

BLAAUWBERG DISTRICT PLAN

EXECUTIVE SUMMARY

JANUARY 2023

Integrated District Spatial Development Framework (DSDF)
& Environmental Management Framework (EMF)



CITY OF CAPE TOWN
ISIXEKO SASEKAPA
STAD KAAPSTAD

BLAAUWBERG DISTRICT PLAN

The following individuals should be acknowledged as project leads and for their ongoing work, contribution and document preparation throughout the commencement of the District Spatial Plan review:

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1. INTRODUCING THE DISTRICT PLAN

MUNICIPAL SPATIAL DEVELOPMENT FRAMEWORK OVERALL SPATIAL VISION:

A city of hope: A city committed to:

- Addressing spatial injustice, inequality and avoids the creation of new structural imbalances.
- Working in partnership with the private and public sectors in achieving spatial transformation by building a more inclusive, integrated, vibrant and healthy city; and
- Proactively responding to social, economic, climate and resource shocks and stresses.

The Integrated District Spatial Development Frameworks (DSDFs) and Environmental Management Frameworks (EMFs), together known as the District Plans, translate the vision and strategy of the City's IDP into a desired spatial form for the municipality. The District Spatial Development Frameworks (known as DSDFs or District Plans) and Environmental Management Framework (EMF) translates the MSDF vision and policy objectives into district and subdistrict level detail. This gives greater expression to the strategies, proposals and transformation focus of the MSDF.

What is the District Plan and its role?

The District Plan responds to the question:

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

This District Plan is a medium-term plan (+/- 10 year) that guides spatial development processes within the district. It includes: the policy objectives and principles; provides spatial development guidelines and implementation actions (restructuring, upgrading proposals and directing investment) and mechanisms that set out how to achieve the desired spatial vision. The District Plan gives broad level of decision-making guidance at the district level with supplementary guidelines at subdistrict level. There is also an implementation volume which sets out implementation actions and potential mechanisms which can help achieve the districts spatial vision.

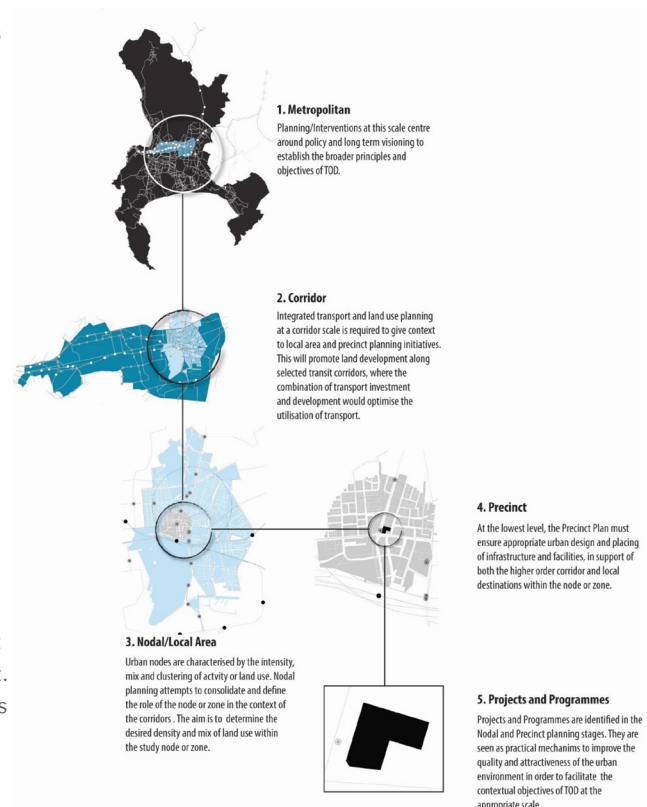


Figure 1: Understanding different scales of planning



VISION STATEMENT

FOR THE BLAAUWBERG DISTRICT

"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 practises.

Urban development is characterised by integrated, mixed-use development linked to public transit; 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. INTRODUCING THE BLAAUWBERG DISTRICT

This District includes Paarden Eiland, Table View, Parklands, Sunningdale, Dunoon, Bloubergstrand, Melkbosstrand, Atlantis, Pella and Mamre. The 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 Table Bay, Tygerberg and Northern districts.

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).

