination of development typologies seaward of the coastal edge.
b) Areas exposed to coastal processes (see subdistrict maps) Examples: • Water's Edge, Melkbosstrand • Big Bay and Small Bay beachfront • Table View beachfront • Table Bay Nature Reserve (coastal dunes) • Dolphin Beach • Milnerton Golf Club • Woodbridge Island and Zonnekus • Milnerton beachfront • Lagoon Beach • Leisure Bay • Spinnakers	1. Development or land uses should not create adverse effects on the functioning of coastal processes. Prohibit major new urban development infrastructure and bulk services investment in coastal areas that are exposed to coastal processes. 2. Redevelopment (intensification) and new urban development proposed in these areas should reflect consideration of potential flood risks and include mitigation measures, where necessary. 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.

COMPONENTS AND DISTRICT ELEMENTS	GUIDELINES AND MANAGEMENT PRIORITIES
CONSERVATION AND BIODIVERSITY PRIORITY ZONE (Full extent together with GINet shown in figure 11)	
a) Core biodiversity (appears on SDF and subdistrict maps) and protected and conserved areas (core 1), e.g. • The Blaauwberg Nature Reserve (BNR) and associated east-west ecological corridor (to be delineated/established as development rolls out) • Parklands Fynbos Corridor • The Table Bay Nature Reserve wetland and estuarine complex (Diep River section, Rietvlei section, Diep River estuary, Milnerton racecourse and Zoarvlei section) • Parts of the Cape West Coast Biosphere Reserve • Koeberg Nature Reserve • Witzands Aquifer Nature Reserve • Private stewardship sites	1. Only conservation-related activities/development in accordance with reserve management plans should be considered. 2. Consolidate and link existing protected areas.
b) Critical biodiversity areas (core 1 CBA 1a-2) Example: The CBAs south of Blaauwberg Nature Reserve	1. New development inside of the urban edge potentially impacts on areas of high biodiversity importance. Such development should be sensitive to biodiversity considerations affecting these CBA areas by imposing environmental management programmes in relation to development or by prohibiting development when not appropriate. 2. New ecological corridors and areas could be established to mitigate against lost biodiversity. Their demarcation should, in principle, be guided by the location of high-quality remnants of biodiversity. 3. Rehabilitate and maintain areas of sensitive natural vegetation and high biodiversity value. Where biodiversity remnants conflict with areas earmarked for development, ensure that adequate botanical, freshwater and faunal impact assessments are undertaken timeously. 3. 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). 4. Where possible, all new utility infrastructure, services and structures should be located outside of these areas.

c) Sites of coincidence where core 1 CBA areas and new development areas co-exist (see SDF map and subdistrict maps) Example: fynbos corridor	1. Areas of coincidence are where there are compelling urban efficiency, social and economic reasons to pursue urban development or where urban development is imminent and this coincides with CBA that may be impacted as a result. 2. In such cases, development on the site will be considered consistent with the District Plan. 3. These areas will be subject to the requirements of environmental authorisation. 4. Conservation and sound environmental management principles must be demonstrably considered in the development plans. 5. Developments in these areas must provide evidence of environmental studies and processes undertaken that validate an evidence base of the environmental assets and mitigation measures. 6. Where existing development approvals are in place, agreed environmental management and mitigation measures must be adhered to.
d) Ecological support areas (core 2)	1. Low-impact activities may be appropriate. 2. Maintain and enhance linkages between these areas.
e) Other natural areas (buffer 1) Extensive agricultural areas that contribute to the rural and cultural landscape, some of which include historic farmsteads. Other ecological support areas (buffer 2)	1. Low-impact activities may be appropriate. 2. Development (e.g. structures) in support of both tourism and biodiversity conservation in agriculture and core areas should preferably be located in other natural areas and ecological support areas, if logistically feasible. 3. Agricultural use could be considered appropriate in these areas as well as uses or activities directly relating to the agricultural enterprise. This could include farm buildings and farm worker accommodation. 4. Further uses and activities could be considered, where contextually appropriate, such as small-scale holiday accommodation, restaurants, farmstall/shop and tourist facilities. 5. Non-agricultural uses (e.g. in support of those activities specified above) should be managed through spot rezoning or consent uses, and subdivision of agricultural land should be discouraged.

COMPONENTS AND DISTRICT ELEMENTS**GUIDELINES AND MANAGEMENT PRIORITIES****CONSERVATION AND BIODIVERSITY PRIORITY ZONE**

(Full extent together with GINet shown in figure 11)

EIA requirements and environmental management considerations for all biodiversity conservation categories

- i. New development that potentially impacts on areas of high biodiversity importance should only be considered under exceptional circumstances, subject to compelling motivation and in consultation with the City of Cape Town's Environmental Management Department.
- ii. Issues to be considered: vegetation, connectivity and access, fire control and land management issues, pollution, invasive alien vegetation and faunal species.
- iii. Areas of high biodiversity importance outside the urban edge should be regarded as 'no-go' areas for development.
- iv. A management plan must be drawn up and implemented for all activities approved in this zone.
- v. Protected areas should be regarded as 'no-go' areas for any form of development and no further development of any kind in these areas should be allowed without a detailed assessment of the impacts and reference to the Biodiversity Network.
- vi. 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 City of Cape Town's Environmental Management Department must take place.
- vii. Identify opportunities to permit low-impact sustainable development that contributes to a net increase in the protection of biodiversity and the establishment of functional biodiversity nodes and corridors.
- viii. Opportunities for sustainable, low-impact community utilisation of biodiversity resources should be identified.
- ix. Note that unless the Biodiversity Network is secured elsewhere, other natural vegetation areas may become increasingly significant to fulfill biodiversity targets or as biodiversity offset areas.
- x. The urban development edge was developed with consideration for the protection of properties from veldfire risk, where applicable. Changes in development rights and new development proposals must consider the avoidance of risk from fire as recommended in the City's Veldfire-related Planning Guidelines (2004).

f) Structuring open spaces

Parks, sports fields and other institutional open spaces
Other open spaces
Stormwater retention areas, e.g.

- Atlantis open space network
- Parklands, Sunningdale, Sandown, Rivergate open space network
- Flamingo Vlei open space network

General structuring open space guidelines

1. Development adjacent to open spaces, or which rationalises these spaces, should be oriented towards the open space to encourage the use and passive surveillance of these areas. Design that compromises this condition (e.g. excessive blank walls and backing of development onto these spaces) should be discouraged.
2. Appropriate high- or medium-density development along open space interfaces could be considered to improve passive surveillance.
3. Safety and security should be considered in the upgrading, landscaping or development of open spaces.
4. Where contextually appropriate, consider commercial activities such as small cafes, kiosks and restaurants that will enhance the utilisation of public open space.
5. Where feasible, opportunities for low-impact sustainable use of open spaces by local communities should be considered (e.g. small-scale urban agriculture). The role of the site in the green infrastructure network will inform the feasibility of these initiatives.

		6. Consider the impact of development on social and cultural uses of open spaces, guided by the GINet. 7. Consider the green infrastructure and ecosystem function of open spaces by consulting the GINet mapping project. 8. Ensure that landscaping in new building projects is appropriate for local conditions and can sustain the impacts of weather events and climate change. 9. Promote urban cooling through plantings, retention of tree coverage and the surfacing of underground water. 10. Protect public pedestrian routes and public access to natural assets, including the coast, mountains, rivers and other public open space. 11. Optimise the uses and functioning of public parks and the role they play in pedestrian networks across the district. 12. These guidelines are for consideration to improve the quality of development and open spaces. In general, development related to the base zoning or existing approvals will not trigger a deviation from the District Plan. Guidelines for specific categories of open space institutions, school fields, and sports fields 13. School sites and institutional sites have been identified in their entirety as part of structuring open space where they contain fields or other green spaces. General open space guidelines apply only to the greened areas. Development related to the growth and functioning of these institutions and spaces will not trigger a deviation from the MSDF. New development on fields should consider the community role of the space and the surrounding context. In dense urban contexts with few open spaces, the retention of open space on school fields is to be encouraged. Cultural landscapes 14. Developments in cultural landscapes to consider the visual impacts on the landscape and with reference to the City's Cultural and Heritage Management Policy. Road and rail reserves 15. Development for transport purposes will not trigger a deviation from the DSDF. When expanding or developing in road reserves identified in the green infrastructure network, consider the connecting role of the reserve, particularly if it connects core biodiversity sites and whether some of these connective features can be maintained.
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	COMPONENTS AND DISTRICT ELEMENTS		GUIDELINES AND MANAGEMENT PRIORITIES	
	CONSERVATION AND BIODIVERSITY PRIORITY ZONE (Full extent together with GINet shown in figure 11)			
BIODIVERSITY AND STRUCTURING OPEN SPACES	f) Structuring open spaces Parks, sports fields and other institutional open spaces Other open spaces that are stormwater retention areas: • Atlantis open space network • Parklands, Sunningdale, Sandown, Rivergate open space network • Flamingo Vlei open space network		16. Road and rail reserve sites are not considered as part of formal community green spaces. Alternative sites will need to be considered when budgeting green space in densification proposals. Extensive open space in neighbourhoods with multiple vulnerabilities 17. Infill may be necessary or in process in many undefined open spaces. Community involvement to encourage the utilisation or protection of a certain amount of open space is encouraged. 18. Development plans for infill of open spaces should consider the retention of green corridors for NMT and biodiversity movement as well as the inclusion of landscaping that contributes to public health and recreation, e.g. play parks, community garden space, shade. Cemeteries 19. Open space qualities that add to the sense of place of cemeteries to be promoted, such as tree cover, views or other landscape qualities. Agricultural areas 20. Developments related to the functioning of agricultural areas will not require a deviation from the District Plan. For new development and rezonings, the open space qualities, cultural landscape qualities and general open space guidelines must be considered. 21. Renewable energy infrastructure may be appropriate on extensive open space where the primary use is not recreational. This will generally be more appropriate in rural areas.	
	AGRICULTURAL			
AGRICULTURE, CULTURE AND HERITAGE	a) Agricultural areas of significance High-potential and unique agricultural land includes areas that have been ploughed for orchards, vineyards, forestry plantations, annual crops, pastures and irrigation lands. Intensive agricultural land will be protected against conversion to other land uses, particularly urban development, unless otherwise argued in the District Plan. For example: Between Atlantis railway line and the N7: From Melkbosstrand Road north to the municipal boundary		1. Preserve and utilise high-potential agricultural land. 2. Adhere to identified urban development edges around the periphery of high-value agricultural areas to prevent urban intrusion. 3. Encourage activities that reinforce primary agricultural use of these areas. 4. Limit non-agricultural uses to ancillary rural activities that do not detract from the primary agricultural use and character of the area, but contribute to local character and associated recreational and tourism potential. 5. Discourage the subdivision of agricultural land.	

AGRICULTURE, CULTURE AND HERITAGE	b) Smallholdings Properties that came about primarily as a result of subdivision of former agricultural farmland and that still predominantly present a rural character. However, property sizes do not support extensive farming. 1. Klein Dassenberg smallholdings area 2. Morningstar	1. Smallholdings outside of the urban development edge: Discourage the use of these properties for uses other than agricultural or related purposes to prevent undermining the predominantly rural character and potential decay of these areas as a result of establishing undesirable uses such as industries, including storage and warehousing. 2. Smallholdings inside the urban development edge: Encourage the redevelopment of these areas in a holistic and coherent manner in accordance with applicable, approved development frameworks that are consistent with the proposals of the District Plan.
	CULTURE AND HERITAGE ZONE	
	a) National and Provincial heritage sites, e.g. • Onze Huisje • Mamre historical werf and graveyard • Mamre watermill • Klein Zoar • Wooden bridge (the old wooden bridge over the Milnerton Lagoon) • Old Milnerton Town Hall (Jansen's Street Hall) • Blaauwberg Nature Reserve Cultural landscapes • Koeberg rural farms cultural landscape • Mamre and Pell-Katzenberg • Battle of Blaauwberg Heritage Conservation Area (S31) • Blaauwberg Nature Reserve High-sensitivity archaeological occurrences • Significant buildings of generally high potential between Bloubergstrand and Melkbosstrand • Shell middens and associated burials, i.e. Melkbosstrand • Artefact scatters, remnants of battlefields, i.e. Battle of Blaauwberg • Historic farms, i.e. Welbeloond, Jansengift • Shipwrecks, i.e. Commodore II • Stone-age quarries	1. Promote the conservation of heritage resources in their authentic state as far as practically possible to reflect their historic and cultural value. 2. Evaluate heritage resources in their broader contexts when making conservation-related decisions. 3. Carefully consider how a place's character is protected and enhanced, considering the streetscape, precinct and setting, rather than just protecting individual sites. 4. Encourage investment in the adaptive reuse of historical sites, facilitate integration between the conservation and adaptive reuse of heritage buildings, and promote urban regeneration strategies. 5. Discourage the demolition or inappropriate alteration of historical sites. Consideration should be given to the possibility of retaining, sensitively incorporating or refurbishing heritage buildings into development. 6. Carefully consider the retention and integration of heritage sites into a new development without undermining the viability or inclusive potential of the development. 7. Encourage appropriate and accurate interpretation of heritage resources and recognise and develop places of memory, particularly associated with the struggle against apartheid. 8. Carefully consider whether alterations or changes are appropriate and do not derogate from the heritage qualities of the places or area. 9. Encourage significant historical buildings and sites of memory to be identified as heritage indicators and to be conserved, restored and celebrated in areas that have been earmarked for redevelopment. 10. For confirmed heritage protection overlay zones, ensure that new developments in historic precincts are of an appropriate scale and in an appropriate architectural 'language' (massing, articulation and texture) as determined in lower-order plans and the development management scheme. 11. Ensure that advertising signage, roadways, pavements, colonnades, fencing, landscaping and tree planting respect the character of historical buildings and precincts, as far as practically possible.

AGRICULTURE, CULTURE AND HERITAGE	COMPONENTS AND DISTRICT ELEMENTS		GUIDELINES AND MANAGEMENT PRIORITIES	
	CULTURE AND HERITAGE ZONE			
	Palaeontological sites, archaeological sites, burial sites, heritage protection overlay zone areas <i>Development impacting on heritage sites will be referred to comment from City's Heritage Management Department and will be subject to the NHRA processes. Heritage categories are informants to decision making that must be considered, but do not necessarily exclude urban regeneration or land use changes.</i> <i>The relevant heritage authority in terms of the NHRA may make site level recommendations on conservation-worthy architectural or setting details that need to be preserved prior to site alterations taking place.</i>			
	b) Heritage areas under investigation <i>These areas have been proposed for heritage protection as they contain significant heritage-graded assets or landscape qualities as identified in heritage audits. Additional processes are under way to determine the boundaries and management plans of these areas.</i>		1. For proposed heritage areas, prioritise the development of clear guidelines in local plans regarding the character elements, sites and measures needing protection or memorialisation. 2. Encourage recognition of heritage resources and space for memorialisation. 3. Determine whether area-based guidelines are relevant or whether it is more appropriate to protect specific sites and follow existing area management guidelines. 4. Development in these areas may be referred for comment to the Heritage Management Department and may be subject to NHRA processes. 5. Development in these areas will be considered consistent with the District Plan. 6. The provisions of heritage impact assessments and conservation management plans are relevant to the delineation and guidelines for these areas.	

AGRICULTURE, CULTURE AND HERITAGE	c) Scenic routes SR1 routes: • Marine Drive/Rietvlei • Otto du Plessis; Big Bay to Melkbosstrand Golf Estate • Melkbosstrand Road to N7 • N7; Potsdam Road northwards • Philadelphia road; Mamre Road to N7 • Dassenberg Road; Atlantis to Mamre SR2 routes: • Marine Drive/Paarden Eiland • Beach Road/Otto du Plessis; Milnerton to Big Bay • Mamre Road (R304) from N7 to Atlantis	1. Prioritise the upgrade of these routes and support the implementation thereof. This should align broadly with the route's scenic quality value, degree of tourism use, and road surface and reserve upgrade necessity. 2. In general, development along scenic drives and routes should seek to retain views from the route and not negatively affect the character of the landscape through which it passes. 3. Any development along scenic drives and routes should include addressing landscaping improvements to the (public and private) areas abutting the road. Land use management decisions should be guided by the Scenic Drive Network Management Plan (Volume 3, 2003) or subsequently approved management plans, e.g. transport designations. Development to comply with the comprehensive set of guidelines for visual design contained in the management plans. 4. Enhance the scenic experience, wherever possible, by removing moveable obstructions and provide suitable NMT infrastructure where appropriate. 5. Ensure that safe access to scenic drives and along scenic drives is enhanced.
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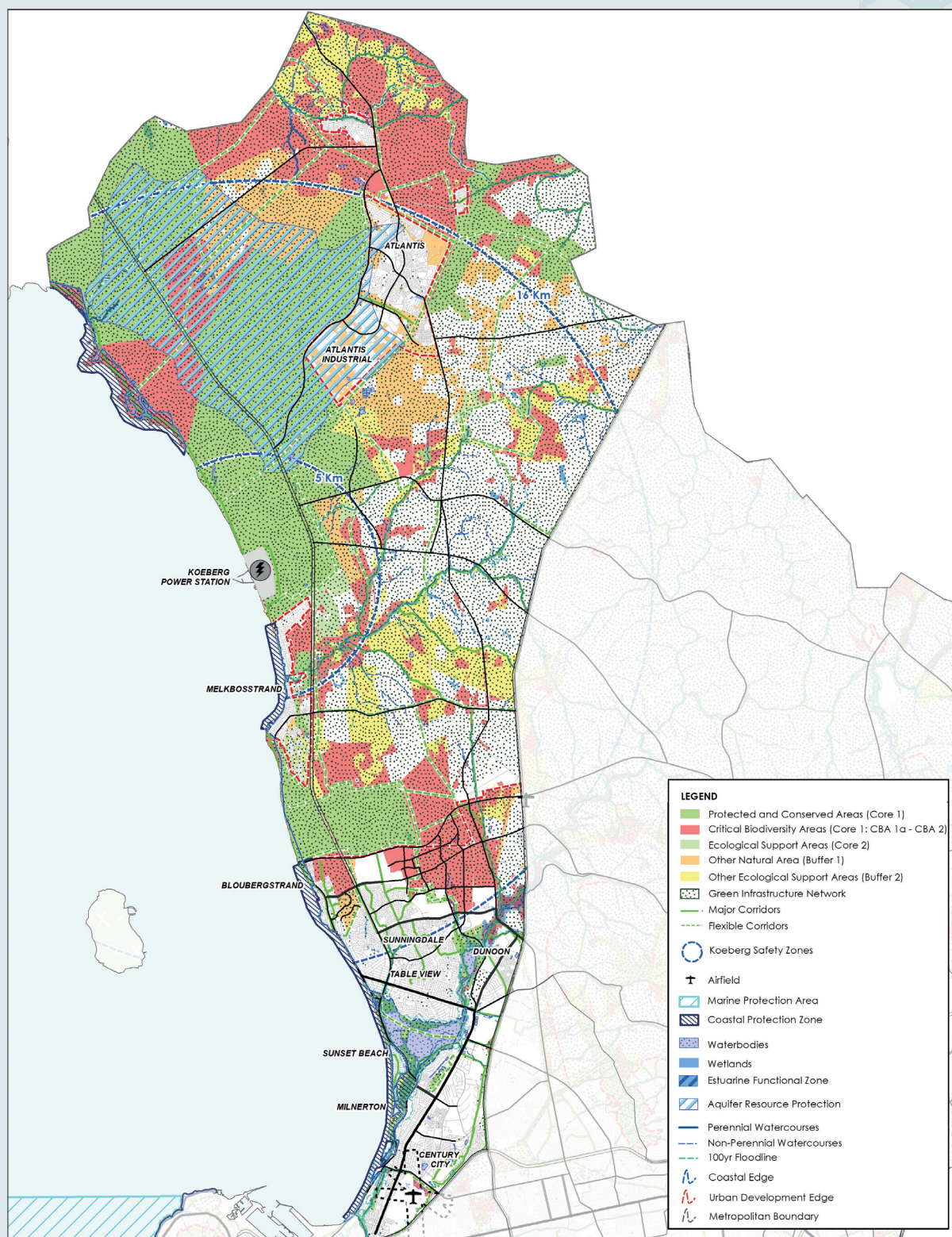


Figure 11: Green infrastructure and biodiversity map

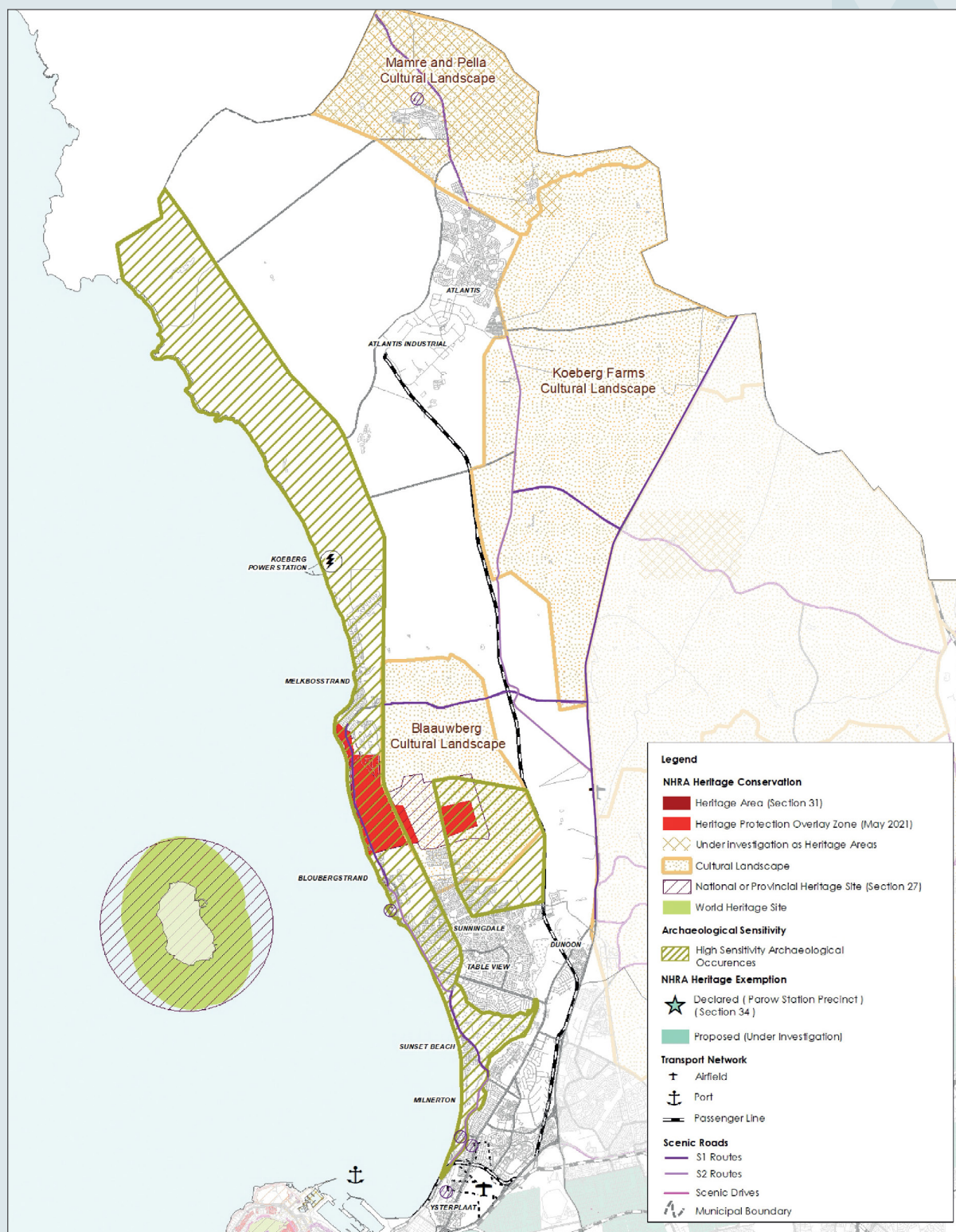


Figure 12: Cultural and heritage map





3.2.2 Urban development

The Blaauwberg District Plan proposes various types and forms of residential and non-residential development to support the functioning of a sustainable and integrated community. The section below will unpack the district development guidelines for existing and new residential, non-residential and mixed land uses, and will include all buildings and infrastructure used for retail, offices, community facilities and related infrastructure necessary to provide for the proper functioning of urban areas. New development areas that are earmarked for different types and intensities of land uses will be indicated at subdistrict level in section 4.

3.2.2.1 Existing urban development

This includes established developed areas located within the existing urban footprint of the district. Guidelines focus on the further intensification, optimisation and appropriate redevelopment of existing land uses and upgrading/maintenance of associated infrastructure.

3.2.2.2 Residential development

The guidelines for residential development are consistent with the national priority human settlements and housing development areas (PHSHDAs), MSDP (2022), City of Cape Town TOD Strategic Framework (2016), City of Cape Town Land Use Model (2020) and, most importantly, the Human Settlements Strategy (HSS) that was approved by Council in June 2021. These guidelines align with the HSS objective to support diverse typologies in high-density areas (such as social housing institutions and affordable housing delivered by the private sector) as well as service provision (iterative basic services and upgrading) where density is not achievable. The guidelines for residential development are categorised as follows:

- a. General: The general guidelines deal with all types of housing opportunities for low-, medium- and high-income groups in both market (private) and subsidised (public) developments. The new development areas for this section refer to the sites identified (public and private) through the Land Use Model for residential, non-residential and mixed-use development, and existing development areas refer to the existing urban footprint.
- b. Fully and partially subsidised: Guidelines for fully and partially subsidised human settlements

deal with all government-assisted housing projects within the various human settlements programmes, namely the Integrated Residential Development Programme (IRDP) (mixed tenure: BNG, FLISP, affordable housing), community residential units (CRU), and the Social Housing and Upgrading of Informal Settlements Programme (UISP).

- c. Informal settlements: Guidelines for informal settlements deal with all types of residential informality in the city, e.g. unlawfully occupied land and buildings (in terms of the objectives of the draft Unlawful Land Occupation (ULO) Framework, temporary relocation areas (TRAs) and incremental development areas (IDAs) (City planned), informal dwellings in the form of backyard units, and main house extension and conversion.

More detailed descriptions of each of the typologies can be found in annexure 6 (see volume 4: technical annexures).

3.2.2.3 Non-residential development

The district has a significant amount of developed and potential future industrial land. Areas with the highest agglomeration of industrial activities are Montague Gardens, Killarney Gardens, Marconi Beam, Rivergate and, to a lesser degree, Paarden Eiland. Racing Park industrial area has not developed to its full potential and may be an opportunity for mixed-use development to create an appropriate commercial/institutional interface with the adjacent residential development.

3.2.2.4 Mixed use

The MSDP recognises the complex underlying economic challenges that must be proactively and sustainably addressed through job-generating economic growth at the heart of spatial priorities.

The Blaauwberg District Plan promotes land use intensification, which implies a greater mix of residential and non-residential land uses (diversification) through the increased use of space, both vertically and horizontally (densification). This could include a combination of residential and non-residential uses or a combination non-residential uses (i.e. industrial or commercial or institutional). This can be achieved within existing areas or new developments with an increased number of residential

dwelling units or gross leasable area. These should be encouraged in locations with good public transport access, concentrations of employment, commercial development and other amenities, or where such accessibility and concentration are planned.

Implementation of the above could be achieved through supporting investment in well-located nodes, reinforcing transit-oriented corridors and linking growing nodes with lagging nodes through connective infrastructure. The most cost-effective way of reducing the social and economic costs of the current inefficient urban form would be focusing development on inward growth. The mixed-use areas will be indicated at the subdistrict scale and should be read together with the guidelines for nodal and corridor designations.

3.2.2.5 New development areas – future urban development

A number of sites that are suited for future urban development have been identified through a technical investigative process for the City’s 2040 Land Use Model in order to determine the required supply and quantum of residential and non-residential development to accommodate the projected future growth of population in Cape Town. These sites are referred to as new development areas (NDAs) or areas earmarked for future development.

The identification of NDAs included the selection of underdeveloped and partially developed land for new infill and brownfield development of various typologies and densities for residential as well as proposed non-residential uses with estimated gross lettable area (GLA) (m²). This included proposals to further intensify existing land uses along corridors and in nodes in the district. The combination of NDAs and areas where major intensification is proposed, will inform planning around the capital investment requirements discussed in the urban restructuring and upgrading section found in volume 3.

The following section describes the new areas for residential and non-residential development for the Blaauwberg District. The selection of sites and development proposals (see figure 13 and chapter 4)

were based on their location potential and ability to support the strategic objectives and vision for the district described in section 2 (concept and vision) of this report. It needs to be noted that in some instances, sites that have been identified, already have the required approvals in place for development, or the application process for development rights has been initiated.

Due to the Potsdam WWTW and some of its pump stations’ limited spare capacity, the scale of new development in its drainage area will be constrained until the major upgrade is partially or fully complete. The estimated final completion is 2026. Existing development rights and limited new rights can be accommodated, assessed on a case-by-case basis. Please contact the Water and Sanitation Department for updates. New development is still described for the catchment area as the lifetime of the DSDF (10 years) is longer than the estimated time of constrained capacity (five years).