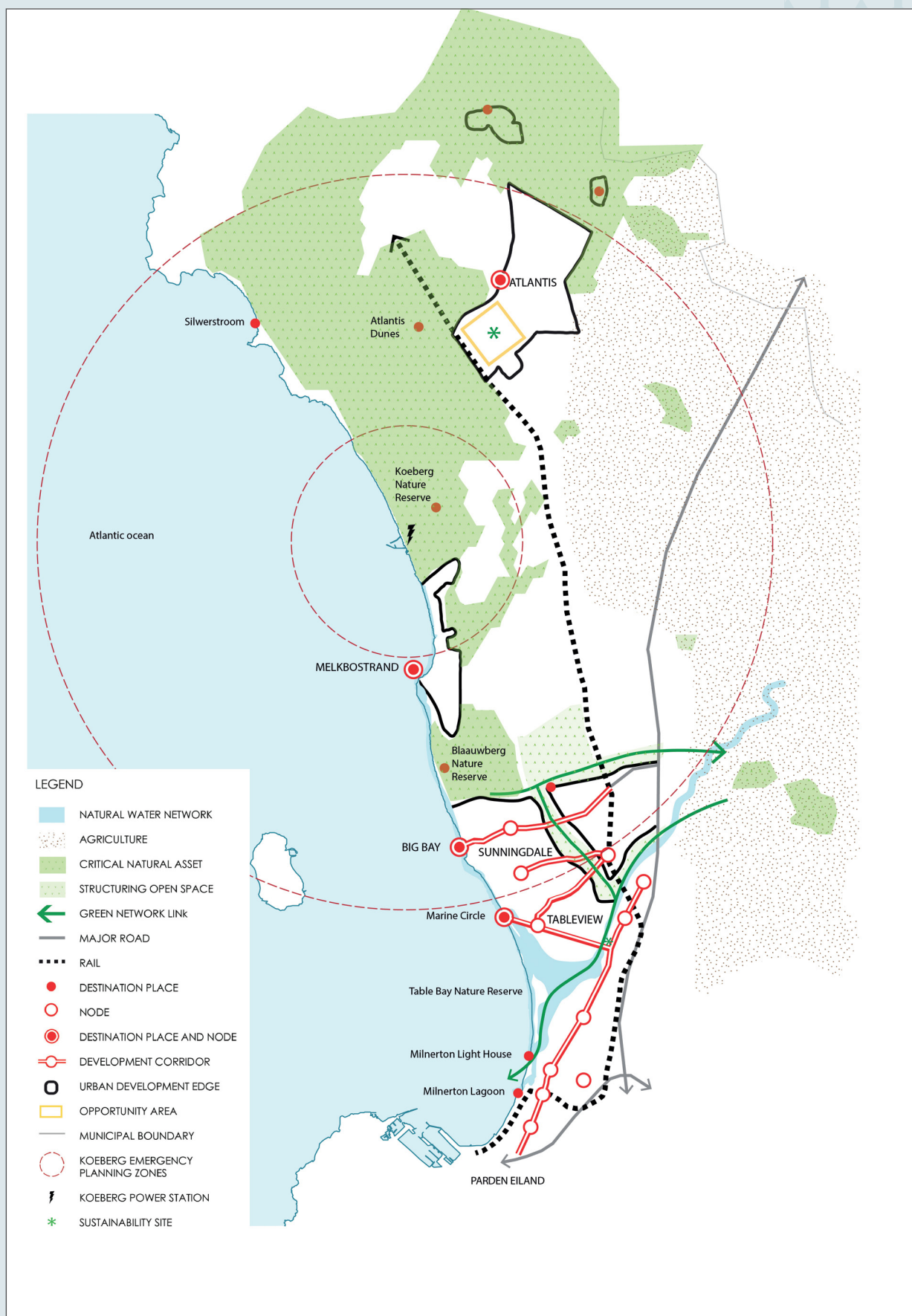


Figure 2: Integrated concept for the Blaauwberg district.



3. SPATIAL PLANNING GUIDELINES

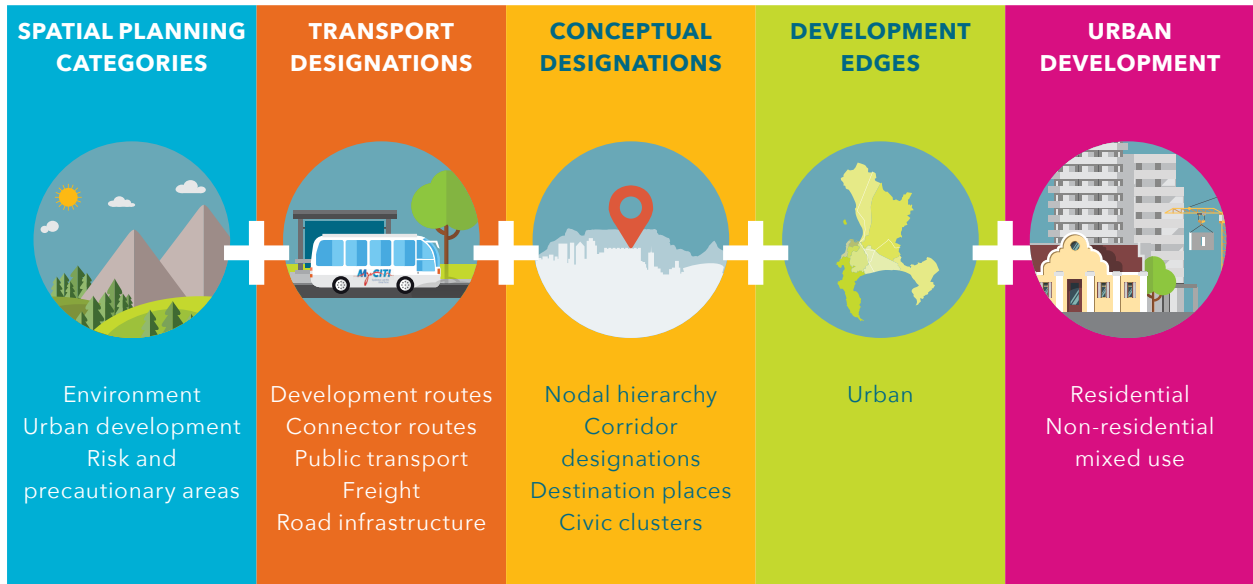


Figure 3: Broad categories that inform relevant spatial development

The District Plan vision and guidelines sets out the City's response to managing urban growth on a district level and in a manner that is sustainable, resilient, and equitable. The District Plan comprises five broad types of categories that all have relevant guidelines as seen above in figure 3.

Importantly, the District Plan needs to provide practical policy guidance for decision makers to achieve the right spatial balance between different

competing sectors and interests. The land use classification system adopted by the District Plan is consistent with the bioregional planning framework and broad spatial planning categories (SPCs) utilised by the MSDF. Some additional categories are included in the District Plan to ensure greater level of planning detail is included (e.g. urban development, utility service infrastructure). SPCs specify the inherent land use suitability of the city's environmental, cultural and urban landscapes for development.

As noted, the District Plan also seeks to show a desired end-state, the following are key designations to note:

Urban development edge (UDE)	The UDE is a line. The area inside the UDE is considered appropriate for urban development, and the area outside is not. The District Plans allow for the designation of the NEMA urban area to be in line with the approved UDE in these documents. This exempts the need for environmental authorisation of certain trigger activities in terms of the National Environmental Management Act (NEMA).
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, (Act No. 36 of 2014).
Coastal management zone	The District Plans motivate for the amendment of the coastal management zone lines to facilitate potential future development along the coastline.
Development Focus Areas (DFAs)	Areas targeted for urban restructuring and planning focus in the short to medium term that have the highest potential spatial transformative impact with dedicated budget, planning or investment to facilitate development.
Urban support Focus areas (USFAs)	Spatially targeted areas that are faced with a combination of challenges require a co-ordinated public investment and planning approach in the short to medium term. These challenges include but not limited to infrastructure failure and service delivery challenges; high socio-economic need and crime rates and requested.
The Environmental Focus Areas (EFAs)	These are areas that are of critical environmental significance, and not necessarily formally protected or conserved. They are outside of formally protected and are priority areas for investment and/or protection.
New Development Areas (NDA)	These are identified sites/areas that will inform land pipelines for the City to either release land to the private sector for development purposes, or for the City to develop the land over time, subject to budget availability.