3.2.2.6 Future residential development

Table 6 below indicates the quantum of new formal residential opportunities that could be supplied in the Blaauwberg District to accommodate the anticipated growth in population. However, it is anticipated that residential need will also be accommodated in the form of additional formal dwellings (second and third dwellings) and informally by the private sector (backyard dwellings, boarding houses, micro-development, etc.). To this end, appropriate guidelines for these types of development in addition to NDAs for formal residential development are described in section 3 and in more detail in section 4 of the subdistrict development guidelines, where applicable. Furthermore, the Land Use Model referred to above also includes projections for formal main dwelling units, additional formal dwelling units, informal dwellings and additional informal dwelling units, which were informed by a residential growth estimation – see annexure 11.

A large number of informal and illegal (e.g. on land without permission/rights) dwellings can reasonably be anticipated given present realities: economic circumstances, past patterns, constraints and pace of housing opportunity delivery.

Table 6: Estimated supply of formal residential opportunities

Typology	District
Main formal dwellings	60 210

Source: Data from Land Use Model estimates

3.2.2.7 Density guidelines for new residential development

General guidelines regarding the form and type of development are described in table 7. More detailed guidelines on each site will be described in subdistrict guidelines, where applicable.

Table 7: District gross density targets and guidelines

TARGET	GUIDELINE	DENSITY
Target 1: Potential low-density development	Areas proposed for new lower-density development where the gross density could average 10-25 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.	10-45 du/ha
Target 2: Potential medium-density development	Areas proposed for new medium-density development where the gross density should average 45-75 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.	45-75 du/ha
Target 3: Potential high-density development	Areas proposed for new higher-density development where the gross density should average > 75 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.	> 75 du/ha

The thresholds are set in alignment with categories consistent with the City's TOD Strategic Framework and comprehensive Land Use Model. The following considerations should be taken into account prior to applying the targets identified in table 7 to development:

- Access to public transport system (existing or planned): Medium to high levels of densification should be aligned with existing/proposed public transport routes. This is essential for housing developments targeted at lower-income earners who are unable to afford the costs of private transport. It should not be an overriding consideration for middle- and upper-income townhouse/group housing developments, as the residents are likely to make greater use of private transport.
- Land use integration: Preferably medium to high levels of densification should be located near places of employment, social services and community facilities.
- Land use compatibility: Dense residential development should not be located near land uses that pose a safety or health risk to future residents (i.e. heavy or risk industrial uses).
- Access to open space: Medium- to high-density development should have access to urban open spaces (such as squares and promenades), recreational green spaces (parks and sports fields) or natural open space (nature reserves, beaches) to provide physical and psychological relief from higher-density living environments.
- Infrastructure capacity: Densification should not be supported where water, wastewater and stormwater capacity are reaching points of absolute constraint, and the cost implications of rectifying the situation are too high for the private sector, or are not provided for in the City's capital budget or pipeline of projects.

3.2.2.8 Future non-residential

General guidelines regarding the form and type of development are described in section 3. More detailed guidelines on each site will be described in subdistrict guidelines, where applicable. New non-residential development includes:

- a. commercial uses that include retail, offices and hospitality industry;
- b. industrial uses that include manufacturing, warehousing and logistics; and
- c. public services that include social, community, education and health facilities.

3.2.2.9 Future mixed use

- a. Mixed-use new development areas (NDAs)

Mixed-use NDAs include undeveloped (vacant) or partially developed land targeted for new development with a combination of residential and non-residential uses or a combination non-residential uses (i.e. industrial, commercial, institutional or public service).

- b. Mixed-use intensification areas

These include developed or partially developed areas where further intensification and diversification of existing land uses are supported or where appropriate redevelopment to a mix of land uses is actively encouraged.

It should be noted that a mix of land use for both new development areas and intensification areas refers to an appropriate combination of either:

- i. residential and non-residential uses; or
- ii. non-residential uses (i.e. industrial, commercial, institutional or public service).

More detail on the appropriate mix of land uses will be described in the subdistrict guidelines to follow in chapter 4.



3.2.3 Urban development guidelines

The table below provides details with regard to the urban development spatial planning category and the guidelines pertaining to these.

TABLE 8: URBAN DEVELOPMENT SPC

TYPOLOGIES AND DISTRICT ELEMENTS	DISTRICT DEVELOPMENT GUIDELINES
SPATIAL PLANNING CATEGORY (SPC): URBAN DEVELOPMENT	
a) Urban development - general (applicable to 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 that also fall within identified precautionary areas should take associated district development guidelines (tables 5 and 7) into account. 3. Support the incremental intensification of urban areas where appropriate. This should be guided by suitability of the area for land use intensification, such as surrounding neighbourhood character and density; access to public transport; proximity to places of employment, services and social facilities; proximity to public open space; and infrastructure availability (existing and planned). In this regard, the provisions of the approved Densification Policy also apply. 4. Consider the existing character and heritage areas of significance (as may be reflected in detailed policies) as an informant to development proposals. 5. Encourage resource-efficient design and promote carbon-neutral buildings and precincts in alignment with the Urban Design Policy. 6. Promote an appropriate interface between mixed-use areas and adjacent spatial designations (such as low-density residential, agricultural, critical natural assets and public open spaces) through the use of sensitive design as informed by local level guidance and spatial development plans where applicable. 7. Encourage the provision of basic services, amenities and design considerations to support informal economic activity and to reduce negative externalities associated with unregulated business activity. This includes hard and soft landscaping, sufficiently wide pavements to accommodate trading space in high-footfall areas, structures as context-appropriate, storage facilities, ablution facilities, waste collection/recycling, streetlights, water and electricity connections. This applies to all areas, but may be most relevant in high-volume pedestrian areas such as nodes, transport interchanges, civic precincts, destination places and other busy places. 8. Support the design of public space to create multifunctional internal public squares and linear spaces that can accommodate informal trading. These areas should be demarcated for trading, in line with the provisions of the City of Cape Town Informal Trading By-law. 9. Encourage the design of new developments and commercial centres to accommodate space for markets and less-formal businesses in central and high-footfall parts of the development. 10. Support informal trading on identified safe and appropriate locations in busy areas such as urban nodes, transport interchanges, commercial and shopping centres, public spaces, parking areas and destination places.

	- Facilitate local economic development in townships by encouraging flexible land use rights along development routes and in nodes. This includes taking a flexible approach to home-based enterprises (such as home occupation) on residential-zoned properties and developing overlay zones to specify the necessary rights, where required. - Support the establishment of urban agriculture in townships to grow township-based food markets. Urban agriculture uses include allotment areas, community gardens and small-scale farming. - Support temporary uses such as urban agriculture, sports and parks on the following land: (a) underutilised public land within or on the outskirts of housing development, and (b) housing development land, which may not be used in the short term (in support of community upliftment and safety initiatives).
RESIDENTIAL DEVELOPMENT	
a) General - existing residential development	- Promote the regeneration and refurbishment of well-located, underutilised buildings for affordable housing, where appropriate, ensuring sufficient provision of supporting amenities in line with requirements for provision of associated social facilities and recreational spaces. - Support future economic activity (home occupation) and second and third dwellings (or small-scale rental unit development in state-subsidised housing programmes) to achieve mixed-use integration and densification, especially in single residential use zones. - Encourage the provision of adequate service ratios needed to support incremental densification. - Support the incremental upgrading and formalisation of areas where informal units are widely prevalent.
b) New development areas	General (all residential market types) - In general, support the development of new residential areas at higher densities than those which exist in the surrounding locations and encourage developments that reach the gross density targets as indicated in table 7. Due regard must be given to appropriate transitions to surrounding areas, inter alia, the principle of socioeconomic gradient, interface with existing development areas, impact on the urban character, heritage and biodiversity value of areas of significance. - Support the implementation of new development areas subject to infrastructure availability and the provision of associated community facilities and recreational space requirements. - Promote the development of affordable housing by the private sector through the implementation of the principle of inclusionary housing development (a principle to be unpacked in the Inclusionary Housing Policy that is under way), through supporting other forms of affordable housing, as well as through the implementation of the IRDP, where applicable. - Ensure the development of socially sustainable communities where the immediate needs of the residents are met within approximately 800 m from where they live or proximity to public transport. - Encourage development plans for new development and infill areas to set aside sites for POS, commercial and non-residential uses, including supporting community uses within the new settlement.

TYPOLOGIES AND DISTRICT ELEMENTS	DISTRICT DEVELOPMENT GUIDELINES
RESIDENTIAL DEVELOPMENT	
b) New development areas	6. When considering the scale and location of NDAs, consider the location of the property within the urban network and the scale of development that could be developed by the private sector. Processes should be put in place to ensure that these sites are allocated or released to the market within a reasonable timeframe to limit the risk of unlawful land occupation. Subsidised and partially subsidised 7. Support the development of high-density, affordable rental housing (social housing) within in the urban inner core (MSDF 2023) as the City's priority and preferred restructuring zone. 8. Encourage and support hostel redevelopment with increased infrastructure capacity and family-appropriate sized units within areas of intensification. 9. Encourage and support the delivery of affordable housing (gap, social housing or any other appropriate housing programme) within areas of focused public sector investment, NDAs, PSHSDAs, restructuring zones, development corridors and urban nodes, development focus areas (DFAs), urban support focus areas (USFAs) and areas in need of local area planning (refer to volume 3: implementation plan). 10. To achieve maximum densities on limited land, promote and ensure that new formal City-provided housing structures comprises, where possible, semi-detached single-storey units (for the elderly and disabled), double-storey units, or two-to-four-storey walk-ups with a positive interface with the character of the area. 11. State-subsidised housing programmes should include innovative and alternative typologies and design to support the City's densification and sustainability targets. Mixed market 12. Encourage new developments to accommodate a range of housing typologies, income groups, densities, tenure options and housing programmes (including market-driven, affordable: gap/FLISP, social housing, fully subsidised human settlements, and incremental housing). 13. Promote mixed-market and affordable housing developments to locate in areas of mixed-use intensification and diversification, urban nodes, development corridors and development focus areas. 14. Promote incremental growth by supporting micro-developers in the development of small-scale rental units (self-contained interleading group of rooms or a single room) as an additional use right within the single residential zone (SR1 and SR2) (Development Management Scheme (DMS) 2019). These unit plans should be Council approved. 15. Promote and prioritise development of appropriately diversified densities of affordable housing on state-/City-owned land. 16. Mixed-market developments should promote integration through the use of tenure blind design.

c) Informal settlements (and TRAs)	1. Support the incremental upgrading and formalisation of existing informal settlements that are identified as appropriate to remain as urban areas according to the criteria for categorisation of informal settlements (see annexure 6). 2. Support development application for the provision of basic infrastructure services in informal settlements (electricity, water and sanitation, and accessibility routes). The re-blocking of informal settlements should account for greater service ratios, allowing for increased taps and sanitation sites (as lessons learnt from the Covid-19 pandemic). 3. Support the City's commitment towards addressing emergency housing need and the mitigation of unlawful land occupation by prioritising development on land identified in the City's vacant land register. 4. Limit expansion of informal settlements into identified precautionary areas (e.g. flood-prone and fire-risk areas), sensitive environmental areas such as high visual-impact areas or biodiversity network areas, or areas of agricultural significance (usually identified by the urban edge in this district) to minimise relocations. 5. Support and prioritise the relocation of informal settlements situated in areas of high environmental and high health risk, and ensure that the alternative site meets the health and safety requirements of sustainable human settlements. 6. To create sustainable human settlements, support the re-blocking process from the outset to include access to connecting roads and access for emergency services, walking routes and NMT, well-lit public open spaces (POS) and social facility areas, and the use of green infrastructure to support climate change adaptation. 7. Support in-situ upgrading of informal settlements, where possible, and deliver high-density typologies to minimise relocations. 8. Support the City's goals to transform informal settlements by facilitating incremental and micro-developments. 9. Support suitable temporary land uses where informal settlements have been relocated to prevent resettlement of informal dwellers.
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TYPOLOGIES AND DISTRICT ELEMENTS	DISTRICT DEVELOPMENT GUIDELINES
NON-RESIDENTIAL DEVELOPMENT	
a) Industrial: existing and new development areas, e.g. • Montague Gardens • Killarney Gardens • Racing Park • Marconi Beam • Portions of Paarden Eiland • Rivergate Industrial Park • Atlantis Industrial • Atlantis Special Economic Zone • Frankendale	1. General industrial areas should be supported in industrial-designated areas and allowances should be as per the Municipal Planning By-Law. 2. Support the prioritisation of public-private sector investment in identified growth areas within the industrial nodes, ports and primary freight infrastructure. 3. Provide incentives to encourage appropriate industrial development close to areas of socioeconomic need. 4. Due to particular requirements for road and waste infrastructure associated with industrial-zoned land, these (industrial areas) should generally be reserved to optimise this infrastructure and mitigate potential negative impacts. 5. Allowance could be made for limited forms of non-industrial activity that are ancillary to the permitted uses. The allowances should not compromise the general use of the areas zoned for industry purposes. 6. Where proposed new industrial areas are surrounded by dense residential development, consideration has to be given to the social, health and safety impacts of proposed industries. 7. Facilitate industrial and other commercial development around ports – airport, seaport, inland dry port to take advantage of the competitive advantage and economic, freight and logistical benefits related thereto. 8. No activity or use that includes the on-site storage (or management) of hazardous substances will be permitted without an approved risk management and prevention plan being submitted to, and approved by, Council. 9. Promote an appropriate interface between light industrial areas and adjacent residential development through the use of sensitive design and informed by local-level guidance and spatial development plans where applicable. Risk industry 10. No inappropriate urban development (i.e. residential development, community services and retail services) should be permitted within or in close proximity to heavy/noxious industrial zones, solid waste disposal and wastewater treatment sites and transfer sites. 11. Existing developments in the above areas may require mitigation measures and limits on the further enhancement of development rights. 12. These areas should be reserved for noxious trade, and risk activities. Consent for other uses outside of this zoning should be discouraged or, where considered appropriate, should take the potential negative impacts into account.

MIXED USE

a) Mixed-use intensification: existing and mixed-use new development

- Business strip areas, e.g. including along Koeberg Road, Loxton Road, Blaauwberg Road, Parklands Main Road, Link Road, Sandown Road, Berkshire Boulevard
- Nodes, e.g. Rivergate, Century City, Bayside, Sable Road, Loxton Road, Potsdam Road, Melkbosstrand CBD, Atlantis CBD, Marine Circle
- Civic clusters

1. Support high-density mixed residential typologies in all areas of mixed-use intensification and diversification associated with identified urban nodes, development corridors and development focus areas, subject to any local guidelines, bulk services and transport infrastructure availability.
2. Encourage greater land use intensification of an appropriate combination of land uses, including office and retail; business and commercial; institutional and social facilities; and high-density residential development along identified development corridors.
3. Situated at identified urban nodes, key intersections, stations and modal interchanges, especially where opportunities for commercial and other employment-generating land uses exist.

3.2.4 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 uses 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 and form).

Table 9: Precautionary areas and utility service infrastructure installations and networks SPC

PRECAUTIONARY AREAS AND UTILITY SERVICE INFRASTRUCTURE INSTALLATIONS	DISTRICT ELEMENTS	DISTRICT DEVELOPMENT GUIDELINES
a) Airport height-restriction zones	Ysterplaat height restrictions	1. In terms of the 2011 regulations of the Civil Aviation Act, Act 13 of 2009, restrictions exist on the heights of buildings and structures in the vicinity of the Ysterplaat Air Force Base. Such restrictions are enforced in consultation with aviation authorities at the time of a new land development application in the height-restriction zone. Such restrictions are defined on plan numbers TPR.8356, TPR.8357, TPR.8358 and TPR. 8359 of the map. Plans detailing the restrictions are available through contact with the City's Land Use Management Department. 2. No building or structure will be erected within the areas defined on such plans to a greater height than is prescribed for such areas on such plans. 3. In terms of point 1 above, the height-restriction zones specific to runway 15/33 have been waived by the South African Air Force.

PRECAUTIONARY AREAS AND UTILITY SERVICE INFRASTRUCTURE INSTALLATIONS	DISTRICT ELEMENTS	DISTRICT DEVELOPMENT GUIDELINES
b) Risk installations, e.g. - landfill sites - tank farms	- Vissershok landfill - Tank farms along Potsdam Road and in Paarden Eiland	- Environmental conditions related to these installations should be monitored to assess the need for appropriate buffer areas around risk activities/sites. - In general, residential development should not be located within the risk of harm contour lines, and 800 m of the Vissershok landfill.
c) Wastewater treatment works (WWTW)	- Potsdam - Melkbos - Wesfleur	- Support the reuse of water with the highest potential in areas close to WWTW. - No permanent activities or structure to be approved within the prescribed buffer area around WWTW except for the designated infrastructure and bulk services activities/structures.
d) Cemeteries	Cemeteries in the district are found in Atlantis	- Support the continued use of cemeteries. - Identify and support the establishment of other interment options to supplement or complement the traditional in-ground burial. Promote combining these with other activities, e.g. parks and gardens, to promote its safe usage. - Prioritise the identification of additional cemetery development in the short to medium term, in addition to catering for urban growth in the district. This should take cognisance of the health regulations in this regard.
e) Broadband/IT/Wi-Fi cabling (also refer to utilities section)	All areas, but primarily the following: - All nodes - All development corridors	- In all developments, support and promote the continued roll-out of the City's Broadband Project by expanding the City's optic-fibre infrastructure. - The above needs to also look at including free provision of broadband fibre into each business area and nodes in the future (as part of transport infrastructure investment). In support of the City's Comprehensive Transit-Oriented Development (CTOD) objective, this should be prioritised, most particularly to business areas in the peripheral city and areas furthest from primary urban opportunity areas.
f) Koeberg Nuclear Power Station	Koeberg safety zone (0-16 km) Precautionary action zone (0-5 km) Urgent protective zone (0-16 km)	- All urban development within the emergency planning zone (0-16 km) of the nuclear reactors (reference point X = - 52727.4000, Y = - 3727966.6500) must conform to the procedural guidance and restrictions reflected in section 158 of the Development Management Scheme (specific conditions regarding the Koeberg restriction area overlay zoning). - Guidance in points 3 to 5 below will be reviewed once the Regulations for Development around Koeberg is available from the Minister of Mineral Resources and Energy, or the review of item 158 of the City of Cape Town's Development Management Scheme is approved by Council.

		3. The principle for the 0-5 km zone is that no new development will be permitted unless place bound and directly related to the nuclear power station. 4. The principle for the 5-16 km zone is that limited development will be considered subject to assessments and that, in general, the number of permanent population, employees and visitors should be limited. 5. The City, in association with Eskom, for the National Nuclear Regulator, will develop tools to assess and report on the cumulative impacts of development applications in relation to available evacuation time. Development applications will be assessed through the Traffic Evacuation Model. 6. Changes in land use outside the existing built-up area must consider disaster management infrastructure and operational systems necessary for people on the property to be notified of an evacuation order (i.e. sirens, information in home-owners association constitution/rules of the scheme) and to act on the order. 7. Proposals for urban development in the 0-16 km Koeberg emergency planning zone, which is also in the discouraged growth area or outside the urban development edge, are discouraged. Agricultural-, tourism- or recreational-related land uses that are compatible with the agricultural or rural zoning could be considered, but will require special attention to nuclear safety and evacuation planning, and the implementation of said plans. This should include alert systems, sirens, nearby declared evacuation routes, capacity at mass care centres, and means of notifying owners and all visitors at all times about emergency procedures, e.g. information in home-owners association constitution/rules of the scheme. Special agreements with the National Nuclear Regulator and Eskom may be required and engagement should happen in the early stages of proposals. These costs are for the developer unless otherwise agreed to by Eskom.
g) Aquifer/wellfield protection zones		1. Refer to annexure 5 for specific guidelines in relation to wellfields and groundwater protection.
h) Airports and other freight hubs	Harbours airports/ aerodromes Freight break-of-bulk and major storage	1. Adopt a precautionary approach to the alienation of land associated with freight rail routes in major junctions/ break-of-bulk areas in the city. 2. Encourage development of interdependent, associated economic activities and the maximisation of economic opportunity within and in the immediate proximity of these areas as appropriate. Ensure a major focus on safe economic precincts to attract property and business sectors. 3. Ensure major storage, break-of-bulk, etc. facilities do not negatively impact on traffic, air quality and surrounding development areas, especially in high visual-impact areas.



Bloubergstrand is covered in soft, white sand and shards of shells washed up from the cold waters. It is also home to a vast variety of plant and animal life.



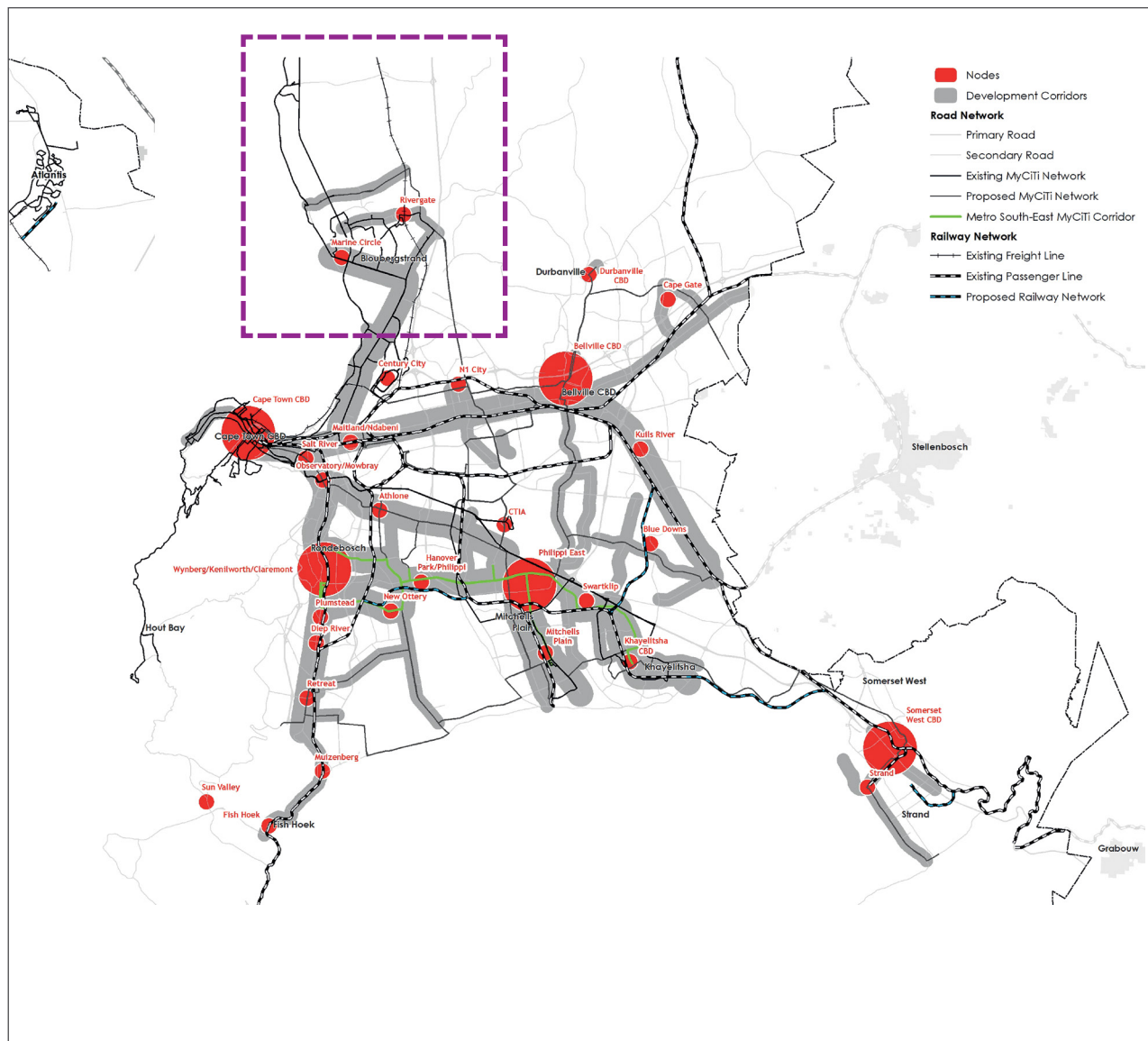
3.3 GUIDELINES FOR TRANSPORT INFRASTRUCTURE AND ROUTE DESIGNATIONS

The relationship between land use and accessibility is a fundamental informant to urban development. Higher levels of urban intensity and density generally support higher levels of urban opportunities and efficiencies. In turn, areas of highest accessibility to urban opportunities should be those of highest urban intensity and density.

Transport infrastructure is key to supporting accessibility to opportunities, but is also dependent on sufficient development thresholds for efficiency, and is therefore central to the relationship between land use and accessibility.

Key overall objectives in relation to movement and development:

- Making a more 'walkable city'.
- Ensuring all roads, except freeways, are as much for people as they are for vehicles.
- Reducing average household transport costs.
- Reducing the city's overall carbon footprint.
- Optimising development and movement opportunities.



In alignment with the CTMSDF, the Blaauwberg District Plan utilises a transport route designation relating to desired land use functionality. This comprises a mix of mobility and accessibility infrastructure based on:

- a) non-motorised transport (NMT) within and between neighbourhoods
- b) high frequency and volume public transport-oriented mobility along development routes and railways made cost effective by high-intensity development thresholds
- c) higher mobility connectors linking more peripheral urban areas and nodes
- d) high mobility freeways linking from within the district to other parts of the city and neighbouring towns and regions

Note:

- These route designations do not replace the city's hierarchical road network classification system, nor is it intended to run in parallel as a duplicate classification system. The primary objective of this spatial planning route designation is to guide the appropriate land use and form along different types of routes.
- Road-based public transport services and routes (e.g. BRT and taxis) are not designated on the SDF maps.* However, public transport, and its frequency and capacity, should align closely with development corridors (and the associated development routes) as well as other important routes (e.g. main connectors).

TABLE 10: TRANSPORT DESIGNATIONS

SDF ROUTE CATEGORIES	DISTRICT ELEMENTS	DISTRICT WIDE DEVELOPMENT GUIDELINES
a) General	All routes	- Promote public transport and NMT by supporting the development of safer streets throughout the district, but especially along key routes serving schools, colleges and community facilities, as a means to reduce peak-hour traffic congestion and improve urban living. This should include ensuring improved surveillance from adjacent buildings (rebuilding setbacks, height, orientation, and visually permeable property boundaries), pedestrian-friendly-focused road intersections, 'drop and ride' areas, safety officers at peak periods along key routes, and creativeness with street trading/ restaurant street seating, etc. with regard to the design and construction materials. - Encourage the retention of green infrastructure ecosystem services, particularly where transport routes are adjacent to or intersect with open spaces, green corridors and along NMT routes.
b) Freeways and expressways	- N1 - N7 - Proposed R300 extensions	- The mobility role of these routes should not be compromised. - In response to the attractiveness of freeway access, especially for freight movement, intensification of existing commercial and light/service industrial development near freeway interchanges should be supported. - The development guidelines for existing proclaimed/approved scenic routes should be considered generally for application along all freeways/expressways in the district. - Support creative development solutions that assist with the promotion of long-haul metro public transport along freeways and expressways (e.g. optimising excess parking at shopping malls, sports stadia, as park and ride facilities; integrating with local public transport and NMT).

* Public transport routes are mapped in the Integrated Public Transport Network Plan (IPTN).

SDF ROUTE CATEGORIES	DISTRICT ELEMENTS	DISTRICT WIDE DEVELOPMENT GUIDELINES
c) Rail	Existing: The northern line (Century City stop) serves the district, although located in the Table Bay District Future potential: Atlantis passenger line	1. Ensure existing passenger rail lines for public transport right of way are retained, and also retain the opportunity for new rail links that are planned. This includes the Atlantis line expansion. 2. Support medium- and high-density residential densification within ± 400 m of all stations (including rail stations within residential areas), where and as appropriate. Should a station be located within an urban node area, refer to development guidance for urban nodes. 3. Encourage high-intensity, mixed-use development (residential and commercial) in areas directly adjacent to all stations and within urban nodes, subject to other development guidelines as per the related sections. 4. Ensure that all new development around stations results in improved NMT and safety and security of streets and public areas. 5. Retain opportunities for park and ride (including shared parking opportunities) linked to commercial centres, stations, etc., subject to local assessments and transport planning. Encourage management partnerships for daytime public commuter parking and after-hours private local residential parking top-up capacity. 6. Adopt a precautionary approach with regard to the enhancement of development rights within station areas that are subject to visual impact conditions (heritage HPOZs). 7. Support development above railway lines, where appropriate (e.g. at stations), to reduce barrier effects, integrate areas, and leverage economic development and promote development intensification opportunity.
d) Development routes The term 'development route' refers to the actual road or street and directly abutting/ adjacent to urban properties (see section 3.4.1: development corridors for guidelines for areas further away from the development route).	High order (within identified MSDF corridors and with IRT trunk routes) • Koeberg Road • Blaauwberg Road Lower order (high-frequency public transport routes) • Berkshire Boulevard • Sandown Road	1. Support the functioning of these routes as 'spines' of their respective development corridors through encouraging high development intensification and densification and high-frequency, high-volume public transport. 2. In general, highest intensification of land uses should occur directly adjacent to or in closest proximity to the routes (e.g. first block). This must, however, consider the nature of access roads, additional traffic impacts, and parking requirements and be subject to other policy guidelines, where relevant. 3. Areas between urban nodes, civic clusters, development corridors or (the extent of) existing commercial areas should generally be restricted to residential development only. 4. Ensure ongoing alignment between relevant departments in ensuring the appropriate location of major public transport stations/stops along these development routes, and the consistency of design guidelines for incorporation into road reserve development and adjacent property development proposals. 5. Any future redevelopment of these roads, associated pavement areas, and land uses fronting these, should take place with the planned IRT, other public transport, and NMT infrastructure improvements in mind, and especially at BRT and taxi stations and stops.

		6. Civic upgrades, landscaping and NMT provision should be a key consideration and be made as and where appropriate to ensure quality streetscapes. Special focus should be on creating high-quality attraction areas at strategic locations (e.g. around PTIs and at public squares, encouraging private redevelopment to create semi-public parts of their sites for eateries/coffee shops. 7. In general, development should front onto these roads, and active street interfaces should be encouraged and large extents of blank wall avoided by encouraging visually permeable property boundaries, pedestrian-friendly/-focused active streets. 8. Where open spaces intersect with these roads, the former should be retained and enhanced in order to develop the 'green' network, and provide open space relief in intensively developed areas. 9. Mitigation of the impact of the road's mobility function (including design efforts to slow traffic) may be appropriate at high-intensity, mixed-use nodal areas where frequent pedestrian movement across the street is necessary. Therefore, provide/allow for road access in urban nodal areas according to development needs rather than road classification requirements. Routes through residential areas between these nodes should generally be mobility oriented, with appropriate street and pavement design and adjacent development and landscaping, and adherence to the boundary walls and fences policy, etc. to ensure NMT safety and security. 10. Ensure the enhancement and protection of scenic qualities and heritage resources along these routes, where necessary, especially where these have been recognised and protected through policy and legislation. 11. Reinforce the functioning of these roads as public transport routes through encouraging future highest-order facilities along high-order routes, and local community service provision along lower-order routes. 12. Direct access onto these streets from abutting properties is generally supported but should be consolidated, where possible and appropriate. 13. Direct-access perpendicular parking across the erf frontage should not be permitted along these routes.
e) Connector routes	• R27 (West Coast Road) • M12 (Malibongwe Drive) • Koeberg Road north of Racecourse Road • Platteklouf Road • Bosmansdam Road • Sable Road ext. • R27 (north of Berkshire Boulevard intersection)	1. These routes should continue to primarily perform a mobility function. 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. 2. Where appropriate, intensification of development should be promoted to support line-haul public transport, but this should be concentrated at identified nodal points. Furthermore, these should be limited between and especially in areas not close to development corridor main roads. The process of land use intensification along these routes must consider the nature of access roads, additional traffic impacts, and parking requirements.

SDF ROUTE CATEGORIES	DISTRICT ELEMENTS	DISTRICT WIDE DEVELOPMENT GUIDELINES
e) Connector routes	• R27 (West Coast Road) • M12 (Malibongwe Drive) • Koeberg Road north of Racecourse Road • Platteklouf Road • Bosmansdam Road • Sable Road ext. • R27 (north of Berkshire Boulevard intersection)	3. The mix of predominantly residential function and character, but interspersed with small mixed-use areas, as well as a mix of mobility and activity functions should remain and generally be contained in their current forms. 4. 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 oriented through residential areas, with appropriate landscaping and adherence to section 136B of the DMS dealing with the guidelines for boundary walls and fences. 5. The role of these routes as significant community service public transport routes should be reinforced through civic upgrades. Landscaping and NMT provision should be made as and where appropriate to ensure quality streetscapes. 6. Development along connector routes, which are also indicated as scenic routes, should take related guidelines into account (see scenic routes section below). 7. In support of the City's CTOD (Comprehensive Transport-Oriented Development), the objective should be to consider non-residential development in identified business areas (nodes and civic clusters, where appropriate), in peripheral under-served areas of the district furthest from primary urban opportunity areas in order to reduce congestion (and improve bi-directional flow) on key connector routes. 8. Appropriate lower-order roads linking neighbourhoods and opportunity areas (such as parks and commercial areas) should be identified for prioritised NMT treatment. 9. For development guidance along connector routes that are also approved scenic routes, refer to related guidelines in the environment section 3.2.1.
f) NMT routes	High-order NMT ('destination' closed streets, promenades, cycle routes that are high attractors from across the metro) • Table View beachfront • V&A Waterfront to Melkbos-strand NMT route	1. Support public (and private) investment in these metro attraction routes as key (economic) attractors to regional recreation and tourism destinations. 2. Any nearby development should aim to contribute to the enhancement of these routes (including associated management), where possible. 3. Plan for and facilitate/implement links between these routes and adjacent access roads, public transport and parking to support pedestrian access to, and utilisation along, the NMT. 4. Ensure that routes along the coast/flood-prone areas are carefully planned into the future to avoid predicted sea-level-rise-related impacts. 5. However, in instances of existing infrastructure in high coastal risk areas that are critical to wider urban functioning (regarding infrastructure links) and/or of recreation and tourism value of metro significance, careful consideration should be given to how (re)development of this infrastructure can enhance further recreation and tourism value, while also playing an important role in protecting against predicted sea-level rise risk impacts.

	Lower-order NMT <i>Only on subdistrict maps</i> District-attractor walkways – around major parks High (sub-metro) attractor cycle routes, e.g. • Wood Drive • Parklands Main Road • Koeberg Road (Rivergate Station – Dunoon – Potsdam) • Rietvlei walkways • Parklands Linear Park • Gie Road	6. All transport routes should aim to be NMT-friendly (with a zero-death objective), and the roadways themselves, as well as adjacent pavements (or road reserve areas), property parking areas and associated pedestrian access areas should be planned and developed to this end. 7. Plan for increasing micro-mobility, including more pedestrian, more bicycle and motorised bicycle trips, etc. to support greater localisation (less need for longer intra- and inter-district trips) and walkability associated with more integrated urban development and reducing the city's overall carbon footprint. 8. Planned NMT links should be steadily formalised/upgraded to provide for not only safer movement, but an enhanced NMT experience and better-quality urban environments. Development and management partnerships should be encouraged, where possible. 9. Particular focus should be on improved pathways around (or along) district public open space areas (as significant amenity attractions), including Jan Burger Park. Again, development and management partnerships should be encouraged, where possible. 10. A key focus in areas with significant development informality must be on ensuring that planned NMT routes are not encroached upon. 11. Realising uninterrupted public access along river corridors and green belts should be a core long-term objective. This can be supported whenever river corridor upgrades are undertaken (e.g. de-canalisation) or where in critical areas trade-offs with private landowners to secure land in public ownership can occur.
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3.4 GUIDELINES RELATED TO CONCEPTUAL DESIGNATIONS

These are designated areas in the District Plan that are significant in guiding urban development, but are not precisely geographically defined (or exclusive) areas. They are conceptually indicated. Land use and form implications may be detailed through local area plans.

3.4.1 Corridors

There are two categories of corridors, namely development corridors and green corridors.

3.4.1.1 Development corridors

Development corridors are broadly defined as urban areas of higher-intensity (i.e. denser and more diverse) development (than elsewhere in the city generally) extending outwards on either side of development routes. The intensity of development is (should be) generally highest close to the development route and decreases in intensity with distance away from it.

Development corridors thus function as integrated 'land use - movement' systems to maximise economic and social opportunity and access, and facilitate greater walkability and ease of movement for private and public transport users.

Higher-order development corridors (as identified in the MSDF) generally link the largest urban nodes and include not only high-frequency but high-volume public transport, as well as other parallel/supporting transport routes (including rail, connectors and freeways).

By comparison, the distinguishing feature of lower-order development corridors is that (while they are higher-intensity urban extents with high-frequency public transport along development routes) they are not associated with a high-volume public transport system or with other parallel/supporting transport routes (such as rail, connectors or freeways).

Table 11: Development corridor guidelines

DESIGNATION: DEVELOPMENT CORRIDORS (see route designations section for development route)	
District elements	Districtwide development guidelines
Higher order, e.g. • Koeberg Road • Blaauwberg Road Lower order, e.g. • Sandown Road, • Berkshire Boulevard • Racecourse Road, Milnerton • Freedom Way, Marconi Beam • Parklands Main Road, Parklands • Christopher Starke Street, Atlantis • Blombosch Road, Witsand	1. Support higher-intensity development within development corridors than in surrounding urban areas. In general, support highest-intensity development in urban node areas (see guidelines for urban nodes) and properties abutting development routes. 2. Within these areas, generally restrict commercial development, other than neighbourhood convenience land uses, to urban nodes and other existing business precincts or mixed-use areas only. In exceptional circumstances within residential areas, directly adjacent to the above areas or higher-order roads, appropriate business use (regarding type, scale, design, etc.) may be considered. 3. In areas between nodes along 'higher-order' development corridors, generally support medium-high-density residential development within the broadly defined primary extent area within 400 m ($\pm$ 5-minute walk) of the development route, and medium-density residential development within the secondary extent areas further away between 400–800 m (i.e. $\pm$ 10-minute walk). However, these are not definitive extents and must be considered a guide dependent on local area circumstances. 4. In areas between nodes along 'lower-order' development corridors, generally support medium-density residential development within 400 m ($\pm$ 5-minute walk) of the development route.

3.4.1.2 Green corridors

Green corridors provide a range of services to the built and natural environments. They improve biodiversity, enabling species dispersal, limiting animal and plant population isolation due to habitat fragmentation, and increasing habitat for species. Green corridors can assist with climate change adaptation by reducing the urban heat island effect, improving urban ventilation, assisting in flood prevention and enabling water infiltration. They have a positive effect on human health, and improve liveability in the city by providing spaces for recreation, social engagement and community connection.

Two green corridor concepts are presented. 'Major green corridors' are represented by a thick, solid green line. Solid-line corridors indicate connections through existing open green and conserved areas. 'Flexible green corridors' indicate where a link can be created (through new development/redevelopment) or maintained through various options.

Corridors identified are notional and their specific alignment may be defined through local area planning.

Table 12: Green corridor guidelines

GREEN CORRIDORS	DEVELOPMENT GUIDELINES
a) Green corridors - major green corridors Solid line corridors follow existing open green corridor opportunities and conserved areas as well as specific linear features, e.g. rivers and non-motorised transport links that provide access to open space amenity areas in character areas (subdistrict maps). Example: Link between the Diep River system and the Blaauwberg Nature Reserve	1. Encourage development to promote opportunities for linkages between identified structuring open spaces in developed areas through, for example buildings facing onto green spaces, pedestrian or NMT walkways, location of stormwater channels. 2. Enhance the green infrastructure provisions of linkages between open spaces by developing connections through public space. 3. Maintain and enhance green corridors along watercourses. 4. Look for opportunities to link between the mountain and the coast, especially where opportunity exists for 'source to sea' corridors along coastlines. 5. Landscaping of developments should consider the enhancement of corridors, and the suitable vegetation or landscape types should be considered with endemic vegetation preferred in corridors linking biodiversity areas. 6. Promote the development NMT networks in alignment with green corridors to create multifunctional spaces. 7. Where applicable, encourage restoration of canalised or underground river segments to promote the restoration of the river to a non-canalised or partially canalised state, and encourage landscaping on canal edges. 8. Protect treelined corridors and expand planting to support the movement of species where opportunities arise. 9. Where possible and appropriate, look to integrate multiple functions within corridors.
b) Flexible green corridors These are connections that represent options for potential linkages and are conceptual in nature. These connections can become major corridors over time as their delineation is clarified.	1. In redevelopments along flexible corridors, encourage landscaping and the protection of green space assets. 2. Identify land for the establishment of corridors where needed. 3. Encourage the integration of green corridors into NMT improvement opportunities. 4. Consider the broader spatial context of the corridor to ensure that corridor delineation through a space ties up and links outside of the space.



The City of Cape Town lies within the Cape Floristic Kingdom, by far the smallest and most diverse of the earth's six floristic kingdoms.



3.4.2 Urban nodes

Nodes can be defined as a clustering of higher intensity (i.e. diversity and density) land uses that are located and concentrated at points of maximum accessibility (through public and private transport), exposure, convenience and opportunity. The role and function that a node fulfils in terms of its local/district/metropolitan context would determine the designation in terms of its hierarchy/scale.

Emerging nodes would refer to the above definition of concentration points that are still in the process of being developed. Development guidelines should support the growth of such nodes. In cases where different land uses with similar functions are clustered (or in close proximity), e.g. civic facilities including parks, education, health and government services, it would be classified as a civic cluster.

Table 13: Nodal designations

GREEN CORRIDORS	DEVELOPMENT GUIDELINES
a) General	NOTES REGARDING NODAL DEVELOPMENT GUIDELINES <i>Land use intensification targets, including densities and radii extents for all nodes, are a generic guideline, and their application should be locally contextualised at the subdistrict scale with due consideration given to the guidelines listed below.</i> <i>Refer to section 3.4 for land use intensification (density and diversity) guidelines applicable to development corridors, which are also applicable to those corridors coinciding with urban nodes.</i> <i>Refer to section 3.2.2.5 for density targets and guidelines applicable to new development areas.</i> <i>The considerations in section 3.2.2.2 should be taken into account when applying the density thresholds as indicated in this table.</i> - Encourage mixed land use intensification in nodal areas with the level of intensity guided by the scale of the node as indicated below. - Encourage residential intensification and clustering of public services, dependant on the scale and local context of the node. - Support the development or upgrading of social facilities to be multifunctional to ensure space is utilised optimally. - Support the development of NMT infrastructure to improve accessibility between nodal areas, public transport routes and public facilities/services. - The design of areas in and around PTIs and demarcated informal trading areas should improve opportunities for commercialisation (formal and informal). - Support the provision of park and ride facilities (including shared parking opportunities) at stations, subject to local needs assessments. - Support redevelopment and conversion of areas with underutilised infrastructure to capitalise on existing infrastructure and attract investment.
b) Metropolitan – not in district	- Encourage mixed land use intensification within a radius of approximately 2,5 km and above. - Encourage a mix of commercial, recreational spaces, higher-order public facilities appropriate for level 1 civic clusters (refer to figure 13), and high-density residential – including a range of housing typologies and affordable housing. - Promote development at higher residential densities than those which exist in the surrounding area and encourage net densities of 400 du/ha and above, with due consideration of the local context and its urban character and form. - Encourage the conversion of functionally obsolete building stock to affordable housing.

c) District node, e.g. Marine Circle/Bayside	1. Encourage mixed land use intensification within a radius of approximately 2 km. 2. Encourage a mix of land uses including office, retail, community facilities appropriate for level 2 and 3 civic clusters (refer to figure 13), recreational facilities, and medium- to high-density residential – including a range of housing typologies and affordable housing. 3. Promote development at higher residential densities than those which exist in the surrounding area and encourage net densities ranging between 150 and 400 du/ha, with due consideration of the local context and its urban character and form.
d) Local node, e.g. Atlantis, Melkbos CBD, Dunoon, Potsdam intersection, Racecourse Road, Sable Road, Loxton Road	1. Encourage mixed land use intensification within a radius of approximately 800 m. 2. Encourage a mix of retail, local offices such as medical surgeries and estate agents, low- to medium-density residential, and community facilities appropriate for level 3 to 5 civic clusters (refer to figure 13). 3. Support the integration of medium-density residential typologies on vacant and underutilised land in close proximity to public transport access points (NDAs). 4. Promote development at higher residential densities than those that exist in the surrounding area and encourage net densities ranging between 75 and 150 du/ha, with due consideration of the local context and its urban character and form. 5. Promote micro-enterprises on residential properties at high-accessibility nodes and along local development routes serviced by public transport.
e) Neighbourhood node (these would only be indicated at subdistrict scale)	1. Encourage a mix of land uses including local shops and services such as medical surgeries and hair salons within a radius of approximately 400 m. 2. Promote the development of community facilities appropriate for levels 4 and 5 civic clusters (refer to figure 13). Where existing civic clusters are established, opportunities for further enhancement of facilities and land use intensification should be explored. 3. Encourage a change in land use rights on residential properties at high accessibility points to accommodate micro-enterprises. 4. Promote incremental densification through subdivision of larger properties.

3.4.3 Civic clusters

Civic clusters occur where two or more public facilities or amenities are intentionally co-located within close proximity of one another, usually at points of high accessibility or along the primary structuring routes through the area. These civic clusters serve people living in the area surrounding the node, which is referred to as a service catchment. A service catchment varies from a few kilometres for lower-order facilities to hundreds of kilometres for higher-order facilities, depending on the services located at each civic cluster.

The Community Services and Health Infrastructure Plan advocates for the principles of clustering and co-location of facilities and the promotion of integrated precincts. This means that the City concentrates its funding and resources within civic clusters in order to leverage investment and resources, optimise space and facility use, address vandalism and promote safety within civic clusters, and support greater efficiency in terms of operation and management. The infrastructure plan also advocates for consolidation and optimisation of resources and existing facilities and, in order to realise benefits of reduced operation and maintenance costs, resources are utilised efficiently and effectively.

A detailed study led by the Council for Scientific and Industrial Research (CSIR) has been undertaken to review the social facility baseline and sufficiency for 2020 and estimate the anticipated facility requirements for 2040. Based on this study, a hierarchy of social service nodes (five levels in total) has been developed in accordance with figure 13 on page 87.

The ranking of these nodes was based on the intensity of the differential role of each node in the city, service catchment population size, range and type of facilities available, and an equitable spatial spread of civic clusters at different levels across the city that is required to support efficient and a spatially just distribution of different facility types at acceptable distances. All nodes should be serviced with basic facilities and as the node level moves up from level 5 (lowest order) to level 1 (highest). Additional facility types are added at each level. Higher-level nodes should provide a full range of higher- and lower-order services but lower nodes only provide lower-order services.

A modelling exercise was undertaken and identified civic clusters/nodes indicating both areas of need in order of priority (ranking) at district level and at metrowide scale. This included the type of facilities required in order to meet the needs of the population in 2020 and 2040, taking into account sector-specific assumptions, guidelines and standards for facility provision. The details of the prioritisation framework, including the ranking and facility development priorities, will be further unpacked in volume 3.

For the purposes of the District Plan, the hierarchy of civic clusters as identified through the forward planning (2040) for community facilities and service points will be incorporated as indicated in figure 14 and associated with the guidelines in the table below. The civic clusters in the DSDF will be categorised in three levels, namely regional, community and neighbourhood in order to ensure that the level of services provided are integrated at the appropriate scale. Further details pertaining to the methodology and classification specifically relating to the study referenced can be obtained in annexure 8 in volume 4.

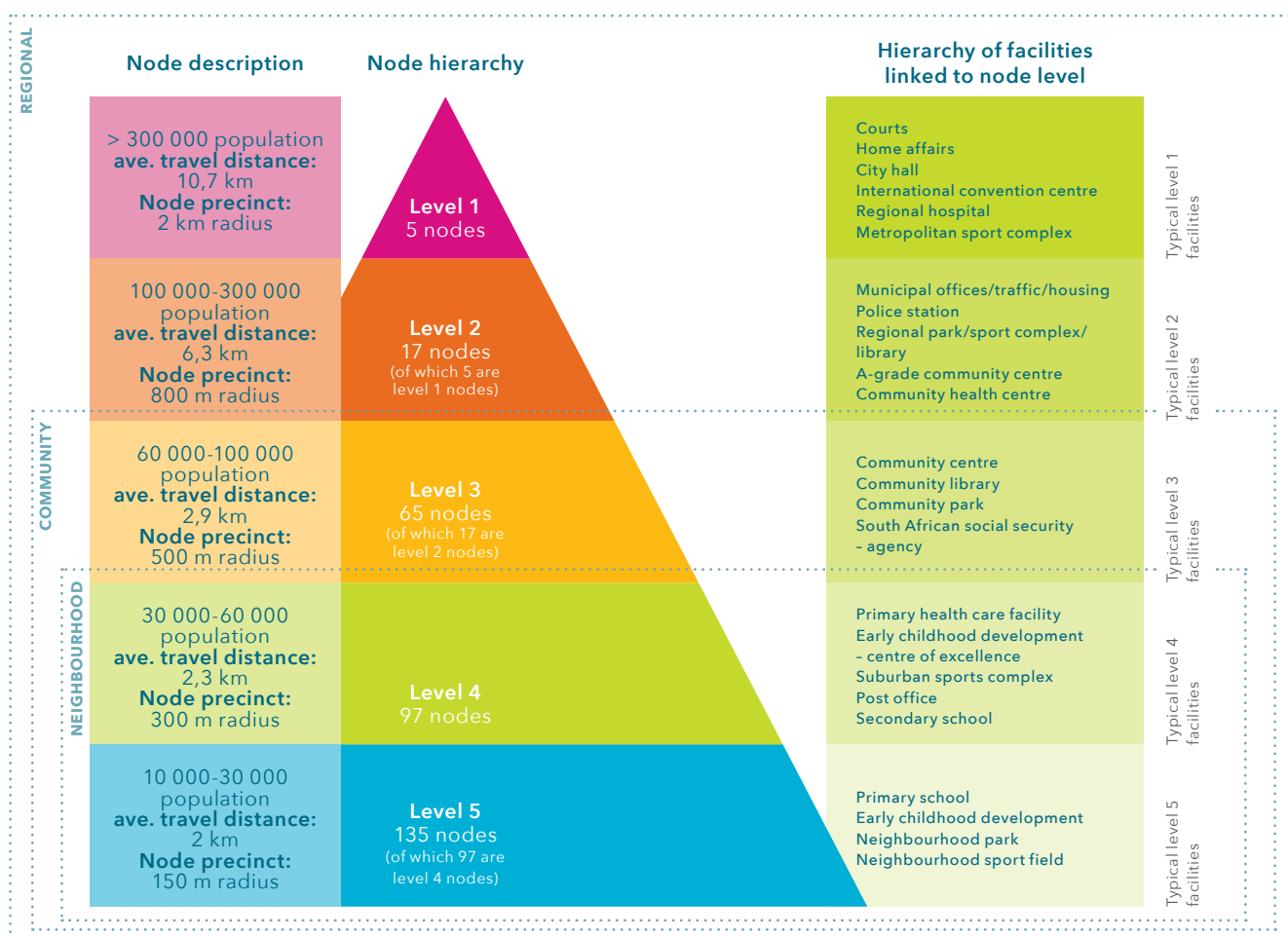


Figure 13: Civic clusters as integrated into the DSDF

TABLE 14: CIVIC CLUSTER GUIDELINES

DESIGNATION	DEVELOPMENT GUIDELINES
a) General	1. Encourage the optimal use of existing social facilities and clustering to improve access, especially for non-motorised transport. 2. Promote the development of multifunctional facilities that could be shared, and use space optimally.
b) Regional civic clusters	1. Include middle- and higher-order facilities such as home affairs offices, regional sports facilities, district hospitals, municipal offices as well as national and provincial facilities. 2. Promote well-established multifunctional clusters in close proximity to public transport and highly accessible locations. 3. Serve a catchment area larger than the immediate district with travel distances up to 15 km. 4. Guideline: The precinct radius ranges between 800 m and 2 km.
c) Community civic clusters	1. Include facilities such as community parks, community centres and libraries that could be clustered with small-scale commercial activities. 2. Approximate catchment area of up to 5 km. 3. Guideline: A precinct radius of approximately 500 m.

DESIGNATION	DEVELOPMENT GUIDELINES
d) Neighbourhood civic clusters (subdistrict maps)	1. Include localised facilities such as primary healthcare, schools/ECD centres and neighbourhood parks. 2. Approximate catchment area of up to 3 km located within walking distance of the communities served. 3. Guideline: The precinct radius ranges between 150 m and 300 m.

3.4.4 Destination places

These are significant landmarks or locations that attract people. They could be focused on nature, heritage, cultural or coastal areas. These could form part of the urban nodes as indicated above, where it is clustered with a mix of other land uses, or can be a landmark on their own. A destination place symbol (star in a circle) is used in conjunction with a node (circle) where both occur.

Table 15: Destination place guidelines

DESIGNATION	DEVELOPMENT GUIDELINES
a) All destination places, for example: Coastal based: - Milnerton Lighthouse - Milnerton Lagoon - Marine Circle - Big Bay - Silverstroomstrand - Melkbosstrand Nature based: - Zoarvlei - Rietvlei - Blaauwberg Nature Reserve - Atlantis dunes (Witzands Aquifer Nature Reserve) Special cultural landscape: - Mamre - Pella	1. Prioritise place-making interventions that enhance destinations. 2. Support the protection and enhancement of recreational and tourism opportunities at high visitor-attractor destination places. 3. Encourage appropriate development in areas surrounding the destination place and ensure that interfaces are treated sensitively in terms of the City's Urban Design Policy. 4. Support private and public sector investment for the redevelopment and upgrading of identified coastal areas and public open space areas (upgrading landscaping, litter bins, ablution facilities). 5. Promote synergies between the various economic sectors and tourism. Where feasible, links can be made between creative industries and tourism, nature and tourism, food/beverage and tourism, etc. through correct zoning, allowing land use activities such as restaurants spilling out on the pavement, allowing commercial pop-ups and so forth. Increasing the scope of land use rights should be supported. 6. Maintain and improve the levels of public accessibility to these areas. Promote and support creating access through public transport and non-motorised transport routes to increase the level of accessibility to the destination places, including universal accessibility. 7. Ensure maintenance of green streetscapes and corridors that link from nature reserves through the urban context of the district.

3.5 GUIDELINES FOR DEVELOPMENT EDGES

The urban edge is critical to the protection of key peri-urban scenic, biodiversity and agricultural areas, as well as ensuring a more compact, efficient city and growing the city's recreation and tourism economy. The area outside the urban development edge is central to the tourism and recreation economy, with potential for wider economic diversification and growth associated with the unique physical attributes within the municipal and wider city-region area. It is also increasingly important to ensure reasonable amenity access for the inhabitants of a growing

metropolitan city to a large natural and rural peri-urban area and potential non-urban activities therein.

The coastal edge is critical to ensure future coastal development that is both resilient and contributing appropriately to growing the city's recreation and tourism sectors. However, the medium- and long-term integrity of the urban edge are dependent on the timeous development of identified 'urban infill' new development areas (NDAs), as well as appropriate land use intensification of the urban area.

Table 16: Urban development edge and coastal edge guidelines and description

Aligned with the broad guidance of the MSDF, the Blaauwberg District SDF delineates a detailed development urban edge and coastal edge, and provides detailed associated development guidelines.	
DEVELOPMENT EDGE	
ELEMENTS/AREAS	DEVELOPMENT GUIDELINES
a)	1. Land beyond the urban development edge should not be considered in general for any urban development normally associated with, and which should be accommodated within, city development. However, application can still be made for uses not accommodated under the agricultural or rural zoning in the MPBL, but site-specific circumstances will need to be motivated and argued. Note that financial distress or soils of low agricultural potential will, inter alia, not serve as motivation. Refer to table 4.C (section relating to spatial planning category: discouraged growth areas) in the MSDF, clarifying the principles, informants and guidelines relating to development in the discouraged growth areas. 2. In these areas, support non-urban development and activities supportive of the recreational or tourism economy. However, limit the scale of such development, and restrict any subdivision, to maintain and consolidate the long-term integrity of these areas. 3. Ensure any development is of limited visual impact from all significant roads, neighbours, and wider cultural landscape, with location, scale, form and screening key in this regard.
b) Urban development inside the urban development edge abutting natural, agricultural and rural areas/cultural landscapes	1. Ensure that urban development at the urban development edge interface results in a positive interface (rebuilding orientation and form, surveillance, boundary wall/fence, etc.) with due regard for local considerations (e.g. fauna management, fire risk, visual impact, slope).
c) Possible future urban development areas outside the urban development edge	1. The only possible exceptions to guidelines 1 to 3 in a) above are: a. planned future large-scale utilities (which include renewable energy utilities such as solar farms) that cannot be accommodated inside the urban edge.