Spatial planning categories mapped:

SPATIAL PLANNING CATEGORIES

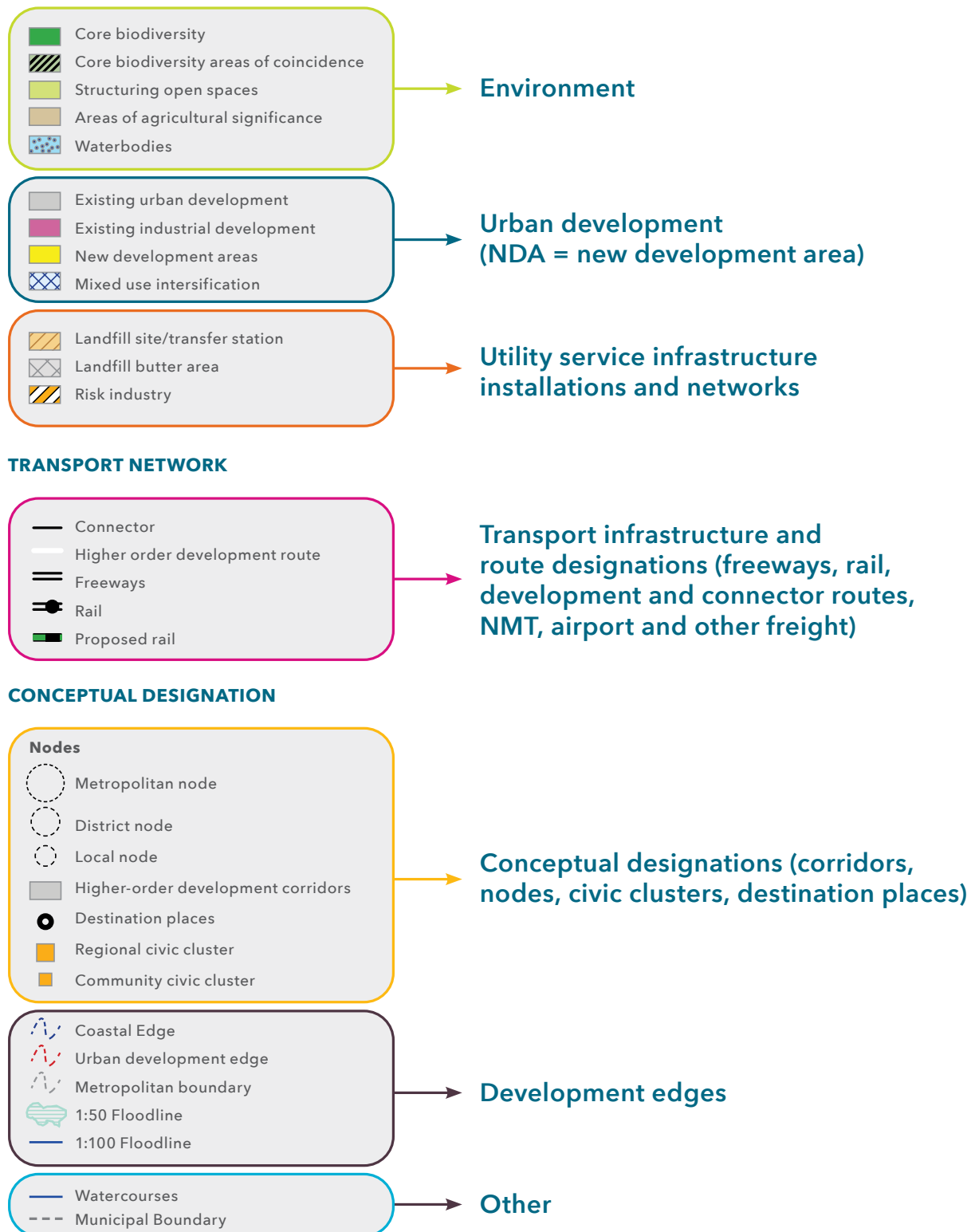


Figure 4: Spatial planning categories mapped:

(Refer to guidelines tables for each spatial planning category for appropriate development guidance.)

4. ENVIRONMENT, BIODIVERSITY AND HERITAGE MANAGEMENT

ENVIRONMENT SPCs

- Hydrological and coastal zones
- Biodiversity and structuring open space (figure 5)
- Agricultural areas of significance
- Cultural and heritage management (figure 6)

The Blaauwberg district consists of many important environmental areas. These include natural areas e.g. coastal areas, parts of the biodiversity network, as well as active and passive recreation areas e.g. parks, sports fields, cemeteries, etc. These are all ideally connected.

Areas with similar environmental attributes are categorised and these are known as Environmental Impact Management (EIM) zones. The guidelines for these inform planning and decisions regarding activities that require environmental authorisation.

In addition, the Green Infrastructure Network (GINet) identifies green and blue open spaces in the district

which are valuable from a green infrastructure perspective. Each site included in the GINet has information for a wide set of attributes such as biodiversity, heritage value, and flood mitigation etc. This provides detailed information about the attributes of each site which can be considered during a development process. The GINet focuses on the principles of multi-functionality, connectivity, and using nature to solve problems in the built environment. It is an informative layer.

The GINet informed the structuring open space category, which depicts the desired future open space network for the district.

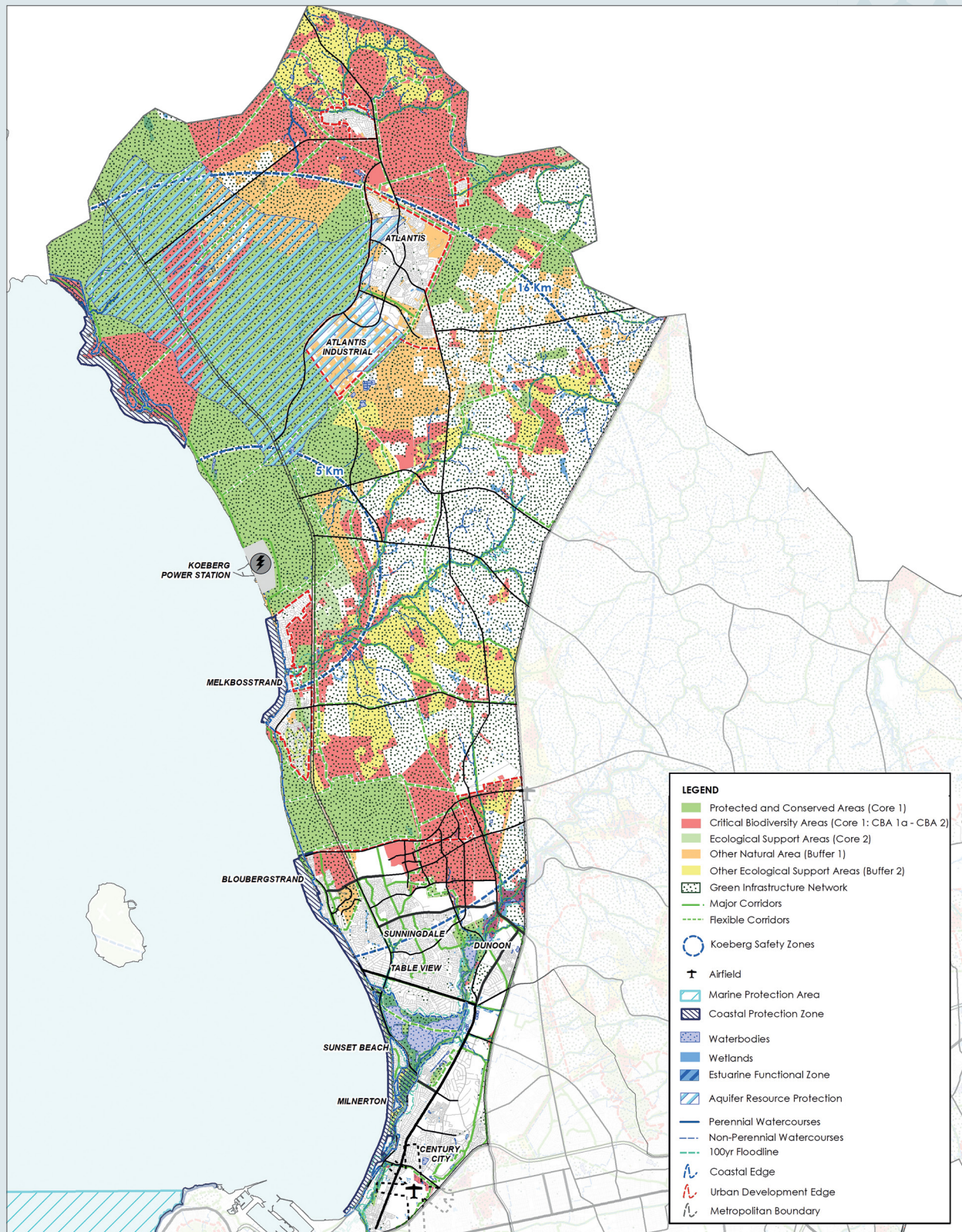


Figure 5: Green infrastructure and biodiversity for Blaauberg district

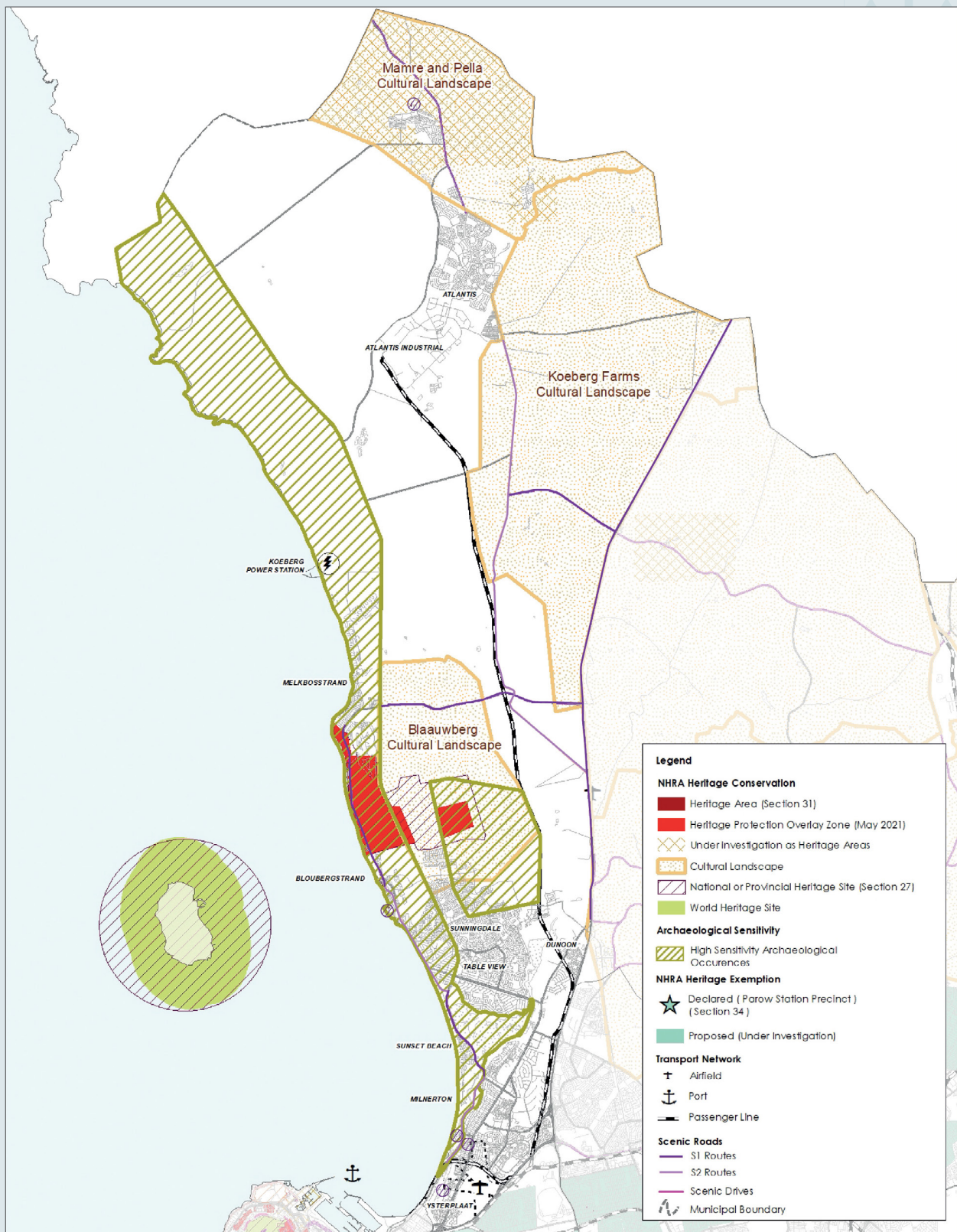


Figure 6: Cultural and heritage resources for Blauwberg district

OTHER KEY SPCs AND RELEVANCE THE BLAAUWBERG DISTRICT:

Destination places These are significant landmarks or locations either through nature, heritage, cultural or coastal areas. These could form part an urban node where it is clustered with a mix of other land uses, or can be a landmark on its own.	Coastal-based destination places: • Milnerton Lighthouse • Milnerton Lagoon • Marine Circle • Big Bay • Silwerstroomstrand • Melkbosstrand	Nature-based: • Zoarvlei • Rietvlei • Blaauwberg Nature Reserve • Atlantis Dunes (Witzands Aquifer Nature Reserve)
	Cultural landscape-based: • Mamre • Pella	

Development edges
 For future development the medium and long-term integrity of the urban edge is dependent on the timeous development of identified 'urban infill' New Development Areas (NDAs) as well as appropriate land use intensification of the urban area.
 See urban development edge and coastal edge.

KEY SITES TO NOTE FOR NEW DEVELOPMENT AREAS AND SNAPSHOT OF GUIDELINES

- Coastal area: Upgrade, improve infrastructure and access to coastal areas and reserves
- Potsdam Interchange Site: Unlock City land for development as a showcase in sustainable development.
- Sunningdale, Sandown and Rivergate growth area: Guide the interface between urban development and Blaauwberg Nature reserve and the delineation of ecological corridors.
- Welbeloond sites: Guide interface between urban development and the Diep River.
- ERF 1117 (large NDA east of Big Bay): Development of the site should protect significant areas of high conservation worthy vegetation.

 (NB: Refer to subdistrict guidelines for detailed area specific guidance)

5. URBAN DEVELOPMENT - HOUSING

URBAN DEVELOPMENT SPCs

- Existing urban development
- Existing residential
 - o General
 - o Fully and partially subsidised
 - o Informal settlement
- New residential - new development areas

The Blaauwberg district SDF proposes various types and forms of residential and non-residential development to support the functioning of a sustainable and integrated community. Guidelines focus on the further intensification, optimisation and appropriate redevelopment of existing land uses and upgrading/maintenance of associated infrastructure.

Existing urban development:

Guidelines for existing urban development guide how changes to the built area happen. This includes guiding densification.

Existing residential:

This includes established developed areas located within the existing urban footprint of the district.

KEY SPCs REGARDING EXISTING DEVELOPMENT

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.
Fully and partially Subsidised	Guidelines for fully and partially subsidised human settlements deal with all government-assisted housing projects in the various human settlements programmes, namely: Integrated Residential Development Programme (IRDP) (mixed tenure, BNG, FLISP, mixed-market for household incomes below R22 000), Community Residential Units (CRU), social housing and upgrading of informal settlements programme (UISP).
Informal Settlements (NB: Refer to subdistrict guidelines for detailed area specific guidance)	Guidelines for informal settlements deal with all types of residential informality in the City, e.g. unlawfully occupied land and buildings dwellings not approved by City unapproved dwellings in the form of backyard units, main house extension and conversion, etc.

New development:

The table below indicates new formal residential opportunities in the District to accommodate the anticipated growth of around 60 210 main formal dwellings in the period up to 2040. However, it

is anticipated that residential opportunities will also be accommodated in the form of additional formal dwellings (second and third dwellings on a property) and informally by the private sector (backyard dwellings, boarding houses, micro-development etc.).

NEW DEVELOPMENT AREAS DENSITY GUIDELINES	
Density Target	Guideline
Potential low-density development 10-45 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.
Potential medium-density development 45-75 du/ha	
Potential high-density development >75 du/ha	
KEY NEW DEVELOPMENT AREAS	
New development is proposed for the undeveloped sites below.	
- Ysterplaat Airbase: Redevelopment proposals should include a mix of uses including a range of housing opportunities and densities and be sensitive to ecological assets which make up the site. Recognise Ysterplaat as a long-term urban infill opportunity. - Sunningdale, Sandown and Rivergate growth area: 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. - Welbeloond sites: In general, a mix of uses, enabling a medium residential density should be supported on the site with higher densities along structuring route. - Erf 1117 (Large NDA east of Big Bay): The site should accommodate a range of housing densities, typologies, ownership, and income groups, developed in an integrated manner.	



6. INFRASTRUCTURE

KEY OVERALL OBJECTIVES IN RELATION TO MOVEMENT AND DEVELOPMENT ARE:

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

TRANSPORT SPCs INCLUDE:

- Freeways and rail
- Development routes
- Activity routes
- NMT routes - higher and lower
- Development corridors
 - o Metro level
 - o District level
 - o Local level

INFRASTRUCTURE SPCs INCLUDE:

- Noise exclusion zones
- Risk installations
- Wastewater treatment works (WWTW)
- Cemeteries
- Broadband /IT/Wi-Fi cabling

Transport

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. This is dependent on sufficient development thresholds for efficiency, and is therefore central to the relationship between land use and accessibility.

KEY TRANSPORT SPC'S OF RELEVANCE TO THE BLAAUWBERG DISTRICT:			
Freeways	N1	N7	Proposed R300 extension
Rail	The northern line (Century City stop) serves the district although located in Table Bay District	Future Potential: Atlantis passenger line	
Development routes	Metro-scale/High order - high-frequency and volume public transport routes in MSDF development corridors – e.g. IRT trunk routes) - Koeberg Road - Blaauwberg Road		
	District scale/Lower order - high-frequency low volume public transport routes - Berkshire Boulevard - Sandown Road		
Connector routes	- R27 (West Coast Road) - M12 (Malibongwe Drive) - Koeberg Road (north of Racecourse Road) - Platteklouf Road - Bosmansdam Road - Sable Road extension - R27 (north of Berkshire Boulevard intersection)		
NMT routes	High order ('destination' promenades, cycle routes, and closed streets that a high attracters from across the metro) - Table View beachfront - V&A Waterfront to Melkbosstrand NMT route Lower order Only on subdistrict maps District-attractor walkways – around major parks High (submetro) attractor cycle routes. - Wood Drive - Parklands Main Road - Koeberg Road (Rivergate Station – Dunoon – Potsdam) - Rietvlei walkways - Parklands linear park - Gie Road		
Development corridors	Metro scale/Higher order - Koeberg Road - Blaauwberg Road	District scale/Lower order - Sandown Road, - Berkshire Boulevard - Racecourse Road, Milnerton	- Freedom Way, Marconi Beam - Parklands Main Road, Parklands - Christopher Starke Street, Atlantis - Blombosch Road, Witsand
RELEVANT NDA TO NOTE:			
- Ysterplaat Airbase: 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. - Montague Gardens and Koeberg Road corridor: Reinforce the IRT system in the Koeberg Road corridor. - Potsdam interchange site: The development should be integrated into the surrounding road network and public transport infrastructure. - Sunningdale, Sandown and Rivergate growth area: Promote Wood Drive as an NMT link between the Rietvlei and the Blaauwberg nature reserve. Provide for IRT and a future passenger railway station. - Erf 1117 (large NDA east of Big Bay): Reinforce east-west routes and associated public transport. (NB: Refer to subdistrict guidelines for detailed area specific guidance).			