COASTAL EDGE	
ELEMENTS/AREAS	DEVELOPMENT GUIDELINES
a) All areas seaward of the coastal edge	1. Land on the seaward side of the coastal edge line (i.e. in the coastal protection zone) should not be used for any urban development normally associated with, and accommodated within, city development. 2. Only limited site-related, non-urban development and activities supportive of the recreational or tourism economy should be permitted within the coastal protection zone (e.g. footpaths, and where appropriate benches, toilets, parking). In very limited (pre-identified), unique locations, this could also include conservation facilities, small-scale temporary or 'touching the ground lightly' refreshment facilities/restaurants, or picnicking/braaiing facilities. 3. Any development seaward of this line must respond appropriately to coastal processes, visual impact, public coastal access, and biodiversity considerations. Reference should be made to the EMF's coastal and dune guidelines for further guidance.
b) Destination places in natural areas (identified resort areas)	1. In these destination places, support appropriate facilities for high day-visitorship or limited 'touching the ground lightly' tourism accommodation seaward of the coastal edge line. As far as possible, cluster all significant development in integrated multifunctional locations.
c) Proposed new urban nodes on the coast	1. These are the prioritised coastal growth areas for new coastal urban development, inclusive of coastal recreation and tourism development. These proposed new urban clusters should be integrated, mixed-use developments that serve their surrounding urban areas, and be resilient and financially viable into the long term. 2. Subject to more detailed local area study, the coastal edge line in proposed new coastal development may be subject to amendment. 3. Within the coastal protection zone areas, new development should be limited to coast-related recreation and tourism facilities, and aim to be temporary (or semi-permanent) for easy removal in future if/where necessary. Such development should as far as possible be utilised to enhance public space, access, amenity quality and, where necessary, address any coastal process risks.
d) Urban development inside the coastal edge abutting the coastal protection zone	1. Ensure that urban development at the coastal edge interface results in a positive interface (rebuilding orientation and form, surveillance, public access, boundary wall/fence, etc.) with due regard for local considerations (e.g. coastal processes, visual impact). 2. Development within 'identified coastal risk areas' inside the coastal edge must include adaptation requirements appropriate to local area requirements (e.g. raised building platforms, adapted underground parking, or sea-storm or windblown-sand protection barriers, or even planned 'managed urban retreat').
e) Entire coastline, but especially at urban nodes and where there are urban areas between these nodes	1. Coastal public access should be ensured and enhanced to and along the entire coastline. 2. In high access urban nodes, and where there are urban areas between these nodes, encourage the development of high-volume NMT attractors (promenades), better public transport, and improved management of private cars.

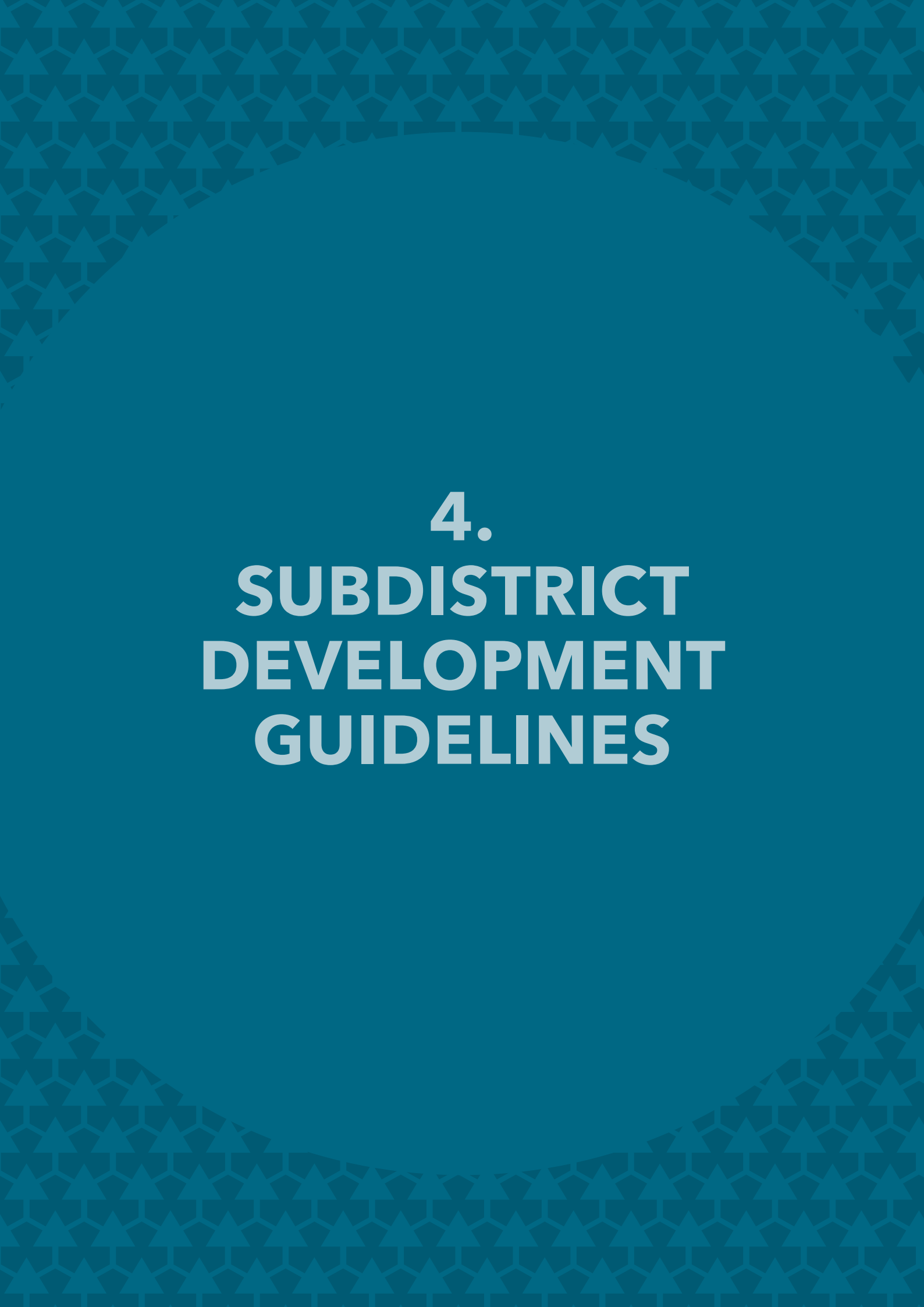
Table 17: Revised urban development edge vs 2012 urban edge

DESCRIPTION OF EDGE IN RELATION TO THE URBAN EDGE IN THE 2012 BLAAUWBERG DISTRICT PLAN	
Mamre	The edge remains the same as in the previous delineation except for two areas: The western edge has been contracted in to exclude an area of critical natural assets (CBA 1b), and the southern edge has been expanded.
Pella	Unchanged
Atlantis	Unchanged
Springfontein/ Silwerstroomstrand	2012: New development areas, no urban edge. 2023: Areas under investigation for urban development (Council decision 26 January 2023 – reference: C13/1/23). Scale to be determined through detailed studies and applications.
Melkbosstrand	The development edge has been expanded to include Ou Skip and contracted to exclude part of the conservation area south of Ou Skip.
Northern growth corridor	Contracted toward the city substantially. • The northern edge runs along the southern border of the Blaauwberg Nature Reserve, then follows the northern boundary of the DEA&DP (2001) Record of Decision for Blaauwberg City eastwards, up to and including the future intersection of Berkshire Boulevard and the Atlantis Railway. • The urban edge follows the Atlantis Railway reserve northwards up to the Morningstar smallholding area. At this point, the edge runs along the southern boundary of the Morningstar smallholdings until meeting the N7 where it follows the N7 southwards and then goes east into the Northern District.



Milnerton lighthouse
was built in 1960.





4. SUBDISTRICT DEVELOPMENT GUIDELINES

The purpose of the District Plan is to provide broad guidance for land use and environmental decision making across the district. However, the desired spatial vision may vary in relation to the particular needs across the district. Thus, land use guidance in support of achieving this variable vision needs to be reflective of local area character, and development capacity and desirability. Therefore, the purpose of this section is to provide guidance for land use decision making on a more localised scale, hereafter referred to as 'subdistricts'.

Potsdam Wastewater Treatment Works and some of its pump stations have current capacity constraints.

These constraints are being dealt with urgently by way of multibillion rand infrastructure investment to provide additional capacity for future anticipated development. This capacity will be available in 2026. In the interim, the City has adopted a standard operating procedure (SOP) to deal with development needs where wastewater treatment capacity is constrained. Existing development rights and limited new development rights can be accommodated, in line with the SOP.⁵ Please contact the Water and Sanitation Department for updates.

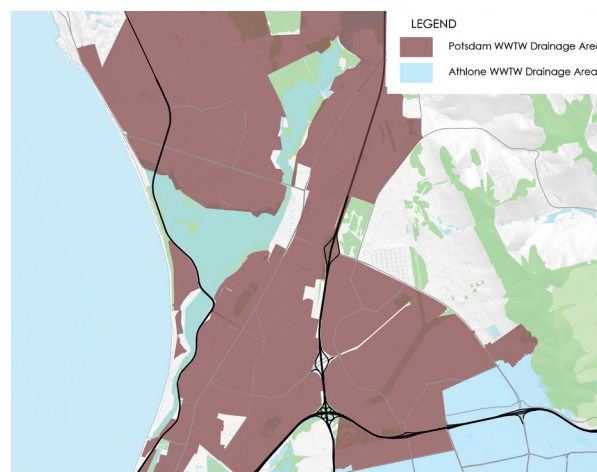


Figure 15: Map of Potsdam approximate WWTW drainage area

Pre-application consultations are mandatory for certain types of developments, including larger-scale ones, in terms of the MPBL (available on the City of Cape Town website (<https://planning.capetown.gov.za/>) or enquire at a district office). People wishing to change or develop properties are encouraged to make use of this free service at an early stage in the development process so that any potential constraints or modifications can be addressed beforehand.

⁵ The SOP aligns with governments' responsibility to create an enabling environment that balances the demand for housing with sustainable environmental practices. The SOP allows larger new development applications that will reach occupation and operation before the completion of Potsdam WWTW upgrade, only if temporary package plants are approved by environmental and national regulating agencies, with operations regulated and controlled once installed. Only small, new development applications (less than 10 houses) are being allowed to discharge to the sewerage system. Developments with existing legal rights to develop, including building plans, will be allowed to continue. However, the City is working with developers to reduce the discharge where possible. At the same time, the City is enforcing the existing by-law requirement of water-wise fittings. The WWTW is operated taking these cases into account, taking operational measures to prevent overload of the works. However, should the level of inflow approach a critical level before 2026, no further additional connections and discharges from any other development will be allowed.

4.1 Subdistrict development guidelines

The Blaauwberg District comprises five subdistricts (see figure 16). These are:

1. **Greater Milnerton:** This subdistrict is bounded by the N1 in the south, N7, Bosmansdam Road, Koeberg Road, the northern edge of the Rietvlei and the West Coast. It mostly includes the older established parts of the district, including Paarden Eiland, Brooklyn, Rugby and Milnerton.
2. **Koeberg Road corridor:** This subdistrict is bounded by Bosmansdam Road to the south, the N7, proposed east-west biodiversity corridor in the north, and Koeberg Road and its proposed extension. It is predominantly an industrial corridor and the economic backbone of the district. Development focus areas identified within this subdistrict include Rivergate and Blaauwberg Road. Urban support focus areas identified within this subdistrict include Dunoon and surrounds, and Joe Slovo Park.
3. **Greater Table View:** This subdistrict is bounded by the Rietvlei in the south, Koeberg Road and its proposed extension, the southern boundary of the Blaauwberg Nature Reserve and the West Coast. It is the growth area of the district and includes significant coastal amenity and residential development. Development focus areas identified within this subdistrict include Rivergate and Blaauwberg Road.
4. **West Coast:** This subdistrict includes the Blaauwberg Nature Reserve, Melkbosstrand, associated rural and coastal areas up to the city boundary in the north, but excludes Atlantis and the associated Klein Dassenberg smallholdings area. It is the largest of the subdistricts and includes important biodiversity and coastal resources. (This subdistrict includes both the 2012 Blaauwberg District Plan's 'Long-term Development Area: Subdistrict 4' and 'West Coast: Subdistrict 5'.)
5. **Atlantis and surrounds:** This subdistrict includes the outer-lying towns of Atlantis, Mamre and Pella as well as the Klein Dassenberg smallholdings area and associated rural areas contained within the city boundary. This area is generally underdeveloped, apart from the Atlantis Greentech special economic zone (ASEZ). Public and private sector investment is required to support both the area in general and the ASEZ. The Atlantis Industrial area is identified as development focus areas within this subdistrict, while Atlantis and Witsand are identified as urban support focus areas.

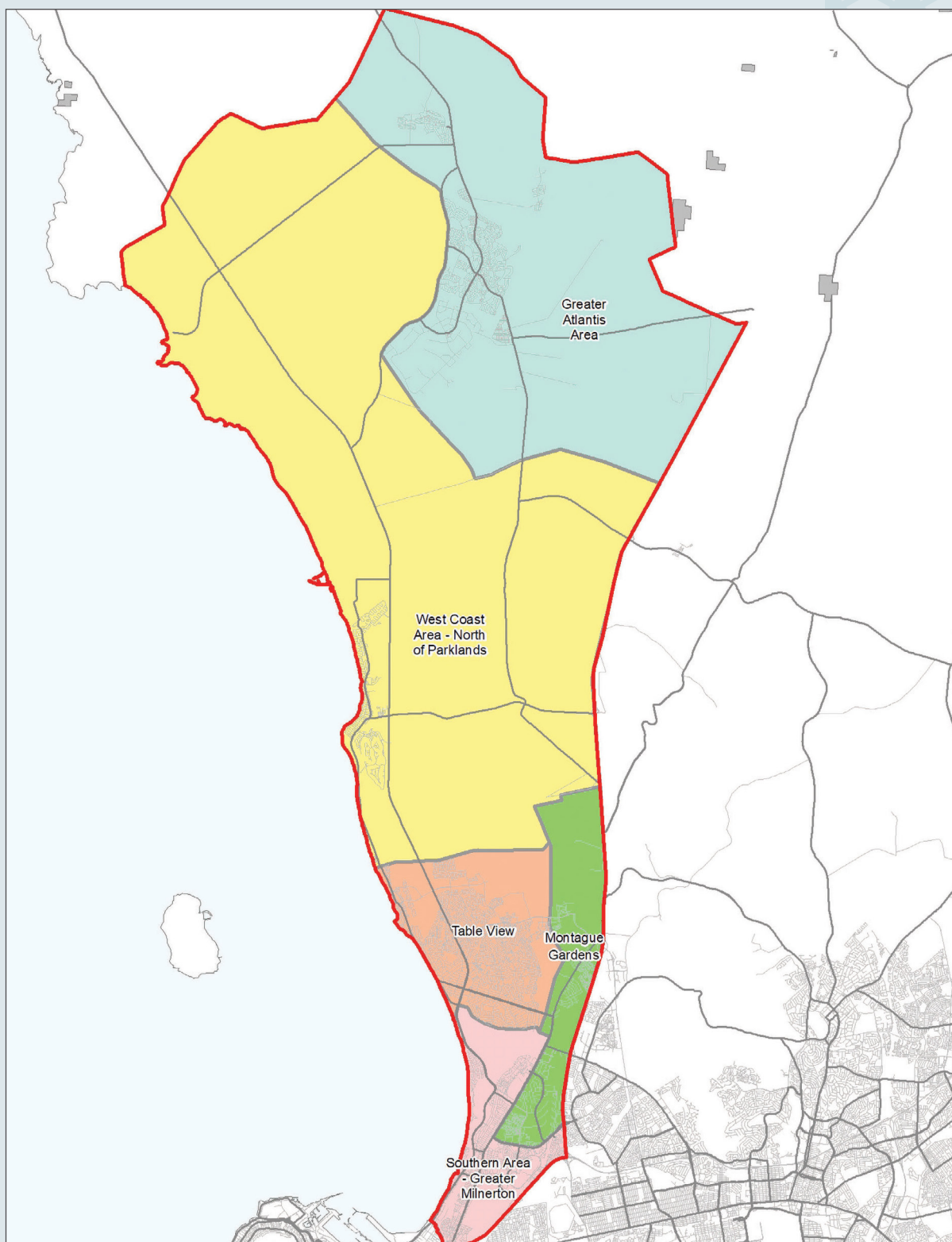


Figure 16: Blaauwberg subdistricts

4.1.1 Subdistrict 1: greater milnerton

SUBDISTRICT 1: GREATER MILNERTON - CHANGES IN LAND USE AND FORM		
Spatial development objectives	Supporting land use guidelines	Existing frameworks
Paarden Eiland Central (section from the Black River canal to Milner Street/Zoarvlei MyCiTi station) a) Support the retention of industrial uses in association with the port	1. Support medium-rise development and a mix of non-residential uses along the IRT route, on the edges of the Zoarvlei and along Marine Drive. 2. Support retention of industrial uses in association with the port. 3. Maintain location conditions/infrastructure for a maritime and logistics cluster in proximity to the port. 4. Discourage the dominance of warehousing, storage and other non-employment-intensive land uses, unless related to or reliant on close proximity to the port or maritime activity. 5. Support intensification and improvements to the pedestrian environment in Paarden Eiland by encouraging active building frontages on to pedestrian access roads and around the IRT stations/stops.	• Cape Town Sea-Level Rise Risk Assessment project (2009/10) • City of Cape Town, Koeberg Road Management Strategy (2000) • City of Cape Town, Coastal Management Programme (2014 - updated 2019) • Integrated Coastal Management Policy (2014) • Cape Town Densification Policy (2012) • City of Cape Town, Zoarvlei Management Plan (1999)
Paarden Eiland North (North of Milner Road/ Zoarvlei MyCiTi station) b) Encourage a mix of uses in Paarden Eiland as a means of reinforcing the IRT system and facilitating a transition to an inclusive, industrial-based mixed-use environment c) This area presents an opportunity to be a leader in inclusive development	1. Mixed-use development is envisioned to take place via vertical integration, as described in the Paarden Eiland North - Milnerton South LSDF. 2. The quantum of industrial floor space permitted by current GI zoning should be retained in redevelopment. This should be on the ground and on first storeys. 3. Residential and uses associated with other (non-industrial) zonings should be accommodated above. However, to enable an active interface, consider up to 30% of frontage to be wrapped with more active uses and articulation. 4. Affordable housing should be included as part of any development with a residential component. As a guide, 20% of the residential component is recommended for affordable housing. This should ideally include units affordable to lower-paid workers in the industrial area. The development's feasibility should be considered in determining an appropriate quantum.⁶	• Milnerton South - Paarden Eiland Local Area Spatial Development Framework: Conceptual Development Framework Visioning Document (2015)

⁶ Affordable housing has been included in conditions of approval, for example land use case: 70412758.

	- Changes in development or redevelopment must promote NMT and public transport use as there is one access point to Paarden Eiland North and potential for excessive congestion if not actively avoided. - Stormwater management must be considered as part of the area is below the 1:100-year floodline.	
d) Improve the interface between the built environment and Table Bay Nature Reserve to create safe and usable public open space	- Support medium-rise, mixed-use redevelopment on the edges of the Zoarvlei in Paarden Eiland North that results in an active interface with the open space without compromising the wetland buffer zone and does not excessively shadow the conserved vlei. - Promote the use of water-sensitive urban design techniques to limit the runoff effect of development on the Zoarvlei, Rietvlei and into the Black River canal. - Ensure public space investments are included as part of any redevelopment proposals edging the Zoarvlei. Where possible, ensure green spaces are linked via green corridors. - Encourage mitigation of potentially contaminating land use activities within the catchment of the Diep River system, including the Diep River estuary.	
e) Ensure the location and form of development take sea-level rise considerations into account to mitigate future impacts. - Milnerton Golf Club - Lifesavers, Woodbridge and Zonnekus - Lagoon Beach and Neptune Isle Complex - Paarden Eiland	Ensure that private properties landward of the coastal edge that are vulnerable to coastal inundation or other coastal processes such as wave action, coastal erosion and sand migration are regulated in their development. The regulation should ensure that any sea defences or any other intervention are constructed and function in a sustainable, responsible, risk-averse manner, and do not negatively impact on the public's right to access and use of beaches in any way.	
f) Ensure that land uses in proximity to the IRT route facilitate use of the system	- Support densification in appropriate locations along the routes of the IRT system. - Promote safe, convenient and pleasant non-motorised transport access in support of the IRT system.	
g) Promote access to the coast by the general public and tourists	Explore and promote public amenity and tourism opportunities at accessible locations along the coast, such as Milnerton Lighthouse, Milnerton Lagoon and Sunset Beach.	

SUBDISTRICT 1: GREATER MILNERTON - CHANGES IN LAND USE AND FORM

Spatial development objectives	Supporting land use guidelines	Existing frameworks
h) Reinforce the IRT system within the Koeberg Road corridor	1. Support higher-density, mixed-use development along Koeberg Road, creating a vibrant environment with densities that support public transport. 2. Support more height and density in appropriate location nodes. In particular, the following intersections along Koeberg Road are well located and suited to higher densities: Boundary/Sable Road, Loxton Road and Racecourse Road, and should reinforce east-west linkages into surrounding areas. 3. Reinforce east-west pedestrian and NMT links between Koeberg Road and the IRT trunk route along the R27/Marine Drive. 4. Redevelopment along Koeberg Road should be sensitive to the adjacent residential fabric. 5. Encourage buildings to maintain the canopy/colonnade typology prevalent in the southern portion. Properties fronting the corridor to aim for two to five storeys as a general guide, and taking context into consideration. This may be revised following the Koeberg Road Management Strategy review.	
i) Protect/conservate built heritage resources in the Brooklyn/Rugby and Milnerton South areas	1. Note that buildings older than 60 years are subject to National Heritage Resources Act regulations.	
j) Protect/conservate heritage sites	1. Protect sites of heritage significance according to the National Heritage Resources Act regulations, including Brooklyn Chest Hospital, Klein Zoar, the Wooden Bridge and the Old Municipal Hall.	
k) Protect and enhance scenic qualities along scenic routes and drives	1. Prevent activities that compromise or restrict views along Marine Drive (consult City's Scenic Drive Management Policy and Municipal Planning By-law). 2. Promote and enhance quality public open spaces and beaches along the route and showcase heritage destination points along the scenic routes, e.g. Klein Zoar, Wooden Bridge. 3. Protect views of the unique profile of Table Mountain.	

l) Support the regeneration of existing urban areas	1. Avoid the displacing effects of gentrification through promoting inclusionary housing, and a range of unit size, typologies and tenure options in the redevelopment of established residential areas close to the city centre. 2. Promote properties abutting the Zoarvlei to front the vlei to improve passive surveillance. Promote development to situate close to building setback lines to include overlooking features. 3. Promote the upgrade of the Zoarvlei to enhance its potential as a high-quality public space and ecological asset.	
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SUBDISTRICT 1: GREATER MILNERTON - NEW DEVELOPMENT AREAS

Spatial development objectives	Supporting land use guidelines	Existing frameworks
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NDA 1: Ysterplaat Airbase

a) Recognise Ysterplaat as a long-term urban infill opportunity and give guidance to its possible redevelopment as a high-density mixed-use precinct	1. The present function of the airfield at Ysterplaat must not be expanded. 2. Redevelopment proposals should integrate the site into the surrounding urban fabric and IRT system, particularly Koeberg Road, Wemyss Road, Piet Grobler Road, Sable Road and Ratanga Road. 3. Redevelopment proposals should include a mix of uses, including a range of housing opportunities and densities, and be sensitive to ecological assets that make up the site.	
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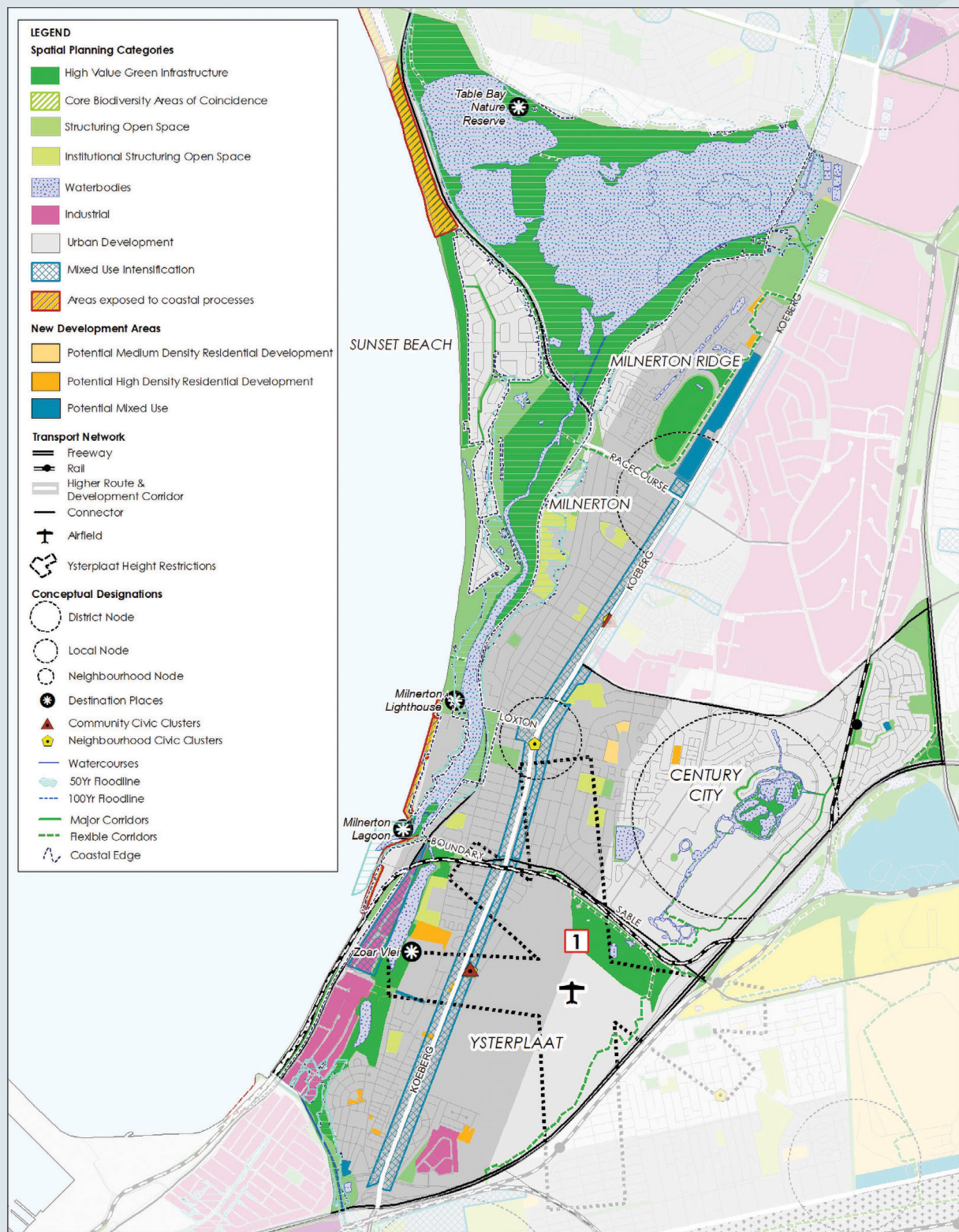


Figure 17: Blaauberg subdistrict 1: Southern area – Greater Milnerton

4.1.2 Subdistrict 2: koeberg road corridor land use guidelines

SUBDISTRICT 2: ALL AREAS WITHIN KOEBERG EMERGENCY ZONES		
Spatial development objectives	Supporting land use guidelines	Existing frameworks
a) Ensure control of development in order to ensure the effective implementation of the Koeberg Nuclear Emergency Plan	1. All urban development within the emergency planning zone (0-16 km) of the Nuclear reactors (reference point X = - 52727.4000, Y = - 3727966.6500) must conform to the procedural guidance and restrictions reflected in section 158 of the Development Management Scheme section 158 (specific conditions regarding the Koeberg restriction area overlay zoning). 2. Guidance in points 3 to 5 below will be reviewed once the regulations for development around Koeberg is available from the Minister of Mineral Resources and Energy, or the review of item 158 of the City of Cape Town's Development Management Scheme is approved by Council. 3. The principle for the 0-5 km zone is that no new development will be permitted unless place bound and directly related to the nuclear power station. 4. The principle for the 5-16 km zone is that limited development will be considered subject to assessments and that, in general, the number of permanent population, employees and visitors should be limited. 5. The City, in association with Eskom, for the National Nuclear Regulator, will develop tools to assess and report on the cumulative impacts of development applications in relation to available evacuation time. Development applications will be assessed through the Traffic Evacuation Model. 6. Changes in land use outside the existing built-up area must consider disaster management infrastructure and operational systems necessary for people on the property to be notified of an evacuation order (i.e. sirens, information in homeowners association constitution/rules of the scheme) and to act on the order. 7. Proposals for urban development in the 0-16 km Koeberg emergency planning zone, which are also in the discouraged growth area or outside the urban development edge, are discouraged. Agricultural-, tourism- or recreational-related land uses that are compatible with the agricultural or rural zoning could be considered, but will require special attention to nuclear safety and evacuation planning, and implementation of said plans. This should include alert systems, sirens, nearby declared evacuation routes, capacity at mass care centres, and means of notifying owners and all visitors at all times about emergency procedures, including information in homeowners association constitution/rules of the scheme, etc. Special agreements with the National Nuclear Regulator and Eskom may be required and engagement should happen in the early stages of proposals. These costs are for the developer unless otherwise agreed to by Eskom.	

SUBDISTRICT 2: MONTAGUE GARDENS AND KOEBERG ROAD CORRIDOR - CHANGES IN LAND USE AND FORM

Spatial development objectives	Supporting land use guidelines	Existing frameworks
a) Reinforce the IRT system within the Koeberg Road corridor	1. Support densification in appropriate locations along Koeberg Road, creating a series of nodes along the length of the route and reinforcing east-west linkages into surrounding areas. 2. Mixed-use development is encouraged for the portion of the route between Racecourse Road and Platteklouf Road. 3. Encourage buildings to maintain the canopy/colonnade typology prevalent in the southern portion, and for properties fronting the corridor to aim for two to five storeys as a general guide. This may be revised following the Koeberg Road Management Strategy review. 4. Support a mix of uses for industrial properties that border Koeberg Road. 5. Support a mix of uses along trunk IRT routes within industrial areas that do not compromise industrial transport movement.	• City of Cape Town, Koeberg Road Management Strategy (2000) • City of Cape Town, Floodplain and River Corridor Management Policy (2009) • City of Cape Town, Management of Urban Stormwater Impacts Policy (2009) • City of Cape Town, Diep River Management Plan (draft 2021, or as approved) • Joe Slovo Park Contextual Framework (2022)
b) Improve provision and access to higher-order public facilities	1. Cluster higher-order public facilities at points of high accessibility, concentrated at the intersection of Sandown Road and the Atlantis rail line. 2. Support the provision of lower-order public facilities in proximity to areas of highest need and within proximity of public transport. 3. A future regional hospital site is required for Milnerton, outside the 16 km Koeberg safety zone.	
c) Ensure an active interface between the built environment and the Diep River	1. Promote the rehabilitation of the Diep River corridor as an ecological, open space and recreational corridor. 2. Promote the use of water-sensitive urban design techniques to limit the runoff effect of development on the Diep River. 3. Promote reed bed development and other green infrastructure measures to improve water quality in the Diep River, subject to veldfire management requirements. 4. Support active built interfaces with the Diep River, including permeable perimeter fencing of developments adjacent to the river and recreational spaces. 5. Reinforce and upgrade points of public access to the river. 6. Do not support heavy industrial uses on the edge of the Diep River.	

	7. Increase the rate of upgrading of informal settlements and strictly manage land invasions within the Diep River estuarine functional zone and floodplain (see figure 11). 8. Protect the estuarine functional zone and runoff quantity management into redevelopment proposals, in line with the Management of Urban Stormwater Impacts Policy.	
d) Support a range of housing opportunities within proximity of job opportunities	1. Ensure new development applications provide a range of entry-level housing opportunities and associated public facilities. 2. Support acquisition of land for public housing provision within the Koeberg Road corridor.	
e) Upgrade the public environment of the Dunoon and Doornbach urban support focus area (USFA)	1. Promote rapid planning initiatives and projects in the area to drive a coordinated response to needs in the area and implement projects and programmes, guided by the recommendations of the Dunoon Local Area Planning Initiative. 2. Support initiatives to clarify tenure and land use rights for private properties. 3. Encourage a mix of residential typologies, including site and service to accommodate the high need for housing in the vicinity. 4. Support incremental upgrading and re-blocking, where possible, to maintain households on site while improving connectivity, access for emergency services and addressing fire risks. 5. Prioritise NMT in road design and area initiatives. 6. Develop a shared services precinct in Doornbach along Potsdam Road that provides social and other development-focused services. 7. Facilitate the provision of social facilities in priority areas of need/shortfall within this subdistrict: Du Noon: primary and secondary schools, community and neighbourhood parks, sports grounds, recreational areas and public space. 8. Refer to volume 3: urban restructuring and upgrading – public facilities and public space for backlogs. 9. Promote transitional interfaces and land use between industrial and residential development, particularly along Racing Park Business Park. Encourage training facilities linked to industry as a transitional use. 10. Promote incremental and transitional residential opportunities. 11. Upgrade the interface between Dunoon and Doornbach, and Potsdam Road. The upgrade should include the sports field located next to the rail line.	

SUBDISTRICT 2: MONTAGUE GARDENS AND KOEBERG ROAD CORRIDOR - CHANGES IN LAND USE AND FORM

Spatial development objectives	Supporting land use guidelines	Existing frameworks
	12. Promote the securitisation of vacant land intended for public facilities through short-term leases and temporary uses.	
f) Upgrade the public environment of the Joe Slovo Park urban support focus area (USFA)	1. Promote rapid planning initiatives and projects in the area to drive a coordinated response to needs in the area and implement projects and programmes. 2. Support incremental upgrading and re-blocking, where possible, to maintain households on site while improving connectivity, service provision, access for emergency services and addressing fire risks. 3. Encourage mixed-use development of three-to four-storey walk-ups along Freedom Way, with positive street interfaces. 4. Promote safe public spaces through urban design principles. 5. Promote NMT infrastructure, informal trading infrastructure and appropriate landscaping along Freedom Way from Koeberg and Omuramba roads to improve the pedestrian experience and soften the urban environment. 6. Encourage the intersection of Omuramba Road and Freedom Way to be emphasised as a gateway to Joe Slovo/Marconi Beam, including landscaping, landmark building and active uses that will serve the surrounding community. 7. Future development in the area should take cognisance and identify sites to accommodate a neighbourhood park for the area. 8. Refer to volume 3: urban restructuring and upgrading – public facilities and public space for current backlogs in the area. 9. Support proposals to meet the local residents' needs on land outside the USFA, but with good accessibility.	



Dunoon was established as a township after the farm Dunoon was bought by the City in the 1990s for a low-income housing development.

SUBDISTRICT 2: KOEBERG ROAD CORRIDOR - NEW DEVELOPMENT AREAS		
Spatial development objectives	Supporting land use guidelines (how and where)	Existing frameworks
Atlantis railway corridor, including Rivergate and Frankendale (area of subdistrict north of the Diep River)		
a) Promote the development of a node at the proposed new Parklands station and intersection of Parklands Main Road extension and Sandown Road (Rivergate node) <i>Rivergate precinct is identified as a DFA for prioritised public investment. Refer to volume 3: spatial targeting framework for prioritising public investment – section 1.3 (tables 11 and 12) to see some of the necessary capital projects to support the development proposed in this DFA.</i>	<i>The Rivergate station precinct includes a future transport interchange and level 2 civic cluster. This will include higher-order institutional facilities for a wide catchment area. It is highly accessible via road-based and NMT connections. The precinct is a district-level node and has potential to restructure the city.</i> 1. Cluster higher-order public facilities at points of high accessibility, concentrated at the intersection of Sandown Road and the Atlantis rail line in relation to the proposed Parklands rail station (Rivergate station precinct). 2. Development of the Rivergate station precinct must be in line with the Rivergate urban design guidelines. 3. Promote flexible design in location and clustering of public sites. 4. Development should face onto roads and create a positive pedestrian environment. 5. Facilitate coordinated planning with other spheres of government to realise the precinct's potential.	• Diep River Management Plan (1999) • Cape Town Densification Policy (2012) • Rivergate Station Urban Design Guidelines (in progress)
b) Promote a range of housing opportunities in proximity to job opportunities and public facilities	1. Support increased densities along Sandown Road and in proximity to proposed rail stations. 2. Develop and encourage significant social housing and other affordable housing opportunities within the area to ensure that entry-level housing opportunities are available to cater for workers in the existing and future industrial areas. 3. Future development and programmes for revitalisation in Rivergate should take cognisance of and identify sites to accommodate two community centres.	
c) Ensure an active interface between the built environment and the Diep River	1. Promote the rehabilitation of the Diep River corridor as an ecological, open space and recreational corridor. 2. Promote the use of water-sensitive urban design techniques to limit the runoff effect of development on the Diep River.	

	3. Promote reed bed development and other green infrastructure measures to improve water quality in the Diep River. Support active built interfaces with the Diep River, including permeable perimeter fencing of developments adjacent to the river and recreational spaces. 4. Reinforce and upgrade points of public access to the river. 5. Do not support heavy industrial uses on the edge of the Diep River. 6. More effectively regulate the impacts of development and land use applications that fall within the catchment of the Diep River estuary. 7. Increase the rate of upgrading of informal settlements and strictly manage land invasions within the EFZ and floodplain. 8. Utilise the land use planning and development management system to restrict new developments in the EFZ and ensure incorporation of stormwater quality and quantity management into redevelopment proposals in line with the Management of Urban Stormwater Impacts Policy. 9. Support infrastructure and development projects that prevent negative impacts arising from activities adjacent to the Diep River. Use the Diep River Estuarine Functional Zone Management Plan (implementation chapter) as a guide to identifying these projects. 10. Implement all other key management actions contained in the draft Diep River Estuary Management Plan (or as approved) towards preventing any negative impacts arising from activities adjacent to the Diep River estuary.	
d) Reinforce Sandown Road as an important east-west public transport route	1. Support higher density, mixed-use development along Sandown Road. 2. Encourage building design to promote an active urban environment in support of safe movement. 3. Promote a high-density node at the intersection of Sandown Road and the Atlantis rail line in relation to the proposed Parklands/Rivergate rail station. 4. Allow for business/service industrial development in line with the local area development framework compiled for the Rivergate development area.	

SUBDISTRICT 2: KOEBERG ROAD CORRIDOR - NEW DEVELOPMENT AREAS		
Spatial development objectives	Supporting land use guidelines	Existing frameworks
Atlantis railway corridor, including Rivergate and Frankendale (area of subdistrict north of the Diep River)		
e) Ensure that development is compliant with the operational requirements of the Vissershok landfill site	1. The different types of heavy industries that may be permitted within the 800 m buffer zone around the Vissershok waste disposal facility must be determined in consultations between developers, the operators of the Vissershok waste disposal facility and the City of Cape Town's Urban Waste Management Department in order not to jeopardise any of the permit conditions under which this facility operates.	
f) Establish an ecological corridor that links the Blaauwberg Nature Reserve with the Diep River	1. Support an ecological corridor south of the Morningstar smallholdings to link the Blaauwberg Nature Reserve and Diep River.	

NDA 2: POTSDAM INTERCHANGE SITE (LOCATED AT THE INTERSECTION OF BLAAUWBERG ROAD AND POTSDAM ROAD)		
g) Unlock City land for development as a showcase in sustainable development	1. Potsdam is part of the Blaauwberg Road DFA for prioritised public investment. Refer to volume 3: spatial targeting framework for prioritising public investment, section 1.3 (table 5) to view some of the necessary capital projects to support the development proposed in this DFA. 2. Support a carbon-neutral, or other sustainability focused, pilot initiative at Potsdam. 3. Development of the site should incorporate a mix of uses, potentially including public facilities to serve the communities of Dunoon and Doornbach. 4. Development of the site should include the upgrade of existing services to more sustainable and carbon-neutral models. 5. Development of the site must not compromise the Astron Oil Refinery emergency plan. 6. The development should be integrated into the surrounding road network and public transport infrastructure.	• City of Cape Town, SPUD Department, draft Potsdam Interchange Site Prefeasibility Phase 1 (2009) • City of Cape Town, Climate Change Strategy • City of Cape Town Resilience Plan

	7. Redevelopment of the site must create an active interface with Koeberg Road, Potsdam Road and the Diep River. 8. An appropriate transition between the Table Bay Nature Reserve and urban development should be established, which does not preclude public access. 9. Redevelopment of the site needs to be integrated with the future use of the Killarney racetrack.	
NDA 3: WELBELOOND SITES (LOCATED NORTH OF MALIBONGWE DRIVE BETWEEN THE N7 AND DIEP RIVER)		
h) Unlock land for development and ensure public objectives are achieved through the development of the site	1. The development area shown on the map is indicative and the final demarcation should be informed by necessary studies, including studies on the potential impacts this may have on the Diep River. 2. Redevelopment of the site could incorporate a mix of uses, including substantial public facilities to serve the communities of Dunoos, Doornbach and surrounds. Schools and healthcare facilities will likely need to be accommodated. This should be verified with the relevant provincial departments early in the planning phase. 3. In general, a mix of uses enabling a medium residential density should be supported on the site with higher densities along structuring routes. 4. A range of typologies, densities, income groups and tenure should be accommodated. 5. Opportunities exist for urban agriculture and agro-education facilities. 6. Interface conditions with the N7 should take the scenic route designation and road noise impacts into account. 7. Development of the site should include more sustainable and carbon-neutral models, as feasible, in line with the City's sustainability commitments and the vision for the Blaauwberg District.	

NDA 3: WELBELOOND SITES (LOCATED NORTH OF MALIBONGWE DRIVE BETWEEN THE N7 AND DIEP RIVER)

i) Guide interface between urban development and the Diep River	1. An appropriate transition between the Diep River and development should be established, which does not preclude public access. 2. Construction should not occur below the 1:50-year floodline, but recreational, sports and open space uses could be situated between the 1:50- and 1:100 year floodlines as part of an appropriate interface between the Diep River and urban development. 3. Support projects to divert stormwater to sewers at Dunoon and Doornbach. 4. Construct a treatment wetland/pond at Erica Road stormwater system outfall. 5. Ensure incorporation of stormwater quality and quantity management into development proposals in line with the Management of Urban Stormwater Impacts Policy.	
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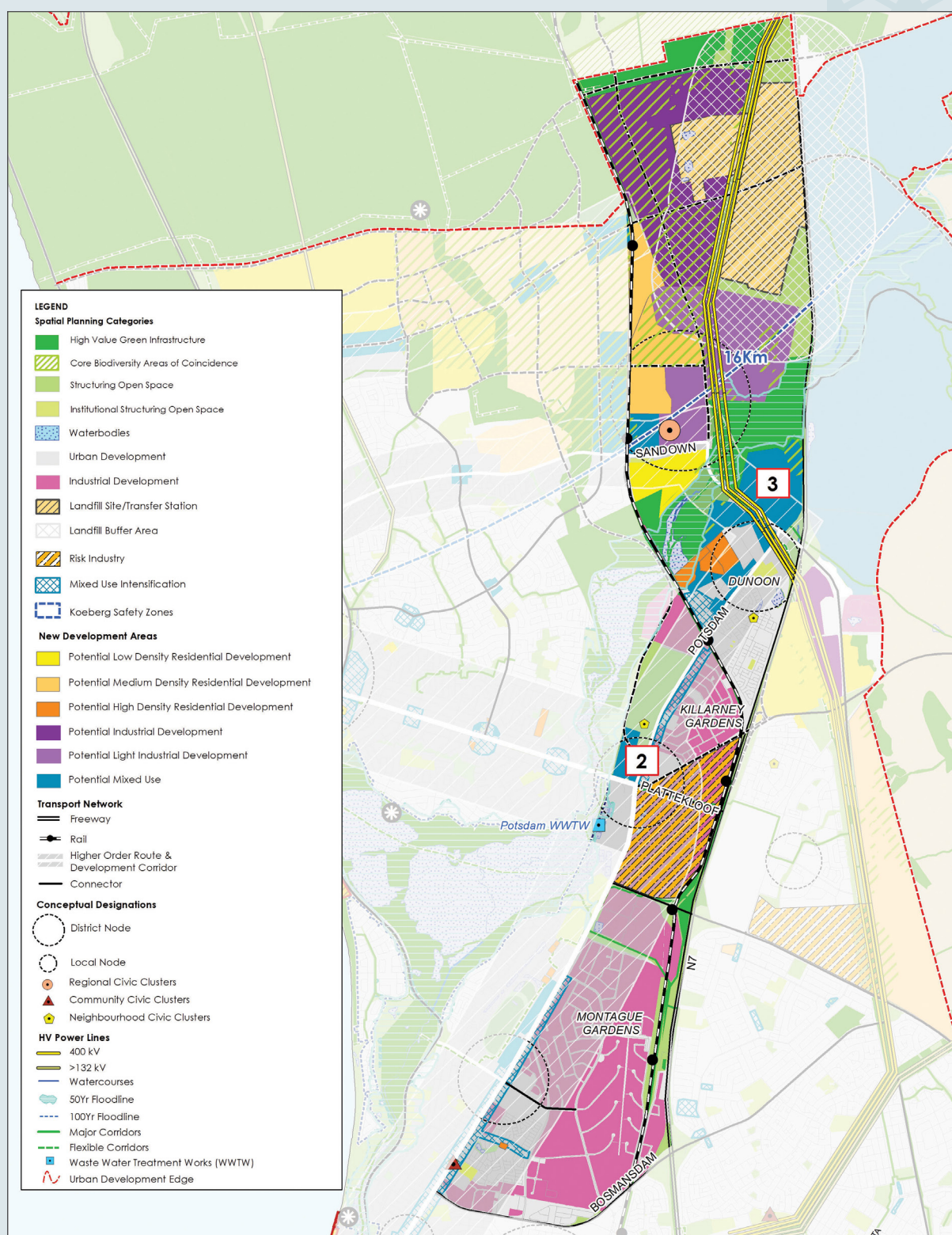


Figure 18: Blaauwberg subdistrict 2: Montague Gardens and Koeberg Road corridor

4.1.3 Subdistrict 3: greater table view land use guidelines

SUBDISTRICT 3: GREATER TABLE VIEW - ALL AREAS		
Spatial development objectives (what)	Supporting land use guidelines (how and where)	Existing frameworks
a) Ensure control of development in order to ensure the effective implementation of the Koeberg Nuclear Emergency Plan	1. All urban development within the emergency planning zone (0-16 km) of the nuclear reactors (reference point X = - 52727.4000, Y = - 3727966.6500) must conform to the procedural guidance and restrictions reflected in section 158 of the Development Management Scheme (specific conditions section 158 (specific conditions regarding the Koeberg restriction area overlay zoning). 2. Guidance in points 3 to 5 below will be reviewed once the regulations for development around Koeberg is available from the Minister of Mineral Resources and Energy or the review of item 158 of the City of Cape Town's Development Management Scheme is approved by Council. 3. The principle for the 0-5 km zone is that no new development will be permitted unless place bound and directly related to the nuclear power station. 4. The principle for the 5-16 km zone is that limited development will be considered subject to assessments and that, in general, the number of permanent population, employees and visitors should be limited. 5. The City, in association with Eskom, for the National Nuclear Regulator, will develop tools to assess and report on the cumulative impacts of development applications in relation to available evacuation time. Development applications will be assessed through the Traffic Evacuation Model. 6. Changes in land use outside the existing built-up area must consider disaster management infrastructure and operational systems necessary for people on the property to be notified of an evacuation order (i.e. sirens, information in homeowners association constitution/rules of the scheme) and to act on the order.	• City of Cape Town Traffic Evacuation Model (2014)

	7. Proposals for urban development in the 0-16 km Koeberg emergency planning zone, which are also in the discouraged growth area or outside the urban development edge, are discouraged. Agricultural-, tourism- or recreational- related land uses that are compatible with the agricultural or rural zoning could be considered, but will require special attention to nuclear safety and evacuation planning, and implementation of said plans. This should include alert systems, sirens, nearby declared evacuation routes, capacity at mass care centres, and means of notifying owners and all visitors at all times about emergency procedures, including information in home-owners association constitution/rules of the scheme, etc. Special agreements with the National Nuclear Regulator and Eskom may be required and engagement should happen in the early stages of proposals. These costs are for the developer unless otherwise agreed to by Eskom.	
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SUBDISTRICT 3: GREATER TABLE VIEW - CHANGES IN LAND USE AND FORM

a) Reinforce Blaauwberg Road as a public transport route and development corridor <i>Blaauwberg Road corridor is identified as a DFA for prioritised public investment. Refer to volume 3: spatial targeting framework for prioritising public investment, section 1.3 (tables 11 and 12) to view some of the necessary capital projects to support the development proposed in this DFA.</i>	1. Support densification along Blaauwberg Road development corridor, particularly in the first three rows of properties on either side. 2. Promote a higher ratio of non-residential development in the corridor to optimise the transport network and reduce congestion, in line with the recommendation of CTOD 2032 Model and Blaauwberg Road Corridor Transport Study (2019). 3. Support mixed-use development along Blaauwberg Road. Consider building heights of five to seven storeys in the first row of properties abutting the road, with more height appropriate at nodes and intersections. Deviations from the contextual zoning and building heights should consider the Tall Building Policy. 4. Where possible, parking areas should be located behind buildings or in basements to ensure an active built interface with Blaauwberg Road. 5. In general, support predominantly residential development in the second row of properties abutting Blaauwberg Road (half block), with heights of three to four, and three storeys in the third row. More height may be appropriate at intersections and in nodes. Deviations from the contextual zoning and building heights should consider the Tall Building Policy. 6. Retain mature trees and implement landscaping to retain the green character of the area.	• Blaauwberg Road Corridor Transport Study (2019) • Blaauwberg Road Management Strategy (2000) • Tall Building Policy
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SUBDISTRICT 3: GREATER TABLE VIEW - CHANGES IN LAND USE AND FORM

Spatial development objectives	Supporting land use guidelines	Existing frameworks
	- Support an intensification of development in relation to IRT trunk stations along the route and in relation to the nodes of Marine Circle, Bayside, Flamingo Square and Boy de Goede Crescent. - Locate higher-order facilities that will serve the wider community in the corridor due to its high level of accessibility. - Consider additional heights and higher subzonings at Marine Circle with reference to improving and implementing a high-quality public environment. - Investigate a group removal of restrictive title deed conditions to enable intensification of the corridor.	
b) Ensure that the location and form of development take sea-level rise considerations into account to mitigate future impacts: - Dolphin Beach - Bloubergstrand near Van Reenen Street - Big Bay and Small Bay	Ensure that private properties landward of the coastal edge that are vulnerable to coastal inundation or other coastal processes such as wave action, coastal erosion and sand migration, are regulated in their development. The regulation should ensure that any sea defences or any other intervention are constructed and functions in a sustainable, responsible, risk-averse manner, and does not negatively impact on the public's right to access and use beaches in any way.	
c) Improve public amenity of the beachfront area <i>Blaauwberg Road corridor, including Marine Circle, is identified as a DFA for prioritised public investment. Refer to volume 3: spatial targeting framework for prioritising public investment, section 1.3 (tables 11 and 12) to view some of the necessary capital projects to support the development proposed in this DFA.</i>	- Promote the highest intensity of development in the Blaauwberg Road corridor at Marine Circle. - New development should contribute to an improved public realm. - Promote positive urban design responses to the beachfront by the private sector. - Promote the development of a high-quality public beachfront focused on recreation and NMT by reducing the dominance of vehicles and upgrading NMT infrastructure. - Support the provision of sufficient tourism amenities along the beachfront in appropriate locations. - Consider the impact of sea-level rise risk on beachfront infrastructure and future development. - Support processes to protect public infrastructure from climate change impacts along the coast. - Investigate the realignment of Otto du Plessis Drive away from the coastline to increase the dune buffer zone and create a pedestrianised beachfront/promenade. - Promote public access to the coast, including sufficient public parking provision.	Table View beachfront Local SDF draft (2018)

d) Protect and enhance scenic qualities along scenic routes and drives	1. Prevent activities that compromise or restrict views along Otto du Plessis Drive (consult City's Scenic Drive Management Policy and Municipal Planning By-law). 2. Promote and enhance quality public open spaces and beaches along the route and showcase heritage destination points along the scenic routes.	
e) Guide the interface between urban development and the fynbos ecological corridor	1. Promote an active interface and permeable perimeter fencing on properties bordering the fynbos ecological corridor. 2. Support properties fronting on the fynbos ecological corridor. 3. Promote higher-density, medium-scale development on the edges of the fynbos ecological corridor to improve passive surveillance.	
f) Promote Wood Drive as an NMT link between the Rietvlei and the Blaauwberg Nature Reserve	1. Where feasible, implement a grade-separated cycleway linking Rietvlei to the Blaauwberg Nature Reserve.	
g) Promote east-west NMT routes between the Table View beachfront and residential areas both sides of the R27	1. Encourage NMT routes to connect the beachfront with residential areas east of it, particularly to public places and higher-order intersections.	
h) Protect/conservate built heritage resources in Stadler Street and historic Bloubergstrand	1. Buildings older than 60 years are subject to National Heritage Resources Act regulations.	





SUBDISTRICT 3: GREATER TABLE VIEW - NEW DEVELOPMENT AREAS		
Spatial development objectives	Supporting land use guidelines	Existing frameworks
NDA 4: SUNNINGDALE, SANDOWN AND RIVERGATE GROWTH AREA (LOCATED NORTH OF EXISTING URBAN DEVELOPMENT)		
a) Guide the interface between urban development and Blaauwberg Nature Reserve	- Promote an active interface and permeable perimeter fencing on properties bordering the BNR. - Lower-density residential development may be supported as a transition to the BNR core areas. Higher-intensity uses could be supported to reinforce the gateway to the BNR where Wood Drive terminates.	Blaauwberg Conservation Area Development and Management Plan (2000)
b) Encourage the formalisation and improvement of access to destination places	- Encourage the establishment of a visitors' welcome centre to the Blaauwberg Nature Reserve (i.e. eastern gateway) as identified by the Blaauwberg Conservation Area Development Plan (2000). - Guide adjacent development to provide road access to the future welcome centre. - Promote the development of a visitors' welcome centre, which may include educational and eco-tourism facilities, recreational spaces and trails, among other uses.	
c) Promote Wood Drive as an NMT link between the Rietvlei and the Blaauwberg Nature Reserve	Where feasible, continue and maintain a grade-separated cycleway linking Rietvlei to the Blaauwberg Nature Reserve.	
d) Reinforce the fynbos ecological corridor linking the Diep River and Blaauwberg Nature Reserve	- The extent of the fynbos ecological corridor is indicative, and precise configuration should be determined through a local development framework as part of future land use applications, which should align with the parameters of the DEA&DP Record of Decision for the Blaauwberg City (2001) and should further take into consideration: - the need to ensure convenient and safe crossing for pedestrians between the station node and residential areas to the west; - the key need to ensure that more intense activity is promoted along the Parklands Main Road extension (Broad Road) activity street; - the impacts of potential fire risk and related safety considerations;	Fynbos corridor Operational Environmental Management Plan (OEMP)

	iv. ecological processes and functioning, where specialist botanical/ecological input and the City's Biodiversity Network should be an informant; and v. faunal movement mitigation measures (for example, box culverts under roads) should be considered to facilitate faunal movement where roads and infrastructure cause barriers to faunal movement. 2. Promote an active interface and permeable perimeter fencing on properties bordering the fynbos ecological corridor. 3. Encourage layout design that reflects the orientation and minimum setbacks of properties that front onto the fynbos ecological corridor. 4. Promote higher-density, medium-scale development on the edges of the fynbos ecological corridor to improve passive surveillance. 5. Based on its scale and location within the urban fabric, the fynbos ecological corridor should accommodate passive recreational activities, including walking trails that encourage usage of the open space and facilitate NMT movement within the broader area. By its nature, the corridor should have a higher level of accessibility than large-scale conservation areas such as the Blaauwberg Nature Reserve.	
e) Reinforce east-west routes and associated public transport	1. A mix of uses and higher densities should be supported at intersections along Sandown Road and Berkshire Boulevard. 2. Development along east-west routes should face onto the routes and create a positive pedestrian environment. Solid boundary walls on the edges of these routes should be minimised. 3. Where possible, parking areas for business uses should be encouraged to locate at the back of buildings and not on the street edge, to support the creation of an active street interface. 4. Township layouts edging these routes should facilitate pedestrian access to public transport routes and stations, including direct pedestrian access onto these routes. 5. Promote open space and NMT routes to link new development areas to the beachfront, including the Parklands/Rivergate node and Wood Drive. 6. Layouts should accommodate space for taxis, buses and e-hailing services to stop at all activity areas and key intersections where unregulated stopping will impact pedestrian safety or traffic. This could include embayments.	

SUBDISTRICT 3: GREATER TABLE VIEW - NEW DEVELOPMENT AREAS		
Spatial development objectives	Supporting land use guidelines	Existing frameworks
NDA 4: SUNNINGDALE, SANDOWN AND RIVERGATE GROWTH AREA (LOCATED NORTH OF EXISTING URBAN DEVELOPMENT)		
f) Ensure public objectives are achieved through development of the area	- Facilitate the provision of social facilities in priority areas of need/shortfall within this subdistrict: - Rivergate: primary and secondary schools, community parks, sports grounds, community centre - Parklands/Sandown: sports grounds, primary and secondary schools, clinic - Community civic cluster - Refer to volume 3: urban restructuring and upgrading – public facilities and public space for backlogs. - A future regional hospital site is required for Milnerton, outside the 16 km Koeberg safety zone.	
j) Promote a sports precinct at the intersection of Tryall Road and Wood Drive	- Complete the rehabilitation of the closed Milnerton landfill site into a regional sports facility. - Integrate the proposed sports facility with the adjacent biodiversity areas ensuring accessibility for pedestrians and cyclists. - Surrounding urban development should front onto the proposed sports facility. - Medium-density development should be encouraged on the edge of the sports facility to improve passive surveillance. - A cluster of public facilities could be located in close proximity to the proposed facility.	
k) Promote the development of a node at the proposed new Parklands station and intersection of Parklands Main Road extension and Sandown Road (Rivergate node)	<i>The Rivergate station precinct includes a future transport interchange and level 2 civic cluster. This will include higher-order institutional facilities for a wide catchment area. It is highly accessible via road-based and NMT connections. The precinct is a district-level node and has potential to restructure the city.</i> - Cluster higher-order public facilities at points of high accessibility, concentrated at the intersection of Sandown Road and the Atlantis rail line in relation to the proposed Parklands rail station (Rivergate station precinct). - Development of the Rivergate station precinct must be in line with the Rivergate urban design guidelines.	