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 and may place certain restrictions on development (e.g. in terms of use, density and form).

KEY UTILITY SERVICE INFRASTRUCTURE SPCs OF RELEVANCE THE BLAAUWBERG DISTRICT:	
Precautionary areas and utility service infrastructure installations	District elements
Airport height restriction zones	Ysterplaat Height Restrictions limiting the height of development in flight paths around the airport.
Risk Installations	- Vissershok Landfill, including buffer area where no residential development permitted. - Tank Farms along Potsdam Road and in Paarden Eiland - Atlantis Industrial Zone
Wastewater treatment works (WWTW)	- Potsdam - Melkbos - Wesfleur
Cemeteries	Cemeteries in the district are found in: Atlantis
Broadband /IT/WiFi cabling	All areas – but primarily the following: - All nodes - All development corridors
Koeberg Nuclear Power Station	- Koeberg safety zone (0-16 km) - Precautionary zone (0-16 km)
Aquifer/wellfield protection zones	Atlantis and Witzands Aquifers
Airports and other freight hubs	- Harbours - Aerodromes - Freight break-of-bulk and major storage

(NB: Refer to subdistrict guidelines for detailed area specific guidance)

7. ECONOMY

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 is focusing development on inward growth.

KEY SPCs RELATING TO THE ECONOMY:

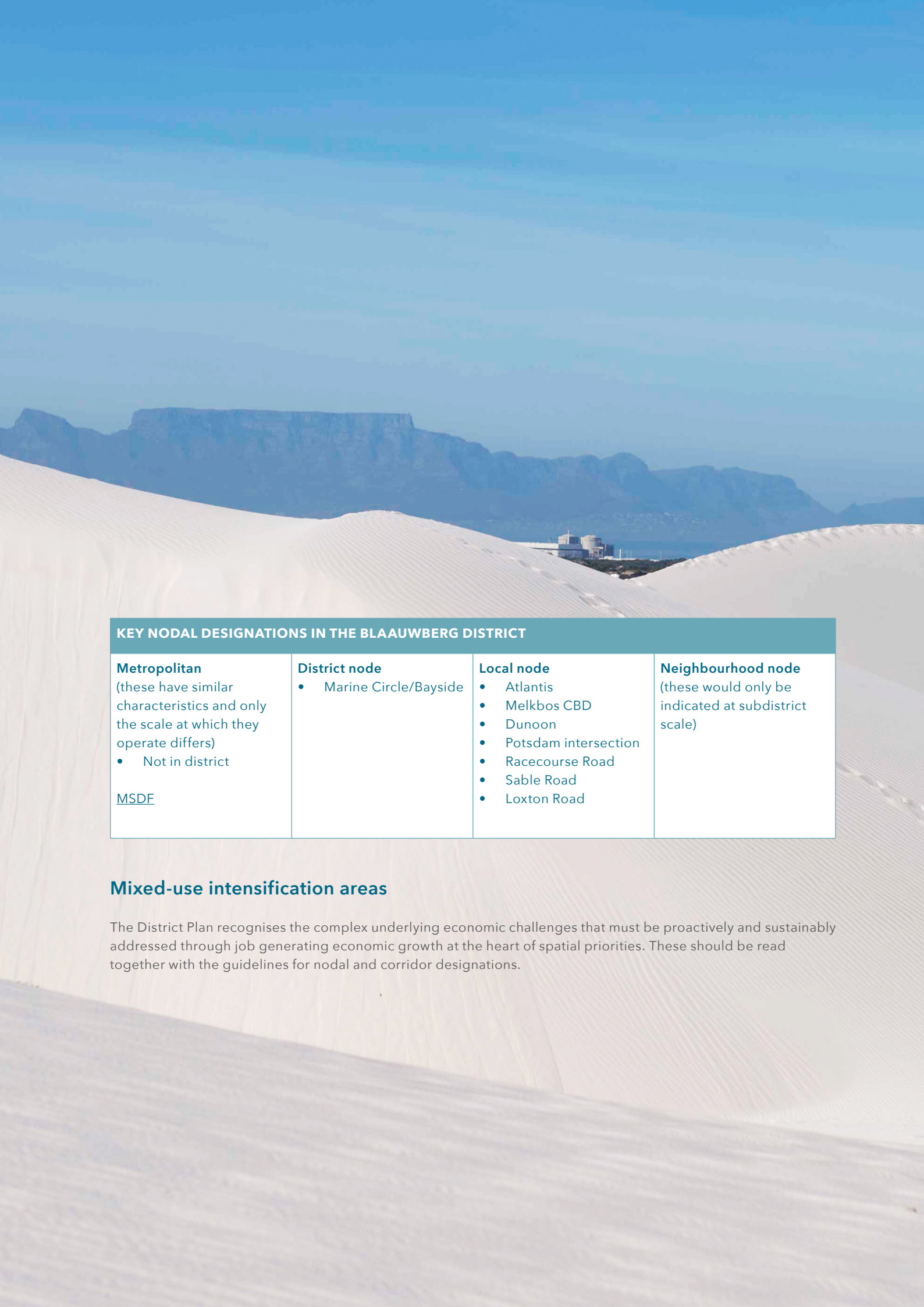
- Nodes
- Industrial
 - Existing
 - Proposed NDAs
- Mixed-use intensification

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 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. 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.

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 (either through public or private transport), exposure, convenience and opportunity.