<i>Rivergate precinct is identified as a DFA for prioritised public investment. Refer to volume 3: spatial targeting framework for prioritising public investment – section 1.3 (tables 11 and 12) to view some of the necessary capital projects to support the development proposed in this DFA.</i>	7. Promote flexible design in location and clustering of public sites. 8. Development should face onto roads and create a positive pedestrian environment. 9. Facilitate coordinated planning with other spheres of government to realise the precinct's potential.	
l) Promote mixed-use intensification along Parklands Main Road extension (Broad Road)	1. A mix of uses and higher densities should be supported at intersections along Parklands Main Road extension. 2. Development should face onto the route and create a positive pedestrian environment. Solid boundary walls on the edges of these routes should generally be discouraged. 3. Parking areas for business uses should be encouraged to locate at the back of buildings and not on the street edge, to support the creation of an active street interface. 4. Township layouts edging these routes should facilitate pedestrian access to public transport routes and stations. 5. Cluster higher-order public facilities at points of high accessibility, concentrated at the intersection of Sandown Road and the Atlantis rail line in relation to the proposed Parklands rail station (Rivergate station precinct).	

SUBDISTRICT 3: GREATER TABLE VIEW - NEW DEVELOPMENT AREAS		
Spatial development objectives	Supporting land use guidelines	Existing frameworks
NDA 5: ERF 1117 (LARGE NDA EAST OF BIG BAY)		
m) Protect areas of high conservation-worthy vegetation	1. The urban area indicated on the site is indicative and the final demarcation should be guided by findings of an EIA. 2. The northern portion of erf 1117 contains pristine, critically endangered vegetation. This and the associated dune ridge should be incorporated into the Blaauwberg Nature Reserve as notionally indicated.	
n) Ensure public objectives are achieved through the development of the site	1. Encourage private-public partnerships and a range of institutional arrangements to enable the optimal development of the site. 2. Redevelopment of the site should facilitate the provision of public facilities. 3. The site should accommodate a range of housing densities, typologies, ownership and income groups, developed in an integrated manner. 4. Transition to surrounding areas should contribute to a continuous urban fabric. 5. Development of the site should include sustainable and carbon-neutral development models, as feasible, in line with the City's sustainability commitments and the vision for the Blaauwberg District.	
o) Reinforce east-west routes and associated public transport	1. The roads indicated on the site are indicative (from the PROW, 2017) and the final routes should be guided by more detailed planning. 2. Connections should be used to integrate the site into its surrounding area. 3. A mix of uses and higher densities should be supported at intersections along with the proposed Berkshire Boulevard extension. 4. In general, medium-density residential development should be supported on the site with higher densities associated with main structuring routes.	
p) Guide interface between urban development and the Blaauwberg Nature Reserve	1. Promote an active interface through development that overlooks the nature reserve, roads along the boundary, permeable perimeter fencing on properties bordering the nature reserve or other design that promotes passive surveillance.	• Blaauwberg Conservation Area Development and Management Plan (2000)

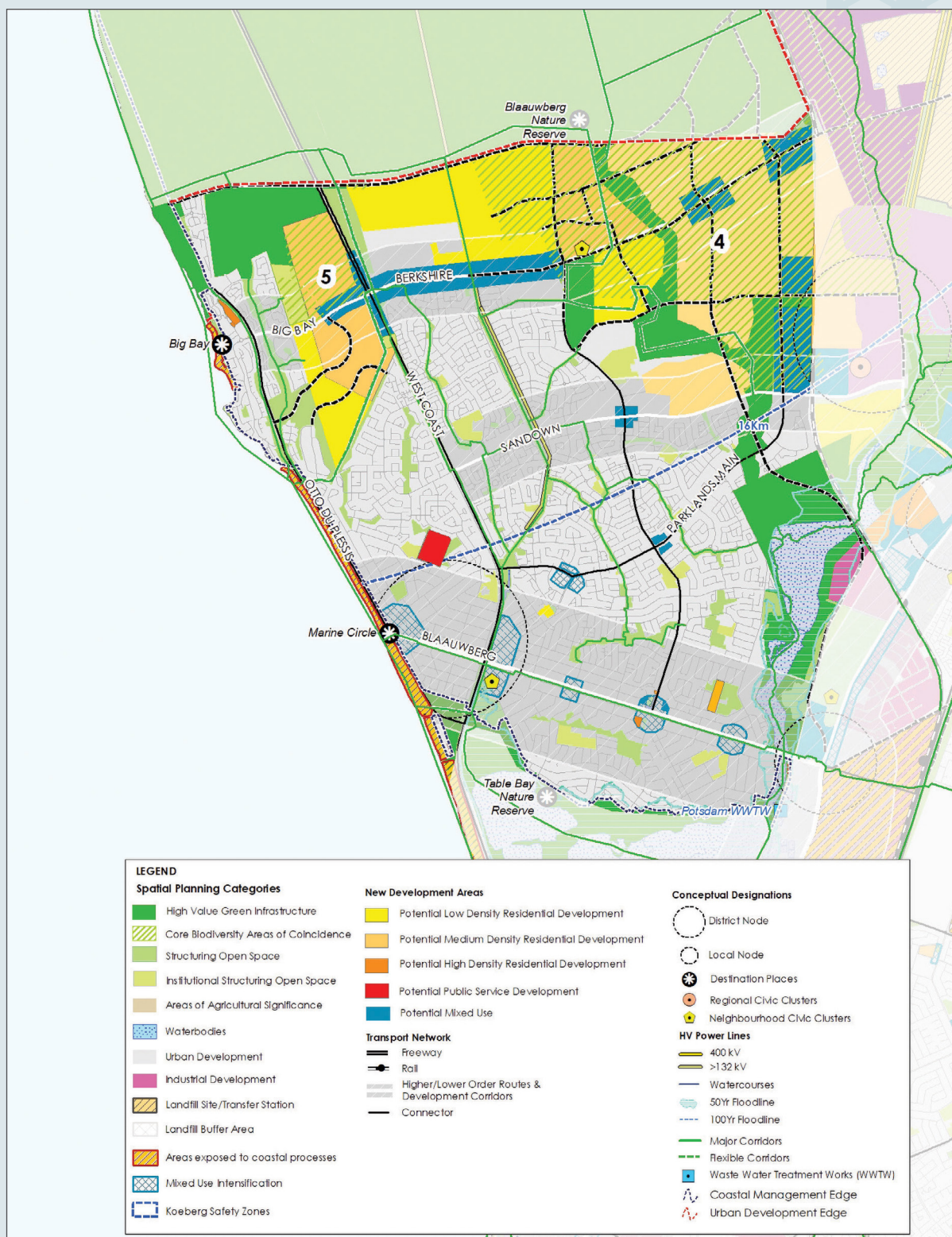


Figure 19: Blaauwberg subdistrict 3: Greater Table View

4.1.4 Subdistrict 4: west coast land use guidelines

SUBDISTRICT 4: WEST COAST AREA - ALL AREAS		
Spatial development objectives (what)	Supporting land use guidelines (how and where)	Existing frameworks
a) Ensure control of development in order to ensure the effective implementation of the Koeberg Nuclear Emergency Plan	1. All urban development within the emergency planning zone (0-16 km) of the nuclear reactors (reference point X = - 52727.4000, Y = - 3727966.6500) must conform to the procedural guidance and restrictions reflected in section 158 of the Development Management Scheme (specific conditions regarding the Koeberg restriction area overlay zoning). 2. Guidance in points 3 to 5 below will be reviewed once the regulations for development around Koeberg is available from the Minister of Mineral Resources and Energy or the review of item 158 of the City of Cape Town's Development Management Scheme is approved by Council. 3. The principle for the 0-5 km zone is that no new development will be permitted unless place bound and directly related to the nuclear power station. 4. The principle for the 5-16 km zone is that limited development will be considered subject to assessments and that, in general, the number of permanent population, employees and visitors should be limited. 5. The City, in association with Eskom, for the National Nuclear Regulator, will develop tools to assess and report on the cumulative impacts of development applications in relation to available evacuation time. Development applications will be assessed through the Traffic Evacuation Model. 6. Changes in land use outside the existing built-up area must consider disaster management infrastructure and operational systems necessary for people on the property to be notified of an evacuation order (i.e. sirens, information in association constitution/rules of the scheme) and to act on the order.	• City of Cape Town Traffic Evacuation Model (2014)

	7. Proposals for urban development in the 0-16 km Koeberg emergency planning zone, which are also in the discouraged growth area or outside the urban development edge, are discouraged. Agricultural-, tourism- or recreational-related land uses that are compatible with the agricultural or rural zoning could be considered, but will require special attention to nuclear safety and evacuation planning, and implementation of said plans. This should include alert systems, sirens, nearby declared evacuation routes, capacity at mass care centres, and means of notifying owners and all visitors at all times about emergency procedures, including information in homeowners association constitution/rules of the scheme, etc. Special agreements with the National Nuclear Regulator and Eskom may be required and engagement should happen in the early stages of proposals. These costs are for the developer unless otherwise agreed to by Eskom.	
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SUBDISTRICT 4: WEST COAST AREA - CHANGES IN LAND USE AND FORM

Spatial development objectives	Supporting land use guidelines	Existing frameworks
a) Manage subdivisions within the Morningstar area to ensure the integrity of the area is maintained	1. Subdivision and land use applications within the Morningstar area to be guided by the provisions of the approved Morningstar Subdivision Policy.	• City of Cape Town, Morningstar Subdivision Policy (1995)
b) Promote integrated human settlement development	1. Support the provision of necessary lower-order public services in existing IDAs. 2. Support the upgrade of residential units in IDAs. 3. Discourage the expansion of residential areas in areas isolated from the existing built footprint of the city and associated social and economic opportunities.	
c) Manage the rural interface with conservation areas to reinforce conservation proposals	1. Activities in the buffer areas edging the Blaauwberg Nature Reserve should reinforce the conservation initiative and may include activities such as environmental education, conservation tourism activities and agricultural use. 2. Links/connectivity need to be ensured between the Koeberg Nature Reserve and the Witzands Aquifer Nature Reserve.	• Blaauwberg Conservation Area Development and Management Plan (2000) • West Coast Biosphere Reserve Report • Atlantis Water Scheme Environmental Management System

SUBDISTRICT 4: WEST COAST AREA - CHANGES IN LAND USE AND FORM

Spatial development objectives	Supporting land use guidelines	Existing frameworks
d) Encourage the formalisation and improvement of access to destination places	1. Encourage the establishment of a visitors' welcome centre to the Blaauwberg Nature Reserve (i.e. eastern gateway) as identified by the Blaauwberg Conservation Area Development Plan (2000). 2. Guide adjacent development to provide road access to the future welcome centre. 3. Promote the development of a visitors' welcome centre that may include educational and eco-tourism facilities, recreational spaces and trails, among other uses.	• Blaauwberg Conservation Area Development Plan (2000)
e) Maintain the rural and agricultural character of non-urban areas	1. Applications within the rural areas must be guided by the Western Cape Provincial Spatial Development Framework: Rural Land Use Planning and Management Guidelines. 2. Protect historical farmsteads that form part of the Koeberg farms cultural landscape.	• Western Cape Provincial Spatial Development Framework: Rural Land Use Planning and Management Guidelines (2009)
f) Ensure rural activities do not compromise environmentally sensitive areas	1. Applications within the rural areas must be guided by the Western Cape Provincial Spatial Development Framework: Rural Land Use Planning and Management Guidelines.	

MELKBOSSTRAND

g) Reinforce existing commercial areas	1. Encourage commercial uses and intensification to locate/remain in the following areas: i. 6th Avenue ii. 11th Avenue iii. Birkenhead centre iv. Melkbos CBD v. Beachfront from 6th Avenue to 11th Avenue vi. 711 centre in Van Riebeeckstrand	
h) Contain new development within the urban development edge of Melkbosstrand	1. Promote the development of vacant land parcels within the Melkbos CBD area, including a range of housing opportunities and a mix of uses to reinforce the existing CBD. 2. Encourage new development to respond to the existing character of the town to maintain a 'sense of place'. Reinforce important ecological corridors as part of any redevelopment of the proposed land parcels.	• City of Cape Town, Melkbosstrand Urban Edge Study: Urban Edge Report (2001)

i) Ensure the location and form of development take sea-level rise considerations into account to mitigate future impacts: • Water's Edge, Melkbosstrand	1. Ensure private properties landward of the coastal edge that are vulnerable to coastal inundation or other coastal processes such as wave action, coastal erosion and sand migration, are regulated in their development. The regulation should ensure that any sea defences or any other intervention are constructed and function in a sustainable, responsible, risk-averse manner, and do not negatively impact on the public's right to access and use beaches in any way.	
SILWERSTROOMSTRAND		
j) Recognise Silwerstroomstrand area as a new development opportunity and give guidance to its possible development	Silwerstroomstrand 1. Within a limited area around the existing Silwerstroomstrand resort, allow for mixed-use development, including commercial and tourism/recreational development, public facilities and a range of residential opportunities and densities to support development of a vibrant and permanent coastal node and destination place.	• Cape Town Sea-Level Rise Risk Assessment Project (2009/10) • City of Cape Town, Coastal Zone Management Strategy (2003)
k) Promote access to the coast	2. Limit this development to the surrounds of the resort, and avoid development sprawling north of the river. 3. For the current Silwerstroomstrand Resort area, and some land to the north, facilitate improved public access to the coastline, with primary public access for the recreational/tourism area promoted at the Silwerstroomstrand node. Springfontein 4. A limited secondary development (on the Springfontein farm) south of Silwerstroom River may be supported if this would secure a substantial and extraordinary public benefit. This development should be in support of the Silwerstroomstrand node and include improved public access southwards from Silwerstroomstrand to coastal access points down to the last rocky point. General⁷ 5. Any potential urban development is subject to environmental authorisations, and footprints should be determined through appropriate, detailed environmental impact studies that could include biodiversity, groundwater, traffic, socio-economic, agricultural land and visual impact. Specific reports are required to determine the implications of expanded development on the Koeberg Nuclear Power Station's emergency planning zones and evacuation requirements.	

⁷ It should be noted that Silwerstroomstrand and Springfontein fall within the landscape initiative called the Dassenberg Coastal Catchment Partnership (DCCP), which is an identified climate change adaptation corridor.

SUBDISTRICT 4: WEST COAST AREA - CHANGES IN LAND USE AND FORM

Spatial development objectives	Supporting land use guidelines	Existing frameworks
	6. Declaration of the West Coast Road as an evacuation route for the 0-16 km emergency planning zone should be considered in reviews of the Koeberg Traffic Evacuation Model. 7. Any new development will be subject to nuclear safety and evacuation planning, in addition to the existing district level Koeberg Nuclear Power Station/safety zones guidelines. 8. Considerations should include: title deed restrictions limiting further expansion of land uses; insertions in homeowners association rules alerting owners to the sensitive location in the Koeberg emergency zones and the subsequent implications for day-to-day alert systems and procedures; installation and costing of siren construction and maintenance; declared evacuation routes; communication systems and rules; and obligations for regular review of operational arrangements. Special agreements and approvals with the National Nuclear Regulator and Eskom will be required prior to granting any potential approvals. 9. Any development should be sensitive to the high prevalence of critical biodiversity areas, surrounding natural environment and potential visual impact. It should also take the coastal edge, scenic, visual and tourism value of the area and infrastructure capacity into account. 10. Engineering and service alternatives that minimise impact on the environment should be considered. Where possible, off-grid solutions could be considered, but will be subject to the policies and strategies of the engineering services departments in terms of adhering to set installation standards and prescribed financing costs to the developer. 11. Ensure an appropriate design that reflects and enhances the landscape character and west coast cultural context, and ensures a positive interface between the built environment and the surrounding landscape.	
l) Investigate the opportunity for a possible boat-launching facility	1. The possible development of a boat-launching facility should be informed by further detailed studies. If feasible, the facility should be publicly accessible.	

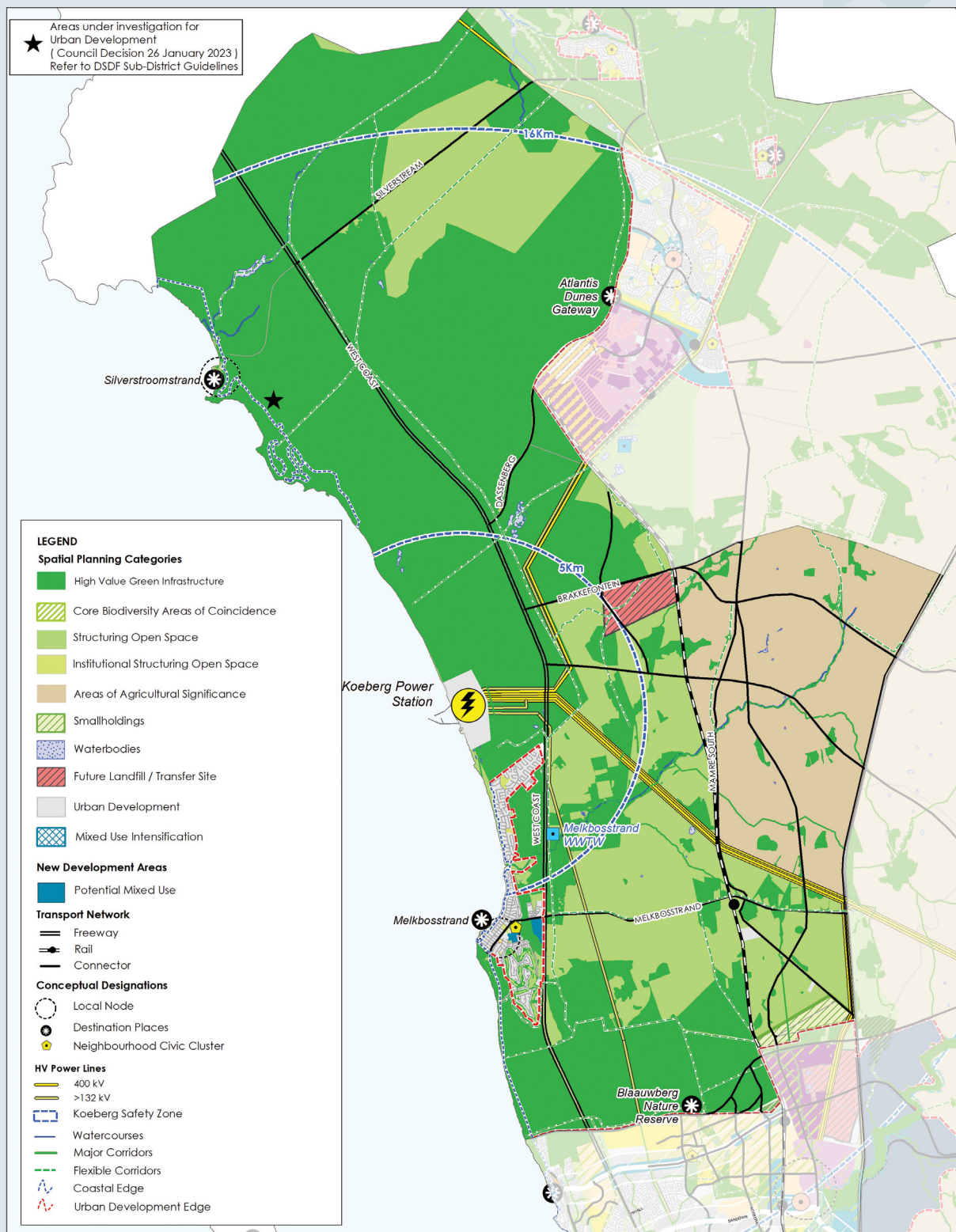


Figure 20: Blaauwberg subdistrict 4: West Coast area





4.1.5 Subdistrict 5: atlantis and surrounds land use guidelines

SUBDISTRICT 5: WEST COAST AREA - ATLANTIS AND SURROUNDS - ALL AREAS		
Spatial development objectives	Supporting land use guidelines	Existing frameworks
a) Ensure control of development in order to ensure the effective implementation of the Koeberg Nuclear Emergency Plan	1. All urban development within the emergency planning zone (0-16 km) of the nuclear reactors (reference point X = - 52727.4000, Y = - 3727966.6500) must conform to the procedural guidance and restrictions reflected in section 158 of the Development Management Scheme (specific conditions regarding the Koeberg restriction area overlay zoning). 2. Guidance in points 3 to 5 below will be reviewed once the regulations for development around Koeberg is available from the Minister of Mineral Resources and Energy or the review of item 158 of the City of Cape Town's Development Management Scheme is approved by Council. 3. The principle for the 0-5 km zone is that no new development will be permitted unless place bound and directly related to the nuclear power station. 4. The principle for the 5-16 km zone is that limited development will be considered subject to assessments and that, in general, the number of permanent population, employees and visitors should be limited. 5. The City, in association with Eskom, for the National Nuclear Regulator, will develop tools to assess and report on the cumulative impacts of development applications in relation to available evacuation time. Development applications will be assessed through the Traffic Evacuation Model. 6. Changes in land use outside the existing built-up area must consider disaster management infrastructure and operational systems necessary for people on the property to be notified of an evacuation order (i.e. sirens, information in association constitution/rules of the scheme) and to act on the order.	• City of Cape Town Traffic Evacuation Model (2014)

	7. Proposals for urban development in the 0-16 km Koeberg emergency planning zone, which are also in the discouraged growth area or outside the urban development edge, are discouraged. Agricultural-, tourism- or recreational-related land uses that are compatible with the agricultural or rural zoning could be considered, but will require special attention to nuclear safety and evacuation planning, and implementation of said plans. This should include alert systems, sirens, nearby declared evacuation routes, capacity at mass care centres, and means of notifying owners and all visitors at all times about emergency procedures, include information in homeowners association constitution/rules of the scheme, etc. Special agreements with the National Nuclear Regulator and Eskom may be required and engagement should happen in the early stages of proposals. These costs are for the developer unless otherwise agreed to by Eskom.	
b) Reinforce Atlantis CBD as a commercial and public facilities node	1. The Atlantis CBD currently consists of low-density development that includes mainly retail and public facilities. Intensification of the Atlantis CBD area through the promotion of mixed-use and higher-density development on vacant and underutilised land should be supported. This will help create a vibrant node and a necessary variation in the otherwise low-density urban environment. 2. Ensure that any redevelopment facilitates NMT access to public transport (IRT) services. 3. Support development that will embed and maximise the social and economic benefit of the ASEZ.	• City of Cape Town, Atlantis Town Regeneration Project (1999) • Atlantis CBD PIF (2021)
c) Upgrade the public environment of the Atlantis urban support focus area (USFA)	1. Atlantis has substantial vacant land within its urban footprint. Support the release and development of these land parcels to meet the needs of the community and contribute to a more connected urban fabric. 2. Support the release of undeveloped land in Atlantis that is owned by organs of state to be released for development. 3. Ensure that NMT and landscaping upgrades are implemented as part of any redevelopment to improve the public environment. 4. The vacant land adjacent to Saxonsea High School – erf 1500 Atlantis is earmarked for future development of a new school.	

SUBDISTRICT 5: ATLANTIS AND SURROUNDS - CHANGES IN LAND USE AND FORM		
Spatial development objectives	Supporting land use guidelines	Existing frameworks
	5. The vacant land opposite Robinvale High School – erven 3787 and 3818 Atlantis is earmarked for future development of a new school. 6. Facilitate the provision of social facilities in priority areas of need/shortfall within this subdistrict. 7. Atlantis: regional and community park, regional library, sports ground, clinic upgrade. Refer to volume 3: urban restructuring and upgrading – public facilities and public space – for current backlogs in the area.	
KLEIN DASSENBERG AREA (see boundary on figure 21)		
d) Protect and enhance the rural character	1. Protect scenic resources and aesthetic character (rural and agricultural) of the area through rural landscape management. 2. The R304 scenic route and historic tree lane should be protected.	
e) Promote and encourage maintenance of the economic value of agricultural land to ensure sustainable and continued agricultural production and utilisation of land parcels	1. Protect agricultural potential of land through maintaining minimum farm sizes in line with provincial guidelines and retaining agriculture as the primary zoning and land use. 2. In terms of the Municipal Planning By-law 2015, no new subdivision or any remainder that is zoned and intended to remain zoned agriculture will be less than 20 ha if no overlay zone exists.	
f) Promote appropriate land uses and local economic development based on the Klein Dassenberg area's unique character	1. Support rural and agricultural activities and land uses, including agro-processing of produce from the agricultural area in home-based and small-scale facilities. 2. Support activities and land uses focused on environmental conservation, tourism and rural recreational activities. 3. Discourage inappropriate land uses such as industrial intrusion, truck stops and places of worship. 4. New developments should consider that firefighting water requirements may need to be met via borehole or other means as there is limited water reticulation in the area.	

g) Protect groundwater sustainability and quality	1. Avoid land uses that may pollute groundwater. 2. Subdivision applications must include a groundwater availability assessment and demonstrate adequate and sustainable water supply. Each land parcel needs its own water supply and sewer disposal. 3. Borehole water must be tested and proven fit for human consumption in terms of the Health and Safety Act, Act 85 of 1993. 4. There is limited reticulation with reference to wastewater. No new soakaways will be supported. Conservancy tanks are the only non-contaminating wastewater solution that is currently supported. Their ongoing operational and financial implications are considered a limiting factor. 5. Improve surface water quality by reducing nutrient and sediment load through utilisation of biodegradable fertilisers and farming practices that minimise soil erosion.	
h) Conserve critical biodiversity	1. Support the expansion of conservation areas focused on critical biodiversity, linking corridors and buffer areas, including the Schoongezicht Conservation Area. 2. Restrict cultivation along watercourses.	
i) Mamre and Pella should remain distinctive rural settlements with limited growth	1. Manage growth within the settlements of Mamre and Pella to contain sprawl and ensure the distinctive character of the settlements is maintained. 2. Guide development in line with the Mamre local SDF (once approved).	
j) Protect/conservate built heritage resources in Mamre and Pella	1. Buildings older than 60 years are subject to National Heritage Resources Act regulations.	



Figure 21: Klein Dassenberg area extent

SUBDISTRICT 5: ATLANTIS AND SURROUNDS - NEW DEVELOPMENT AREAS		
Spatial development objectives	Supporting land use guidelines	Existing frameworks
ATLANTIS		
k) Support the utilisation of the buffer strips between Atlantis Industrial and the town, and Witsand and Atlantis/ Atlantis Industrial as transitional areas	1. A range of uses could be supported on the Atlantis/Atlantis Industrial buffer site including utility, service industrial, mixed use, residential, and associated public facilities. The southern edge of the site could be of a service industrial nature and the northern edge of the site could be of a residential nature. 2. High-intensity nodes should be encouraged in relation to existing and future public transport stations and interchanges. 3. An east-west route is proposed to connect Witsand to the buffer sites and trunk public transport services. 4. Public facilities could be clustered at the future passenger rail station.	• City of Cape Town, Atlantis Town Regeneration Project (1999) • City of Cape Town, draft Urban Edge Plan: Atlantis, Mamre, Pella, Philadelphia and Klipheuwel (2008)
l) Upgrade the public environment of the Atlantis urban support focus area (USFA)	1. Atlantis has substantial vacant land within its urban footprint. Support the development, incentives to develop, and release of these land parcels to meet the needs of the community and contribute to a more connected urban fabric. 2. Support the release of undeveloped land in Atlantis that is owned by organs of state to be released for development. 3. Ensure NMT and landscaping upgrades are implemented as part of any redevelopment to improve the public environment. 4. The vacant land adjacent to Saxonsea High School – erf 1500, Atlantis is earmarked for future development of a new school. 5. The vacant land opposite Robinvale High School – erven 3787 and 3818, Atlantis is earmarked for future development of a new school. 6. Facilitate the provision of social facilities in priority areas of need/shortfall within this subdistrict. 7. Atlantis: regional and community park, regional library, sports ground, clinic upgrade. 8. Refer to volume 3: urban restructuring and upgrading – public facilities and public space for current backlogs in the area. 9. A regional hospital site in Atlantis is required in the future for Wesfleur Hospital replacement.	