KEY NODAL DESIGNATIONS IN THE BLAAUWBERG DISTRICT

Metropolitan
(these have similar characteristics and only the scale at which they operate differs)

- Not in district

[MSDF](#)

District node

- Marine Circle/Bayside

Local node

- Atlantis
- Melkbos CBD
- Dunoos
- Potsdam intersection
- Racecourse Road
- Sable Road
- Loxton Road

Neighbourhood node
(these would only be indicated at subdistrict scale)

Mixed-use intensification areas

The District Plan recognises the complex underlying economic challenges that must be proactively and sustainably addressed through job generating economic growth at the heart of spatial priorities. These should be read together with the guidelines for nodal and corridor designations.

KEY SPCs AND RELEVANCE THE BLAAUWBERG DISTRICT:

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 • residential and non-residential uses or • non-residential uses (i.e. industrial; commercial; institutional or public service).	Areas to note • Business strip areas including along: Koeberg Road, Loxton Road, Blaauwberg Road, Parklands Main Road, Link Road, Sandown Road, Berkshire Boulevard • Nodes: Rivergate, Century City, Bayside, Sable Road, Loxton Road, Potsdam Road, Melkbosstrand CBD, Atlantis CBD, Marine Circle • Civic clusters
Mixed-use new development area	Mixed-use NDAs include undeveloped (vacant) or partial-developed land targeted for new development with a combination of residential and non-residential uses or a combination non-residential uses (i.e. industrial and/or commercial and/or institutional and/or public service).	
Industrial: Existing and new development areas (NB: Refer to subdistrict guidelines for detailed area specific guidance)	General industrial development should be supported in industrial designated areas and allowances should be as per the Municipal Planning By-law. Support the prioritisation of public- private sector investment in identified growth areas in the industrial nodes, ports and primary freight infrastructure.	Existing areas to note • Montague Gardens • Killarney Gardens • Racing Park • Marconi Beam • Portions of Paarden Eiland • Rivergate Industrial Park • Atlantis Industrial • Atlantis Special Economic Zone • Frankendale

RELEVANT NEW DEVELOPMENT AREAS

- Rivergate growth area: Substantial light industrial development is being planned and developed by the private sector.
- Frankendale: A planned large industrial development including industrial and risk industry development. (NB: Refer to subdistrict guidelines for detailed area-specific guidance).

8. INTEGRATION, EQUITY AND SOCIAL JUSTICE

The District Plan, along with the MSDF, seeks to address the injustice of apartheid spatial planning. The District Plan does this by providing guidance on where different types of development are appropriate, and guidelines of how that development should be to achieve the spatial vision of the City to be more inclusive, integrated and vibrant. The District Plan includes:

- Guidelines for the delivery of housing and transport
- Guidelines for the protection Cape Town's unique cultural and environmental assets
- Guidelines for the provision of infrastructure
- Targets to accommodate the backlogs related to past growth
- Provisioning for estimated future growth
- Balancing the demands for urban development with the demands for nature conservation by containing the proposed urban growth with the urban development edge
- Balancing competing land use demands in support of inclusive economic growth for poverty reduction

As an overarching departure point, the District Plan aims to achieve spatial transformation by containing new urban development within the urban development edge and targeting certain nodes and corridors for higher densities. This is important to have a viable and sustainable public transport system and to balance traffic flows to reduce travelling times and improve access to opportunities. As a result, and to achieve better 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 public transport.

Guidelines in the District Plan are underpinned by the overarching principles contained in SPLUMA: spatial justice, spatial sustainability, spatial resilience, efficiency and good administration.

"A city that is committed to addressing spatial injustice and, inequality, and avoids the creation of new structural imbalances in the delivery of services and the availability of economic and residential opportunities. Key to achieving this spatial transformation is ensuring an efficient public transport system and associated densification and diversification of land uses".

DISTRICT PLAN RESPONSE TO IDP OBJECTIVES	
Objective priorities	District plan response
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.
Ensure an increased supply of affordable, well located-homes	Identifies suitable land for urban development (new development areas and areas for densification) and promotes spatial justice and the use of highly accessible and suitable land for development.
Safer, better quality homes in informal settlements and backyards over time	Identifies areas where urban development should not take place to ensure the safety of also informal settlement dwellers.
Healthy and sustainable environment	Policy guidelines are given relating to environmental management and maintaining sufficient access, quality and quantities of green space, contributing to health and well-being.
Clean and healthy waterways and beaches	Policies relating to the environmental elements promote the protection of these sensitive elements including waterways and beaches.
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 in highly accessible areas.
Safe and quality roads for pedestrians, cyclists and vehicles alike	Support the development of safer streets ensuring that all new development along transit-oriented corridors and nodal areas has safety and security of streets and public areas with improved NMT.
A resilient city	Proposes policies relating to safer and sustainable development to reduce the potential impacts of environmental shocks and even long-term stresses.
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.