SUBDISTRICT 5: ATLANTIS AND SURROUNDS - NEW DEVELOPMENT AREAS		
Spatial development objectives	Supporting land use guidelines	Existing frameworks
m) Promote residential infill and access to community facilities	1. Avondale Hospital site (located on the corner of Dassenberg Road and Reygersdal Drive) is a substantial site that should be supported for utilisation, particularly as an opportunity for infill development (NDA 6).	
n) Rationalise the open space system to unlock development opportunities and improve the urban environment	1. There is opportunity for the rationalisation of the Atlantis open space system to present further infill opportunities. This requires more detailed study, and in particular, urban design guidelines to guide how parts of the open space system could be released for development.	
o) Support the Atlantis Industrial area and special economic zone <i>Atlantis Industrial township is identified as a DFA for prioritised public investment. Refer to volume 3: spatial targeting framework for prioritising public investment - section 1.3 (tables 11 and 12) to view some of the necessary capital projects to support the development proposed in this DFA.</i>	<i>Atlantis is profoundly dislocated from the urban footprint of the city. Located 60 km from the CBD, it is a legacy of apartheid planning and development. Long travel times and costs make it difficult for residents to access economic opportunities beyond its boundaries. The City is committed to spatially and economically transform this area.</i> 1. Encourage the success and embedding of the Atlantis Industrial area and ASEZ through supportive urban development to attract people and businesses to Atlantis. 2. Support improvements in the public realm to link the industrial area generally, ASEZ and Witsand with Atlantis. 3. Encourage the treatment of Charl Uys Drive to signify it as a higher-order movement system. The streetscape should be consistent along Charl Uys Drive to reinforce its role as a link to the town. Cognisance should be taken that it is highly utilised by pedestrians. 4. Support complementary economic activity to locate in or near the Greentech SEZ. 5. Encourage a landmark building or structure to serve as a gateway to the ASEZ from Dassenberg Street.	

p) Accommodate limited mixed-use development on the southern edge of Blombosch Road	1. Development on the edge of Blombosch Road should accommodate mixed-use/commercial land uses, which respond to the exposure that the route offers. 2. Developments should promote an active interface and permeable perimeter fencing on development edging Blombosch Road, including associated NMT upgrades. 3. Individual layout proposals should consider the broader movement system of this growth area and facilitate north/south and east/west movement (road and pedestrian) between developments. 4. Access on to Blombosch Road must consider its role as an evacuation route in the Traffic Evacuation Model. 5. Encourage a range of entry-level housing opportunities and public facilities to serve Witsand in new developments.	
q) Manage development on the edges of the R304 so as not to impact on the adjacent agricultural area	1. Development on the edges of the R304 should not compromise the integrity of the existing agricultural activities. 2. Developments should promote an active interface and permeable perimeter fencing on development edging the R304. 3. Development should be focused on the western side of the R304 and development on the eastern edge should not be expanded. 4. The R304 scenic route and historic tree line should be protected.	
MAMRE		
r) Promote residential infill	1. Residential infill areas are identified to accommodate growth within Mamre. These areas are suited to medium-density residential development that is in keeping with the character of the town.	• City of Cape Town, Mamre Local SDF draft (2020)
s) Manage urban growth	1. Future growth and development should be guided by the Mamre local area SDF.	
t) Parks	1. Future development and programmes for revitalisation should take cognisance and identify sites to accommodate a neighbourhood park.	

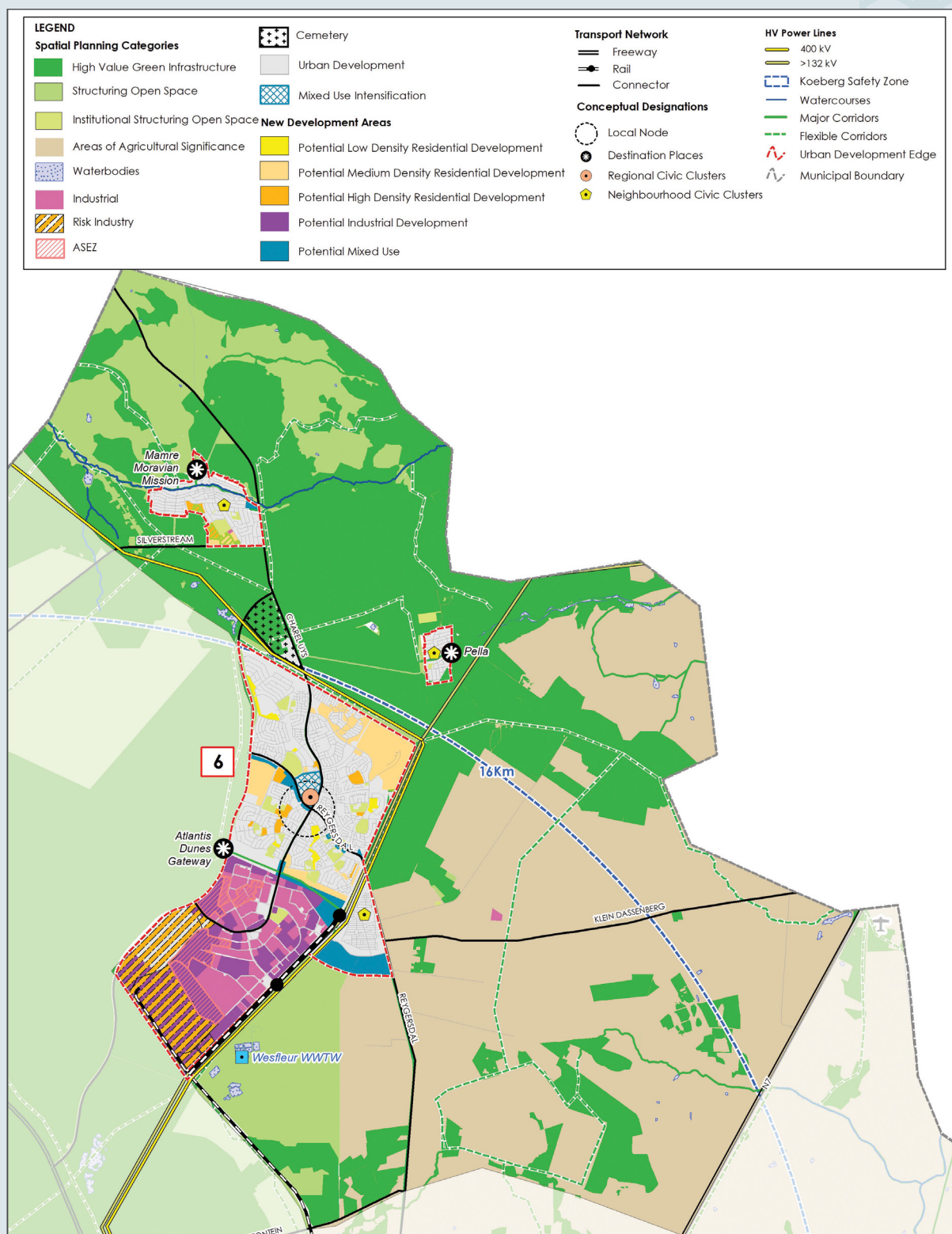


Figure 22: Blaauwberg subdistrict 5: Atlantis and surrounds

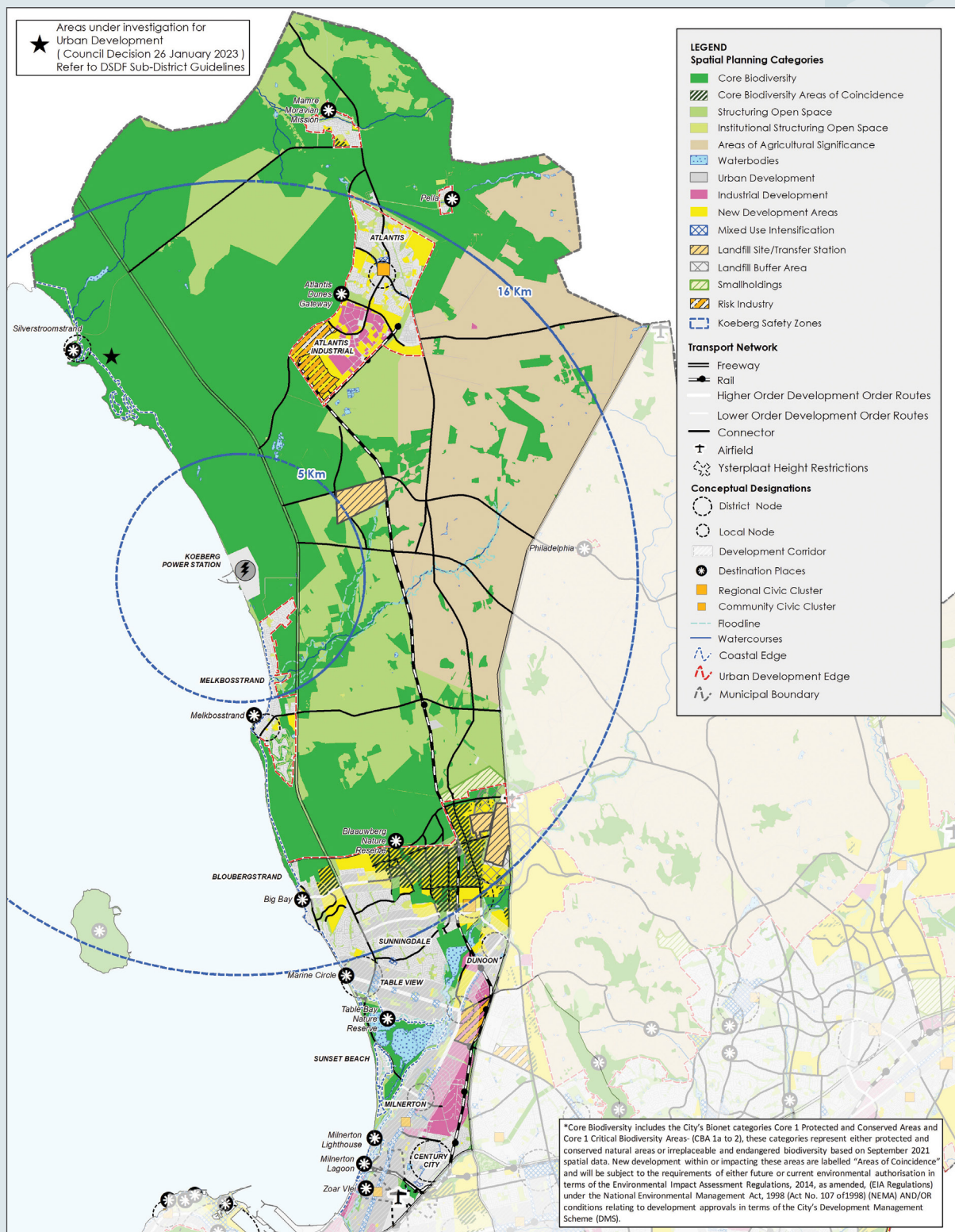


Figure 23: Blaauwberg consolidated District SDF







5. APPENDIX

CONSOLIDATED TERMS, ACRONYMS AND DEFINITIONS

The following list is not specific to this document, but applicable to the entire suite of SDF documents.

TERM	DEFINITION
ACSA	Airports Company South Africa
AOLS	Airport obstacle limitation surfaces
BEPP	Built Environment Performance Plan
BNG	Breaking New Ground (housing developed in terms of the Integrated Residential Development Programme)
BPO	business process outsourcing
BRT	bus rapid transit
CBD	central business district
CCT	City of Cape Town
CDC	community day centre
CDF	Conservation development framework
CDS	City Development Strategy
CEF	Capital Expenditure Framework
CFRPAWHS	Cape Floral Region Protected Areas World Heritage Site
CID	City Improvement District
CIF	Capital Investment Framework
CLDP	Catalytic Land Development Programme
CMA	Cape Metropolitan Area
Covid-19	Coronavirus disease 2019
CPUT	Cape Peninsula University of Technology
CRU	Community residential units
CSHIP	Community Services and Health Infrastructure Plan
CSIR	Council for Scientific and Industrial Research
CTIA	Cape Town International Airport
CTICC	Cape Town International Convention Centre
CTMSDF	Cape Town Municipal Spatial Development Framework
CTOD	Comprehensive Transit-Oriented Development

TERM	DEFINITION
dBA	noise level measured in decibel
DEA&DP	Department of Environment Affairs and Development Planning
DGA	discouraged growth areas as per the MSDF
DMS	Development Management Scheme
DOT	Department of Transport (National)
du/ha	dwelling units per hectare (density measure)
DWS	Department of Water and Sanitation
ECAMP	Economic Areas Management Programme
ECD	early childhood development
EIA	Environmental Impact Assessment
EIMZ	Environmental Impact Management Zone
EIP	Environmental implementation plan
EMF	Environmental Management Framework
EMP	Environmental Management Plan (in terms of section 11 of NEMA)
FLISP	Finance-linked Individual Subsidy Programme
GABS	Golden Arrow Bus Service
GIS	Geographic information system
HIA	Heritage Impact Assessment
HSS	Human Settlements Strategy
ICMA	Integrated Coastal Management Act
ICT	Information and Communication Technology
IDA	Incremental Development Areas
IDP	Integrated Development Plan (in terms of the MSA)
IDZ	industrial development zone
IEM	Integrated Environmental Management
IGA/IGCA	incremental growth and consolidation areas as per the MSDF
IHSF	Integrated Human Settlements Framework
IKNEP	Integrated Koeberg Nuclear Emergency Plan
IPDF	Infrastructure Planning and Delivery Framework
IPPs	independent power producers
IPTN	Integrated Public Transport Network
IRDp	Integrated Residential Development Programme

TERM	DEFINITION
IRT	integrated rapid transit
IT	information technology
ITP	Integrated Transport Plan
IUDF	Integrated Urban Development Framework
KNPS	Koeberg Nuclear Power Station
LAP	Land Assembly Programme
LFTEA	Less Formal Township Establishment Act, Act 113 of 1991
LGTA	Local Government Transition Act
LUM (2040)	Land Use Model (2040)
Lums	Land use management system
LUPA	Land Use Planning Act, Act 3 of 2014
LUPO	Land Use Planning Ordinance (1985)
MBT	minibus taxis
MPA	marine protected areas
MPBL 2015	Municipal Planning By-law 2015 (City of Cape Town)
MPT	Municipal Planning Tribunal
MSA	Municipal Systems Act, Act 32 of 2000
MSDF	Municipal Spatial Development Framework
MTIF	Medium-term Infrastructure Framework
MTREF	Medium-term Revenue and Expenditure Framework
MURP	Mayoral Urban Renewal Programme
NDP	National Development Plan
NEMA	National Environmental Management Act, Act 107 of 1998
NEMBA	National Environmental Management: Biodiversity Act, Act 10 of 2004
NGO	non-governmental organisation
NHRA	National Heritage Resources Act, Act 25 of 1999
NLTA	National Land Transport Act, Act 5 of 2009
NNR	National Nuclear Regulator
NPA	National Ports Authority
NSDF	National Spatial Development Framework
PAZ	Precautionary action zone
PGDS	Provincial Growth and Development Strategy

TERM	DEFINITION
PGWC / WCG	Provincial Government Western Cape / Western Cape Government
PHA	Philippi Horticultural Area
PHSHDA	Priority Human Settlements Housing Development Area
PIIF	Public Infrastructure Investment Framework
PNE	Protected natural environment
POA	Philippi opportunity area
POS	Public open space
PPM	Project Portfolio Management
PRASA	Passenger Rail Agency of South Africa
PSDF	Provincial Spatial Development Framework
PT	public transport
PTP	Public Transport Plan
RAG	Road Access Guideline
SAHRA	South African Heritage Resources Agency
SANDF	South African National Defence Force
SANparks	South African National Parks
SANRAL	South African National Roads Agency Ltd
SANS	South African National Standards
SCBD	Secondary central business district
SDF	Spatial Development Framework
SDG	Sustainable Development Goals
SDS	Social Development Strategy
SEVI 2020	Socio economic vulnerability index
SEZ	special economic zone
SMF	Strategic Management Framework
SMME	small, medium and micro-enterprises
SOE	State-owned entity
SPC	Spatial planning category
SPLUMA	Spatial Planning and Land Use Management Act, Act 16 of 2013
SRA	Special Rating Area
SSEG	small-scale embedded generation
STA	spatial transformation areas
SU	Stellenbosch University

TERM	DEFINITION
TAP(S)	Transit-accessible precincts
TIA	Transport Impact Assessment
TMNP	Table Mountain National Park
TPC	town-planning compliant
TRA	temporary relocation area
TRUP	Two Rivers Urban Park
UCI	Urban catalytic investment
UCT	University of Cape Town
UDE	Urban development edge
UDP	Urban Development Policy
UIC	urban inner core as per the MSDF
UISP	Upgrading of Informal Settlement Programme
ULO	(Draft) Unlawful Land Occupation Framework
UPDLI	Undeveloped and partially developed land inventory
UWC	University of the Western Cape
VPADD	voluntary proactive deal driven
VPUU	Violence Prevention through Urban Upgrading
Wi-Fi	wireless fidelity
WSUD	water-sensitive urban design
WWTW	wastewater treatment works

Please see list of terms and definitions for acronyms not found on the list above.

TERM	DEFINITION
ACTIVE INTERFACE	Refers to street frontages where there is an active visual engagement between those in the street and those on the ground floors of buildings. This quality is assisted where the front facade of buildings, including the main entrance, faces and opens towards the street, and also where ground floor uses accommodate activities that provide a level of interaction between pedestrians and the building uses, including cafes/restaurants, shops, offices, etc.
ADAPTATION	In the context of climate change, in human systems, the process of adjustment to actual or expected climate and its effects, in order to moderate harm or exploit beneficial opportunities; in natural systems it means the process of adjustment to actual climate and its effects; human intervention may facilitate adjustment to expected climate and its effects.
AFFORDABLE HOUSING	Traditionally, affordable housing refers to housing with prices or values below the overall open market value, and which targets below-average incomes. This is a function of context and, in well-located areas of the city, unit prices are significantly higher than elsewhere, thus increasing the affordability threshold. The Provincial Inclusionary Housing Policy Framework points out that the affordability gap – the mismatch between what most households can afford versus the price most properties are available for – may differ across towns. Affordable housing should be primarily targeted at households earning between R3 500 per month and the upper threshold of the Financial Sector Code Affordable Housing Standards, currently R27 200 in 2023 (in 2018, these were households typically earning R22 000 or more). The 2021 Financial Sector Code Affordable Housing Standards define the affordable housing target market as households earning an upper-income limit of R26 100 (rounded) (BASA, 2021). Any housing provision that complies with the definition of the financial services sector, annually updated by using the midpoint between the consumer price index and building cost index, is considered as affordable housing in terms of the MSDF. With contributions from the state – in subsidies, land, or other development incentives – the national Department of Human Settlements’ upper threshold of R22 000 can be applied and a deeper reach into the lower income bands of the affordable housing market can be achieved.
ALTERNATIVE ENERGY	Energy sourced from a supply other than from a direct connection to a municipal or Eskom electricity distribution network, including, but not limited to, (a) electricity from a portable or rooftop or ground-mounted photovoltaic systems, (b) liquid-petroleum gas (LPG) and (c) solar water heaters.
AQUIFER	Area identified as reflecting the physical extent of a water-bearing layer of soil, sand, gravel or rock that will yield significant usable quantities of water. A ground-level protection zone is required to prevent pollutants from leaching into the water supply.
AQUIFER PROTECTION ZONE (OR GROUNDWATER PROTECTION ZONE)	An aquifer protection zone for drinking water supply can be defined as ‘the surface and subsurface area surrounding a borehole or wellfield, supplying a public water system, through which contaminants are reasonably likely to move forward and reach such a water or wellfield’ (Harter, 2002). Protection zones are put in place to ensure the integrity of the groundwater quality within the aquifer. Furthermore, additional measures need to be considered, such as controlling the activities.

TERM	DEFINITION
AREAS OF AGRICULTURAL SIGNIFICANCE	Areas of high potential and unique agricultural land worthy of long-term protection given unique production, cultural and heritage attributes. This includes land that is currently cultivated, has been cultivated within the past 10 years, has the soil potential to be cultivated or be regarded as high-value grazing land, and contributes to food security, irrespective of extent. This can include non-arable land that supports the ecological support system.
AREAS OF COINCIDENCE	Areas where there are compelling urban efficiency, social and economic reasons to pursue development and where core biodiversity may be impacted as a result.
BACKYARD DWELLING	Refers to informal structures on formal, residential erven, regardless of ownership. These structures are used for habitation and may be positioned behind, in front of or next to the primary dwelling.
BIODIVERSITY	Biological wealth of a specified geographic region, including the different marine, aquatic and terrestrial ecosystems, communities of organisms within these, and their component species, number and genetic variation.
BIODIVERSITY NETWORK (BIONET)	The map of protected and critical biodiversity areas (including natural vegetation remnants and wetlands) for the city, based on the fine-scale systematic conservation plan, in accordance with the legal requirements.
BIOREGION	A geographic region or area containing whole or nested ecosystems and that is characterised by its landforms, vegetation cover, human culture and history and declared by the minister in terms of the National Environmental Management: Biodiversity Act, Act 10 of 2004 (NEMBA).
BIOREGIONAL PLAN	A legislated biodiversity plan, aimed at assisting with the management and conservation of South Africa's biological diversity, declared in terms of Chapter 3 of NEMBA. The aim of the plan is to provide a map of biodiversity priorities with accompanying land use decision-making guidelines.
BIOSPHERE RESERVE	An area of regional biodiversity significance that forms part of a global network organised by UNESCO. Core biodiversity areas are surrounded by buffer zones where local communities are permitted sustainable use of the natural resources.
BROWNFIELD INTENSIFICATION	Enhancing the productivity or profitability of a brownfield site (vacant and underutilised areas) generally located within the urban footprint/built-up area. May include intensification and densification of the site. Intensification may include redevelopment that means the process of rehabilitating a particular piece of land for new uses after the former use has been discontinued.
BULK ENGINEERING SERVICES	An engineering service provided to multiple users in the municipal area and includes the land required for the construction of bulk engineering services. Bulk services include mega distribution lines of bulk water or sewer and tapers down via link infrastructure to reticulation networks (which serve the individual erven).
BUSINESS NODE	A concentration of economic activity that meets the two technical thresholds applied by the City's ECAMP Diagnostic Model: Contiguous non-residential property with 1 000 work places and valued at no less than R50 million.

TERM	DEFINITION
CARBON NEUTRAL	Limiting the carbon emissions produced citywide to a point of neutrality from energy use, transport, and waste than can be absorbed or offset. The City of Cape Town has committed to being carbon neutral by 2050, meaning that it will not emit more carbon from energy use, transport, and waste than can be absorbed or offset.
CARBON SEQUESTRATION	The process by which carbon sinks remove carbon dioxide (CO ²) from the atmosphere.
CARBON SINK	Anything that absorbs more carbon from the atmosphere than it releases, including plants, the ocean and soil.
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.
CHARACTER (OF A PLACE)	Collection of qualities and features that are distinctive to a place or area, and in this case is used to distinguish period of establishment or pattern of settlement
CIRCULAR ECONOMY	An industrial system that is restorative or regenerative by intention and design. It replaces the end-of-life concept with restoration, shifts towards the use of renewable energy, eliminates the use of toxic chemicals, which impair reuse and return to the biosphere, and aims for the elimination of waste through the superior design of materials, products, systems, and business models (World Economic Forum definition).
CIVIC CLUSTERS	Concentration of public facilities (e.g. schools, clinics, libraries) located in close proximity to one another. Various scales depending on the role and function within the locational context.
CIVIC PRECINCT	Concentration of public facilities (e.g. schools, clinics, hospitals, parks, city hall, courthouses, post offices, etc.) located in close proximity.
CLIMATE CHANGE	Climate change refers to any change in climate over time, whether due to natural variability or as a result of human activity (IPCC, 4th Assessment).
CLIMATE CHANGE ADAPTATION	The process of adjustment to actual or expected climate change and its effects. In human systems, adaptation seeks to moderate or avoid harm or exploit beneficial opportunities. In some natural systems, human intervention may facilitate adjustment to expected climate and its effects (IPCC Glossary, 5th Report).
CLIMATE CHANGE MITIGATION	A human intervention to reduce emissions or enhance the sinks of greenhouse gases in the context of climate change.
COASTAL DEFENCE	Any natural or artificial structure that is designed or maintained with the view to providing protection for coastal infrastructure against coastal processes, such as coastal erosion, high seas and wind-blown sand.
COASTAL EDGE	Demarcated area around the coast, primarily to protect coastal resources, and to avoid hazards and financial risks pertaining to areas at risk from coastal processes. The coastal edge also represents the coastal management line as contemplated in section 25 of the Integrated Coastal Management Act, 36 of 2014.

TERM	DEFINITION
COASTAL INUNDATION AREAS ON CLIMATE CHANGE MAP	Coastal inundation areas reflect temporary areas of impact resulting from simultaneous occurrence of an extreme tide and extreme storm, an event with a nominal return period of 500 years. Source: Fairhurst, L. 2008. Global climate change and adaptation: a sea-level rise risk assessment. Phase two: Final Report – Risk and Impact Identification.
COASTAL NODE	Concentrated development at a specific coastal location.
COASTAL PROCESSES	Means environmental processes that affect or impact on the shoreline, including erosion and accretion, storm surges, sea-level rise, dune and estuary mouth migration and the Aeolian movement of sand.
COMMERCIAL	General business activity and mixed-use development of a medium to high intensity. While the focus of development of these areas is mostly 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.
COMMUNITY FACILITIES	Public spaces and other required facilities where members of a community gather for recreational, educational, social, health and cultural activities. They include parks and recreational areas, sports fields, community halls, libraries, clinics and public squares. Community facilities also include functions rendered by provincial and national departments such as magistrate's courts, police stations, social services offices, home affairs and labour affairs offices.
COMMUNITY PARK	An intermediate-size park that serves the needs of one or two local communities or suburbs. May include passive and active recreation areas, small-scale kickabout areas, multipurpose hard courts and playground equipment.
CONNECTIVE INFRASTRUCTURE	Network infrastructure and services that enhance the accessibility and growth potential of nodes, including public transport, broadband and bulk infrastructure.
CONNECTOR ROUTE	These connect different areas of the city and have a greater mobility function than development corridor main roads. They are typically characterised by comparatively high volumes of faster-moving traffic, although this may vary considerably across a variety of different road types in different areas. These may accommodate a mixed activity/mobility function, but their role in accommodating activity is generally confined only to nodal areas (or in more outlying areas or 'villages'). In some instances, direct access to abutting land uses and residential properties is provided along connector routes.
CONSTRAINED LAND	Land in which development potential is constrained by locational and/or regulatory factors, including cemeteries, infrastructure, high-potential agricultural land, flood plains, noise contours, parks, biodiversity areas, freeway and railway buffers, servitudes, bulk dams, nature reserves, water bodies and inaccessible pockets. It does not consider ownership or development rights which, in turn, relate to availability rather than developability.
CONTEXT	The broader environment within which a development or site is located. Context is a broad term and can refer to natural systems, topography, the social and economic environment, the built environment, access, public institutions, public space and public utility services.
CRITICAL BIODIVERSITY AREA (CBA)	Terrestrial and aquatic features in the landscape that are critical for conserving biodiversity and maintaining ecosystem functioning, and that are required to meet biodiversity targets (for biodiversity patterns and ecological process features).

TERM	DEFINITION
CRITICAL ECOLOGICAL SUPPORT AREA (CESA)	Natural and rural areas with biodiversity importance that are essential for management consolidation, connectivity and viability of biodiversity in CBAs and protected areas. These are not essential for meeting biodiversity targets but play an important role in supporting the ecological functioning of CBAs and/or in delivering ecosystem services.
CRITICAL NATURAL ASSET (CNA)	Protected and conservation areas, irreplaceable core 1 critical biodiversity areas found outside of designated new development areas, Philippi horticultural area, land seaward of the coastal edge, and mountainous areas performing an agriculturally significant, biodiversity or catchment function.
CULTURAL LANDSCAPE	Sites, areas, places, settlements and urban and rural landscapes of historical significance, vistas and scenic beauty and places of spiritual, cultural and historic significance.
DECARBONISATION	The process by which countries, individuals or other entities aim to achieve zero fossil carbon existence. Typically refers to a reduction of the carbon emissions associated with electricity, industry and transport.
DENSIFICATION	Increased use of space, both horizontally and vertically, within existing residential areas/properties and new developments, accompanied by an increased number of units and/or population threshold.
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, such places hold potential for exploiting economic opportunities, particularly in relation to their role as destinations for locals and tourists.
DEVELOPABLE LAND	Land falling inside the urban edge of 2016, which was neither developed nor constrained.
DEVELOPMENT CHARGES (DCS)	A once-off capital charge paid by developers to the City of Cape Town to cover the cost of municipal services. The City has a Development Charges Policy, of which the desired outcomes are: a) recover the portion of the capital cost of economic infrastructure that is attributable to particular developments; b) enable the provision of economic infrastructure in a timely and sufficient manner to support land development; and c) provide economic infrastructure in the most cost-effective manner taking into consideration scarce resources and effective urban form.
DEVELOPMENT CORRIDOR	Typified by intensified and diversified land use, these corridors reflect the targeted, prioritised areas earmarked for the largest spectrum of land use mix associated with the highest density of population and employment. They are inclusive of integration zones and link diverse economic nodes – ranging from mature and developing to emerging, and across a hierarchy of function and services levels (metropolitan and submetropolitan).

TERM	DEFINITION
DEVELOPMENT FOCUS AREAS (DFAs)	Areas targeted for urban restructuring and planning focus in the short-medium term that have the highest potential spatial transformative impact with dedicated budget, planning or investment to facilitate development. See priority local facilitation areas (PLFA).
DEVELOPMENT MANAGEMENT SCHEME (DMS)	A scheme consisting of scheme regulations and a register with (or without) a zoning map.
DEVELOPMENT ROUTE	Characterised by strip and/or nodal urban development along most sections of the route. This comprises (should/can comprise) medium- to high-intensity mixed-use development in identified urban nodes, with primarily (or almost exclusively) medium to high residential development between these node areas. These roads are characterised by direct access and interrupted movement flows, especially at bus and taxi stops and traffic lights.
DISTRICT NODE	An area characterised by the intensity (density), mix (diversity) and clustering of urban activities and land use found within them. Nodes often contain central access points to municipal or other services (subcouncil offices, and other services points) and centrally located community facilities (courts, hospitals/ clinics, libraries, community halls, sports arenas).
DISTRICT/ REGIONAL PARK	A large park with a variety of recreational facilities. Serves the needs of several surrounding communities or suburbs in a regional context. People may travel some distance to access. Generally multifunctional. Can include active and passive recreational facilities, informal sports facilities such as kickabout areas, multipurpose hard surfaces and playground equipment. Can include a special-interest component such as a river, waterbody and wetland or biodiversity area.
DISTRICT SPATIAL DEVELOPMENT FRAMEWORK (DSDF)	As contemplated in Chapter 3, Part 3 of the City of Cape Town Municipal Planning By-Law 2015, as amended. Document that includes integrated District Spatial Development Framework (DSDF) and Environmental Management Framework (EMF).
DIVERSIFICATION OF LAND USE	Refers to a mixture of land uses in an area. Refer to Technical Supplement B.
ECOLOGICAL BUFFER	Strip of land adjacent to a watercourse, wetland or vlei, required for the protection and enhancement of aquatic and riparian ecosystem integrity and functioning.
ECOLOGICAL SERVICES	Services that indirectly accrue from the natural environment, and do not have direct market values. Can include flood attenuation, natural drainage and erosion prevention, wastewater management through biological treatment, air quality management and filtration, carbon sequestration, and biodegradable waste disposal.
ECONOMIC AGGLOMERATION	A concentration of businesses and people increases productivity both by putting upward pressure on the price of land, thus driving businesses to become more productive and people to become more skilled, and also through the agglomeration benefits to which close proximity of firms gives rise. Valuable agglomeration economies, which help to sustain Cape Town's prominent regional position, are crucially dependent on effective infrastructure.

TERM	DEFINITION
ECONOMIC POTENTIAL AREAS	Areas anchored by 'opportunity' or 'growth' business nodes that exhibit an above-average location potential, and typically characterised by economic agglomeration.
ECOSYSTEM	A dynamic complex of animal, plant and micro-organism communities and their non-living environment, interacting as a functional unit.
ECOSYSTEM SERVICES	Ecosystem services are the many and varied benefits to people derived from the natural environment and from healthy ecosystems. They include provisioning (e.g. water supply), regulating (e.g. flood control), supporting (e.g. habitat provision) and cultural (e.g. recreation) services. Refers to the benefits people derive from ecosystems. They include provisioning, regulating, supporting, and cultural services. 1. Provisioning services are the benefits to people that can be extracted from nature, e.g. food and water. 2. Regulating services are the benefits provided by ecosystem processes that moderate natural phenomena, e.g. water purification, erosion and flood control, and climate regulation. 3. Supporting services are those services that support processes to enable basic sustenance of life, e.g. the provision of habitat, water cycling, nutrient cycling, photosynthesis, and soil formation. 4. Cultural services are the non-material benefits from nature that contribute to the development and cultural enhancement of people, knowledge building, creativity and recreation.
EMPLOYED	Persons who work for pay; profit or family gain in the reference period.
ENVIRONMENTAL FOCUS AREAS (EFAs)	Spatially targeted areas with critical environmental significance (in terms of national conservation targets) outside of formally protected areas which have been identified as priority areas for investment and/or protection in the short to medium term. See priority local facilitation areas (PLFAs).
EXTERNAL ENGINEERING SERVICE	Municipal engineering services situated outside the boundaries of a land parcel/ area required to serve the use and development of the land parcel and is either a bulk engineering service or link engineering service.
FIRE RISK LINES	Two sources were combined to delineate fire risk lines: The 'Wildland-Urban Interface' (WUI) – as per the GEF Fynbos Fire Project and defined as the risk level to communities where urban development areas intermingle with flammable wildlands. It represents itself in different risk levels to residents and their assets in terms of exposure to death or injury and damage from wildland fires. The line represents the life risk to residents and was methodologically delineated in a similar fashion from Gordon's Bay to Melkbosstrand on the outer edges of the built-up area. The line should be considered as indicative of locations where vegetation fires are difficult and operationally complex and expensive to fight, considering the locational context of the natural environment and operational constraints of practical firefighting. The WUI was supplemented on the Peninsula by the fire breaks of the Table Mountain National Park, while no line exists for the Cape Flats coastal area.
FLOODLINE	A line on a map depicting water levels likely to be reached by a flood having a specified recurrence interval.

TERM	DEFINITION
FLOOR FACTOR (FF)	The factor (expressed as a proportion of 1) that is prescribed for the calculation of maximum floor space of a building or buildings permissible on a land unit. If the floor factor is known, the maximum permissible floor space can be calculated by multiplying the floor factor by the area of the land unit.
FOOD SECURITY	A situation that exists when people have secure access to sufficient amounts of safe and nutritious food for normal growth, development and an active and healthy life. Food insecurity may be caused by the unavailability of food, insufficient purchasing power, inappropriate distribution, or inadequate use of food at the household level (IPCC, 4th assessment). Food security is a situation that exists when all people, at all times, have physical, social and economic access to sufficient, safe and nutritious food that meets their dietary needs and food preferences for an active and healthy life (HLPE, 2020: 10)[1].
FOOD SECURITY ASSETS	Any space, resource or process that contributes to achieving food security.
FOOD-SENSITIVE PLANNING	Food-sensitive planning emerged from water-sensitive design and involves an active strategy whereby food security and food system impacts are considered in all planning processes. Food-sensitive planning includes specific food- and planning-related activities (e.g. zoning for agricultural activities, inclusive of supportive infrastructure for food preparation and storage in trading spaces). It also includes a consideration of food in other planning activities (e.g. precinct planning, solid waste management). Food-sensitive planning spans physical planning, spatial planning, urban design and governance planning.
FORM	The layout (structure and urban grain), density, scale (height and massing), appearance (materials and details) and landscape of development.
FUNCTIONAL AREA (FOR THE PURPOSE OF THE CITP)	The functional area for the purpose of the Comprehensive Integrated Transport Plan (CITP) is the area of the City, together with the areas of those other municipalities with whom the City has a transport planning relationship. This area has been agreed in the Western Cape Growth and Development Strategy and the Western Cape Land Transport Framework, and is defined in the CITP.
FUNCTIONAL AREA (FOR THE PURPOSE OF THE GCMRSIF)	Functional area to be defined in terms of the Greater Cape Metropolitan Regional Spatial Implementation Framework.
GAP HOUSING	Housing for households with a monthly income of between R3 500 and R10 000, who fall outside the government housing subsidy income limit of R3 500 per month, and find it difficult to access housing in the private market.
GATEWAYS	A place or settlement through which tourists typically first visit on their way to a tourist attraction or tourism region. Tourist gateways may not offer significant attractions themselves. Although the term suggests that they must be passed through en route, a gateway may not be the only way to reach the tourist destination.
GREEN ECONOMY	Expanded economic opportunities created through the provision of goods and services, and the use of production processes, which are more resource efficient, enhance environmental resilience, optimise the use of natural assets, and promote social inclusivity.

TERM	DEFINITION
GREEN INFRASTRUCTURE (GI)	Natural and semi-natural open spaces, natural ecological and 'engineered' ecological systems, with other environmental features, that integrate with the built environment to provide a wide range of ecological, community and infrastructure services. GI provides ecosystem services and can be present on a continuum from large-scale, naturally functioning systems to small-scale urban elements (e.g. trees or a bioswale within a development). GI can help assist with the amelioration of urban development impacts. GI assets ideally form an interconnected network within the urban environment.
GREEN INFRASTRUCTURE CORRIDORS	Green corridors connect fragments of green space with the aim of enabling species dispersal and limiting animal and plant population isolation, assisting with climate change adaptation, flood prevention and urban ventilation, and supporting healthier public environments. Corridors connect fragments of natural and green space within the urban environment and provide a range of services that provide benefits and opportunities for people and nature. These include enabling species dispersal, limiting biodiversity isolation due to habitat fragmentation, assisting with climate change adaptation, improving liveability, and providing for social and recreational connection and mobility.
GREEN INFRASTRUCTURE NETWORK (GINET)	The spatial component of the City's GIP, derived through the mapping of green open spaces (public and private that are > 1 ha), based on ecosystem service provision, and the identification of corridor linkages. Note that blue spaces (e.g. rivers and wetlands) are included in the definition of 'green space'. The GINet was developed using an 'expert' system, considering typologically defined spaces and interrogating these based on predefined questions relating to ecosystem service provision. The areas identified contribute to ecological, social and infrastructural services. Corridors were defined based on best fit linkages to maintain or establish connectivity. The GINet is intended to be an informant to development, by highlighting the existing GI assets and/or attributes of a site, with a view to retaining these, and where opportunity or potential exists, to enhance them when a development occurs.
GREEN INFRASTRUCTURE PROGRAMME (GIP)	A City programme with the purpose of protecting and enhancing existing natural assets and the promotion of new green infrastructure (GI) assets in order to underpin Cape Town's sustainability, enhance the city's living environment and improve its resilience to the effects of climate change.
GROSS BASE DENSITY	The average number of dwelling units per hectare across large city district areas or the city as a whole, excluding land-extensive uses such as agricultural and rural land and large natural areas/nature reserves/parks.
GROSS LETTABLE AREA (GLA)	The area of a building as per the MPBL 2015 designed for, or capable of, occupancy and/or control by tenants, measured from the centre line of joint partitions to the inside finished surface of the outside walls, and will exclude the following: (a) all exclusions from the definition of floor space; (b) toilets; (c) lift shafts, service ducts, vertical penetrations of floors; (d) lift motor rooms and rooms for other mechanical equipment required for the proper functioning of the building; (e) areas reasonably used in connection with the cleaning, maintenance and care of the building, excluding dwelling units for caretakers, supervisors, cleaners or maintenance staff; and (f) interior parking and loading bays.

TERM	DEFINITION
GROWTH NODE	A business node that exhibits above-average market performance and above-average location potential as measured by the City's ECAMP Diagnostic Model.
HERITAGE CONSERVATION AREA	Area identified for protection based on its cultural, historical and environmental value and which may, or may not yet, have been formally protected under the NHRA (section 31) or under the heritage protection overlay zoning (MPBL).
HERITAGE EXEMPTION AREA	A defined geographical area where the requirements for heritage permissions have been exempted in terms sections 34 or 38 of the NHRA and have been published in the Government Gazette.
HERITAGE INVENTORY	Compiled by the local authority (in this case the City) and contains all heritage resources within its area of jurisdiction.
HERITAGE PROTECTION OVERLAY ZONE (HPOZ)	The area identified for the protection of its heritage qualities managed under the heritage protection overlay zoning of the DMS and MPBL. It has been formally protected by means of a gazette notice.
HERITAGE REGISTER	A register maintained by the provincial heritage resources authority (in this case Heritage Western Cape (HWC)) that lists all heritage resources considered to be conservation worthy.
HERITAGE RESOURCE	Any place or object of cultural significance that, according to the NHRA, is a unique, non-renewable and precious location, including sites and landscapes of historical significance, areas of scenic beauty, and places of spiritual or cultural importance.
HISTORIC URBAN LANDSCAPE	An urban landscape that has been formed over time and that is characterised by historical layering of architectural features and cultural values.
HOUSEHOLD	A household is a group of persons who live together and provide themselves jointly with food or other essentials for living, or a single person who lives alone. Note that a household is not necessarily the same as a family.
INCLUSIONARY HOUSING	Policy directive or approach that seeks to leverage the development application process for new residential or commercial developments to secure the construction and perpetual availability of affordable housing in an integrated manner. (Also see affordable housing.)
INCREMENTAL DENSIFICATION	Small-scale densification that has a minimal impact on the urban fabric, e.g. subdivision or secondary dwelling units, but translates into higher densities over time.
INSTITUTIONAL OPEN SPACE	These are green open spaces within existing institutional areas, which may not be zoned public open space but provide open space services. These include sports fields and other open space at schools, sports clubs, hospital sites or university campuses, etc.
INTERNAL ENGINEERING SERVICES	All engineering service network points related to the internal distribution network inside a land parcel. Link services connect this internal network to the bulk network.

TERM	DEFINITION
INWARD GROWTH	Urban development that occurs within the existing urban footprint and infill development of developable land within the current urban periphery.
IRT FEEDER ROUTE	A secondary and usually smaller carrying route of an integrated rapid transit system that feeds the main trunk route.
IRT TRUNK ROUTE	A primary carrying route of an integrated rapid transit system with a higher than average large travel demand.
LABOUR ABSORPTION RATE	Employed persons as a percentage of the working age population.
LABOUR FORCE	Employed persons plus unemployed persons.
LABOUR FORCE PARTICIPATION RATE	Labour force as a percentage of the working age population.
LAND CONSUMPTION	The rate of conversion from developable to developed land, premised on the definition of each.
LAND DEVELOPMENT	The erection of a building or structure on land or the change in use of land, including township establishment, the rezoning, the subdivision or consolidation of land or any deviation from the land use or use permitted in terms of the development management scheme, and 'development of land' and 'develop land' have corresponding meanings.
LAND REDISTRIBUTION	Land redistributed to the landless poor, labour tenants, farm workers, and emerging farmers for residential and productive uses to increase livelihoods and improve quality of life.
LAND REFORM	Encompasses three interrelated components, namely land restitution, land tenure and land redistribution.
LAND UNIT	Refers to any portion of the parent property, or a section as defined in the Sectional Titles Act, Act 95 of 1986, situated on the parent property, registered or capable of being registered in the Cape Town deeds registry, and includes, but is not limited to, an 'erf' (howsoever zoned) or 'sectional title unit'.
LAND USE INTENSIFICATION	Refers to achieving a greater degree of 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.
LOCATION POTENTIAL	Composite metric generated annually by the City's ECAMP Diagnostic Model to gauge the level of alignment between a business node's locational assets and constraints, and the generic requirements of the main non-residential property classes – industrial, office and retail. It consists of agglomeration (scale, intensity and complexity of economic activity), room for growth, proximity to suppliers, markets and gateways, level of infrastructure constraint and congestion, incidence of business burglaries and robberies and access to workers and disposable income.

TERM	DEFINITION
MARGINALISED AREAS	Areas characterised by predominantly low-income communities, including significant informal settlements and/or other neighbourhoods classified as needy or very needy by the City's socioeconomic index.
MARINE PROTECTED AREA/NO-TAKE ZONES	An area of coastline or ocean that is specially protected for the benefit of people and nature; no-take zones are where no fishing or extractive activities are allowed.
MARKET FAILURE	In economics, market failure is a situation in which the allocation of goods and services is not efficient. Externalities result from market failure. A market (e.g. land market) is said to have significant externalities when the true gains and losses associated with the consumption of a product (e.g. land) differ from the private cost. Externalised costs result in inefficient market outcomes. Most mainstream economists believe that there are circumstances in which it is possible for government to improve inefficient market outcomes. Poorly implemented attempts to correct market failure may lead to an inefficient allocation of resources, called government failure.
MARKET PERFORMANCE	Composite metric generated annually by the City's ECAMP Diagnostic Model to gauge the business node's level of economic performance, using a range of property market indicators including rentals, vacancy, building development and property churn.
METROPOLITAN NODE	An area characterised by the intensity (density), mix (diversity) and clustering of urban activities and land use found within them. Nodes often contain central access points to municipal or other services (subcouncil offices, and other services points) and centrally located community facilities (courts, hospitals/clinics, libraries, community halls, sports arenas).
METROPOLITAN OPEN SPACE SYSTEM (MOSS)	Interconnected 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.
MITIGATION (CLIMATE CHANGE)	In the context of climate change, mitigation is a human intervention to reduce emissions or enhance the sinks of greenhouse gases.
MIXED LAND USE	Area of existing or proposed horizontal 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 uses, among others. Also referred to as land use diversity.
MOBILITY	The ease with which people can travel with minimal delay on a 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).

TERM	DEFINITION
MUNICIPAL FINANCIAL SUSTAINABILITY	The financial ability to deliver services, develop and maintain the infrastructure required by its residents without unplanned increases in rates and taxes, or a reduction in the level of services and the capacity to absorb financial shocks caused by natural, economic and other adversities without external financial assistance.
NEIGHBOURHOOD PARK	A small-scale park serving the needs of the immediate local neighbourhood. May include passive and active recreation areas, small-scale kickabout areas and playground equipment and may be no more than a couple of items of play equipment.
NET-ZERO CARBON BUILDING	A building that is highly energy efficient and the remaining energy demand is met by renewable energy, on-site or off-site, so that there are net-zero carbon emissions associated with the operational energy of a building on an ongoing annual basis.
NEW DEVELOPMENT AREA (NDA)	An area earmarked for future development. Undeveloped and partially developed land parcels that are suited for future residential or non-residential urban development, which were identified through a technical investigative process for the City's 2040 Land Use Model in order to determine the required supply and quantum of residential and non-residential development to accommodate the projected future growth of population in Cape Town.
NODAL DEVELOPMENT	Significant and concentrated development in terms of scale, location, impact, diversity and agglomeration of functions (facilities, services and economic activities).
NON-MOTORISED TRANSPORT (NMT)	Transport modes that are not motorised, e.g. walking and cycling.
NOT ECONOMICALLY ACTIVE	Persons who are neither employed nor unemployed (e.g. full-time students, retired persons and homemakers who do not want to work).
NOXIOUS INDUSTRY	A trade, use or activity that is offensive, poisonous or potentially harmful because of fumes, emissions, smell, vibration, noise, waste products, nature of material used, processes employed, or other cause, and that is considered to be a potential source of danger, nuisance or offence to the general public or persons in the surrounding area.
OPPORTUNITY NODE	A business node that exhibits above-average location potential, but below-average market performance as measured by the City's ECAMP Diagnostic Model.
OTHER ECOLOGICAL SUPPORT AREA (OESA)	Transformed (e.g. extensive agriculture) sites with conservation importance.
OTHER STRUCTURING OPEN SPACE	Open space that 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. While the focus is on areas that are 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.

TERM	DEFINITION
OVERLAY ZONE	As per the MPBL 2015, items 159 to 191, a category of zoning applicable to a particular area or land unit that: (i) stipulates development rules in addition to the underlying zone or base zone requirements, which may be more or less restrictive; (ii) may include provisions and development rules relating to primary, additional or consent uses, limitations in addition to the underlying base zone, subdivision and subdivisonal areas, special planning areas, development incentives, urban form, urban renewal, heritage and environmental protection, etc.
PACKAGE-OF-PLANS	As per the MPBL 2015, the hierarchy of plans specified in terms of the provisions in item 136 of the development management scheme, and which applies to areas generally referred to as special planning areas.
PERIOD	Refers to a period of time (date) when a place or area was established or developed.
POPULATION DENSITY	The number of people per given area, e.g. square kilometre.
POPULATION GROWTH	A change in the size of the population (increase or decrease) of a particular place at a defined time as a function of births, deaths and net migration.
PRIORITY LOCAL FACILITATION AREA (PLFA)	Spatially targeted areas identified in the DSDFs that provide the district/local-level basis for spatial prioritisation and aim to guide implementation through directing public investment, incentives, budgets and planning focus for the short to medium term. These include the development focus areas (DFAs), urban support focus areas (USFAs) as well as environmental focus areas (EFAs).
PROPOSED HERITAGE OVERLAY ZONE (PHOZ)	Specific landscape qualities or clusters of heritage resources that motivate the protection of places of environmental or cultural interest. The inclusion of these in spatial plans is compliant with the NHRA definition of heritage areas in section 31(1): "A planning authority must at the time of revision of a town or regional planning scheme, or the compilation or revision of a spatial plan, or at the initiative of the provincial heritage resources authority where in the opinion of the provincial heritage resources authority the need exists, investigate the need for the designation of heritage areas to protect any place of environmental or cultural interest."
PUBLIC OPEN SPACE	Land that is designated as public open space, under the ownership of the City or other organ of state, with or without access control, and that is set aside for the public as an open space for recreation or outdoor sport, including a park, playground, public or urban square, picnic area, public garden, nature area including ancillary buildings, infrastructure and uses.
PUBLIC TRANSPORT INTERCHANGE (PTI)	Supports the transfer of public transport users between modes (rail/bus/taxi) but also functions to support economic activity.

TERM	DEFINITION
RESILIENCE	The capacity of social, economic and environmental systems to cope with a hazardous event or trend or disturbance, responding or reorganising in ways that maintain their essential function, identity and structure while also maintaining the capacity for adaptation, learning and transformation.
RESORTS	A place that is frequented for holidays or recreation or for a particular purpose.
RESOURCE EFFICIENCY	The rate at which finite and scarce resources are consumed relative to economic and population growth.
RISK ACTIVITY	An undertaking where the material handled or the process carried out is liable to cause combustion with extreme rapidity, give rise to poisonous fumes, or cause explosions, and includes major hazardous installations and activities involving dangerous and hazardous substances that are controlled in terms of national legislation.
RIVERS	Include all quantities of water sources and courses and/or water sources as mentioned in both the Metropolitan and District Spatial Development Framework.
ROOFSCAPE	The distinguishing character of a particular street or area as viewed along the skyline or horizon and is formed by roof shape and repetitive patterning.
RURAL LIVING ESTATES	Extensive land units (ranging in size) located inside the urban edge.
SCENIC DRIVE	Scenic drives frequently link major tourist destinations such as Table Mountain, Cape Point, Kirstenbosch, the Winelands, and the beaches around the Peninsula, and enhance the experience of these destinations.
SCENIC ROUTES	Scenic routes are 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.
SEA-LEVEL RISE	An increase in the mean level of the ocean. Eustatic sea-level rise is a change in global average sea level brought about by an increase in the volume of the world's oceans. Relative sea-level rise occurs where there is a local increase in the level of the ocean relative to the land, which might be due to ocean rise or land level subsidence. In areas subject to rapid land-level uplift, relative sea level can fall (IPCC, 4th assessment).
SETTING	The surroundings in which a heritage resource is situated, and that influence the experience of the resource. It can include the backdrop (natural or man-made) or the immediate landscape in which it is situated.
SIGNIFICANT NEGATIVE IMPACT	In relation to development, when a proposal has the potential to: Negatively impact on the structure of a neighbourhood or part of the city; detrimentally alter the character of a neighbourhood; cause undue inconvenience for public access; limit adjacent property owners' ability to enjoy or realise the rights they are entitled to; or undermine the market value of an adjacent property or a neighbourhood as a whole.

TERM	DEFINITION
SMALLHOLDING	Refers to a property, whether improved or not by the construction of a dwelling, not large enough to support a commercially viable farming operation, but able to provide a subsistence level of output for the owner thereof.
SPATIAL CONCEPT	A concept used to describe a particular set of spatial features (e.g. urban node, civic precinct).
SPATIAL EFFICIENCY	The private and public benefit of urban development and attendant infrastructure, relative to its lifecycle cost.
SPATIAL TARGETING	Is the deliberate act of focusing government and private sector interventions, services, infrastructure development or policy responses into a specific geographical area. This area-based approach generally seeks to maximise the impact of an urban or regional policy initiative, and can be applied at a range of scales.
SPATIAL TRANSFORMATION	The process of reversing the negative impacts of apartheid spatial planning (spatial fragmentation, inefficient urban form, racial segregation and ghettos of poverty, etc.). Integrating communities and increasing opportunities for a greater number of people in highly connected areas are among the key outcomes of spatial transformation. Renouncing the creation of new low-income communities on the periphery of the city is also a key principle to avoid the need for these groups to spend a disproportionate amount of household income on transport and remain distant and dislocated from the socio-economic benefits and amenities associated with central urban locations.
SPECIAL/ DESTINATION PLACE	A landmark or a location that forms a significant point or area of attraction that contributes to the unique identity of Cape Town.
STORM SURGE	An abnormal rise of water generated by a storm, over and above the predicted astronomical tides (http://www.nhc.noaa.gov/surge/).
STREETSCAPE	The distinguishing character of a particular street as created by the elements at ground floor, including building frontages, setbacks, materials, form, road space, landscaping, street furniture, etc.
STRIP DEVELOPMENT	Mixed-use development usually located along activity routes and activity streets and some developmental routes.
STRUCTURING ELEMENT	Spatial aspect that provides structure or form to urban development (e.g. a main road provides structure to which land uses respond).
SUBPLACE	Second (lowest) level of the place name category, determined by Statistics South Africa, namely a suburb, section or zone of an (apartheid) township, smallholdings, village, ward or informal settlement.
SUBSIDISED HOUSING	Housing supplied in terms of the national Department of Housing's housing subsidy scheme.

TERM	DEFINITION
TENURE BLIND DESIGN	A design practice that purposely masks the differences in income and tenure through the use of similar design and architecture throughout the development. This facilitates the development of integrated communities.
TOURISM DEVELOPMENT AREAS	Refers to tourism areas that were identified in the 2004 Tourism Development Framework, which indicated where tourism activities took place (nodal hierarchy).
TOWNSCAPE	The distinguishing character of an urban area or urban landscape, usually relating to a neighbourhood or defined geographical area.
TRANSIT CORRIDORS	Transportation corridors include one or more routes that connect centres of economic activity. The routes have different alignments but common transfer points and common ends, which are gateways that allow traffic to enter or exit the corridor.
TRANSIT-ORIENTED DEVELOPMENT (TOD)	Transit-oriented development (TOD) is a multifaceted and targeted strategic land development approach to improved urban efficiencies and sustainability by integrating and aligning land development and public transport services provision. It promotes inward growth and compact city form with an emphasis on building optimum relationships between urban form, development type, development intensity, development mix and public transport services to create a virtuous cycle of benefits over the long term as described in the City of Cape Town TOD Strategic Framework. Different TOD objectives, tools and outcomes are applicable at metropolitan, corridor, nodal, precinct and project scales.
UNEMPLOYED	Persons who do not work, but who look for work and are available to work in the reference period.
UNEMPLOYMENT RATE	Unemployed persons as a percentage of the labour force.
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 the proper functioning of urban areas and amenity and recreation. The term 'urban development' includes golf estates, vineyard estates with a residential component, equestrian estates with a residential component, rural living estates, eco-estates, gated communities and regional shopping centres. Urban development excludes noxious industries and generally excludes land for industrial purposes. However, service trades that are compatible with mixed-use development and that generate a low impact on surrounding urban uses may be permissible if the nature and type of industry are deemed to form an integral part of an area demarcated for urban development purposes.
URBAN DEVELOPMENT EDGE (UDE)	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 development edge lines and coastal edge lines. The former is 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. The latter is the coastal management line as contemplated in section 25 of the Integrated Coastal Management Act, Act 36 of 2014.

TERM	DEFINITION
URBAN DEVELOPMENT ZONE (UDZ)	The urban development zone is an area demarcated in accordance with the Income Tax Act, Act 58 of 1962 as amended by the Revenues Laws Amendment Act, Act 45 of 2003. In terms of this incentive, taxpayers who construct, improve or purchase a building or part of a building from a developer within this area will be allowed to claim a reduction in taxable income.
URBAN FOOTPRINT/ BUILT-UP/BUILT-AREA	The total spatial extent of existing urban development.
URBAN HEAT ISLAND EFFECT	Where a metropolitan area is significantly warmer due to the heat absorbed by hard surfaces.
URBAN MANAGEMENT	Urban management involves the area-based involvement of and coordination with end users in the implementation, operation and maintenance of public facilities and services. In the local context, this may include the establishment of city improvement districts, area coordination teams or Mayoral Urban Regeneration programmes. In the long term, successful urban management fosters a culture of joint accountability between the City and local stakeholders, reducing the potential of tension usually associated with top-down service delivery.
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).
URBAN RESTRUCTURING ZONE	A well-located area where the national Housing Department's capital restructuring grant subsidy, as defined in terms of the Social Housing Act, Act 16 of 2008, applies.
URBAN SUPPORT FOCUS AREAS (USFAs)	Spatially targeted areas that are faced with a combination of challenges, including, but not limited to, infrastructure failure and service delivery challenges and high socioeconomic need and crime rates, and that require a coordinated public investment and planning approach in the short to medium term. See priority local facilitation areas (PLFAs).
VULNERABILITY	The degree to which a system or population is susceptible to, or unable to cope with, adverse events.
WATER-SENSITIVE CITY	A water-sensitive city is a settlement that serves as a potential water supply catchment, providing a range of different water sources at a range of different scales, and for a range of different uses; provides ecosystem services and a healthy natural environment, thereby offering a range of social, ecological and economic benefits; and consists of water-sensitive communities where citizens have the knowledge and desire to make wise choices about water, are actively engaged in decision making, and demonstrate positive behaviours such as conserving water at home and not tipping chemicals down the drain.

TERM	DEFINITION
WATER-SENSITIVE URBAN DESIGN	Minimises disruption of the natural water cycle by reducing runoff, attenuating flooding, and treating runoff before discharge into the receiving waters, while at the same time increasing the amenity value of water systems, and reducing the cost of water infrastructure.
WORKING-AGE POPULATION	Persons aged 15-64 years.
WORLD HERITAGE SITE	A natural or man-made site, area, or structure recognised as being of outstanding universal value to humanity as recognised by UNESCO.
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 and coverage) applicable in respect of the said category of directions by the scheme regulations.
ZONING SCHEME	A scheme comprising the development management scheme, zoning map and the zoning register. The zoning scheme applies to all land in the geographic area of the city.





CITY OF CAPE TOWN
ISIXEKO SASEKAPA
STAD KAAPSTAD