9. BLAAUWBERG SPATIAL DEVELOPMENT FRAMEWORK DISTRICT MAP



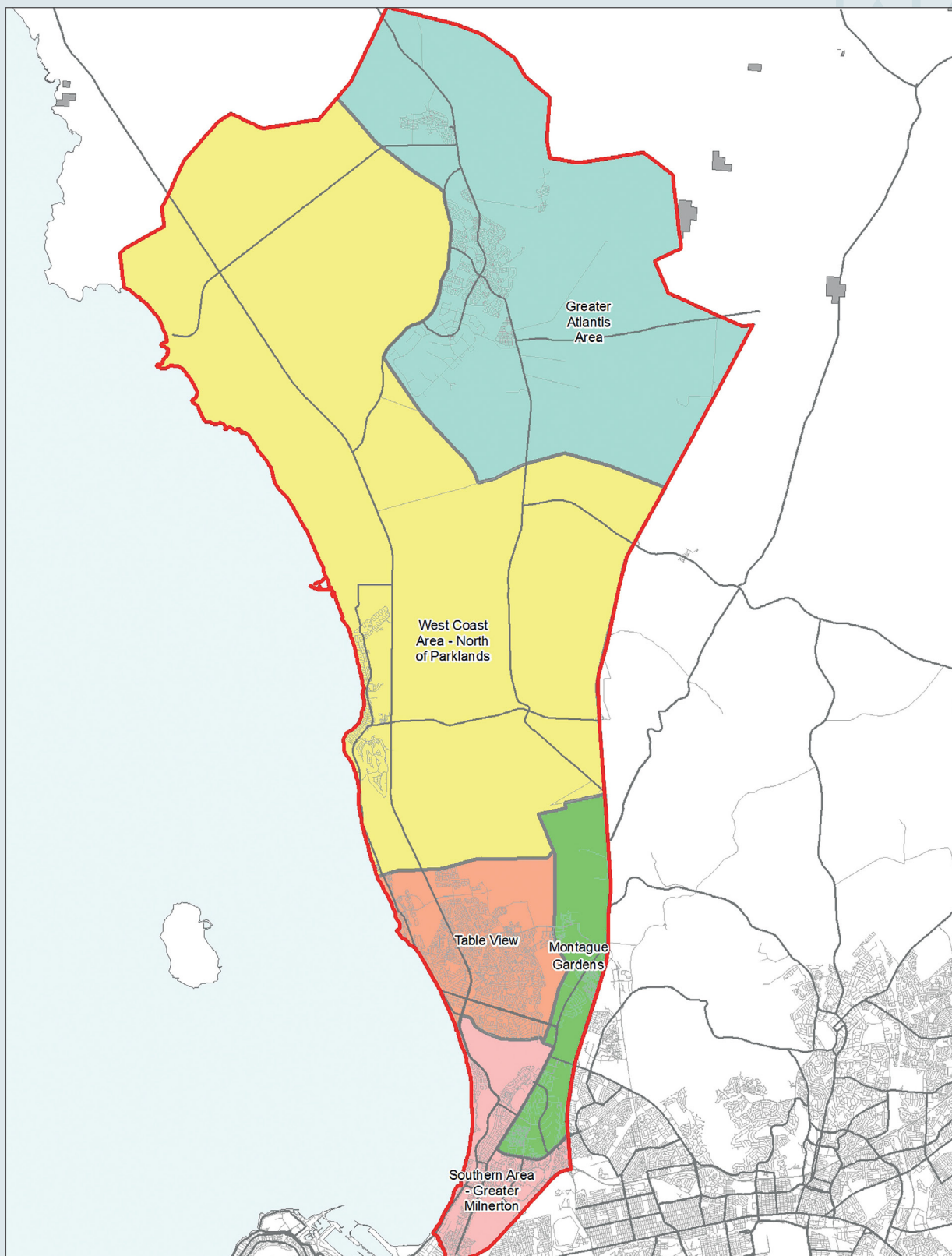


Figure 7: Blaauwberg district subdistrict demarcation

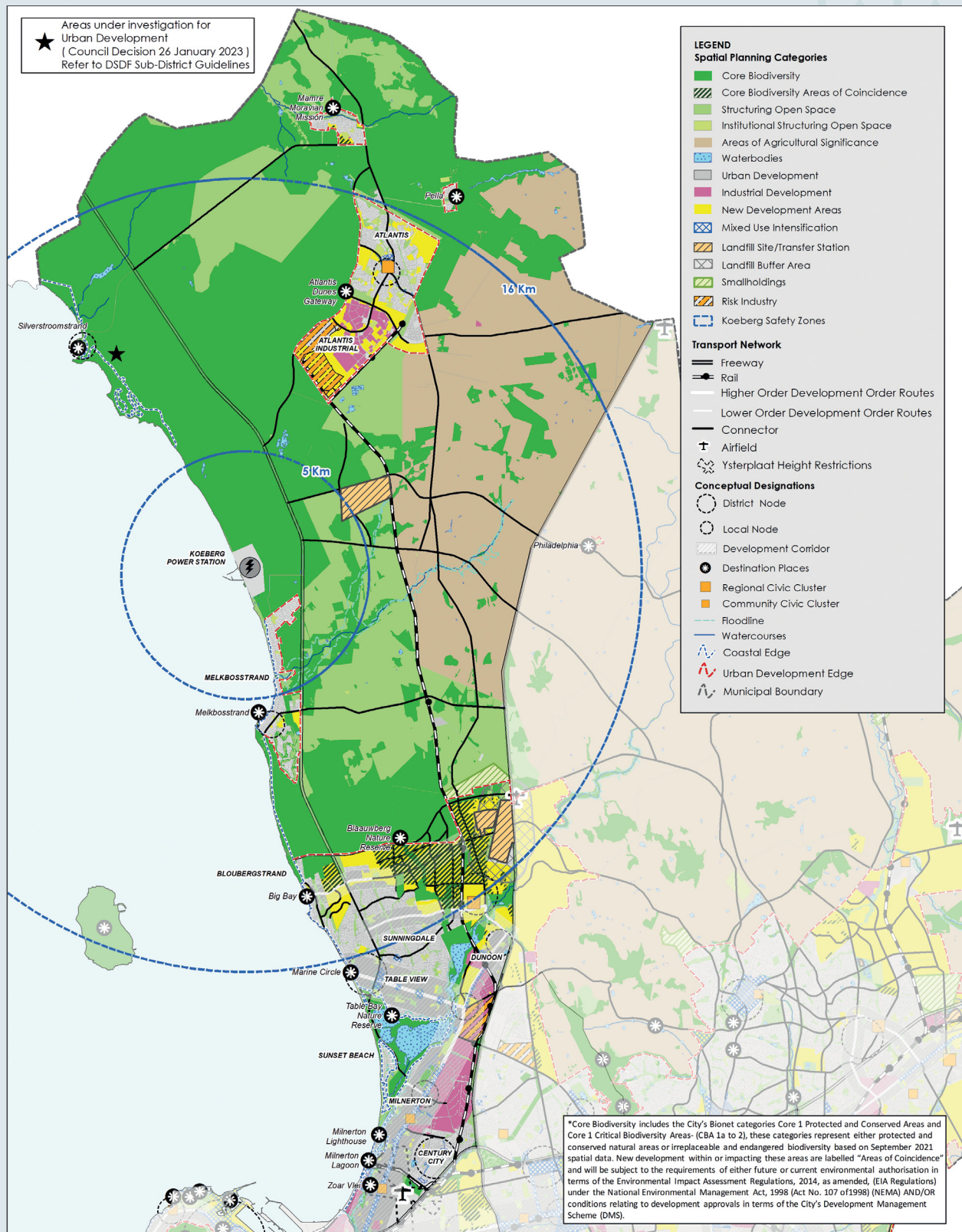
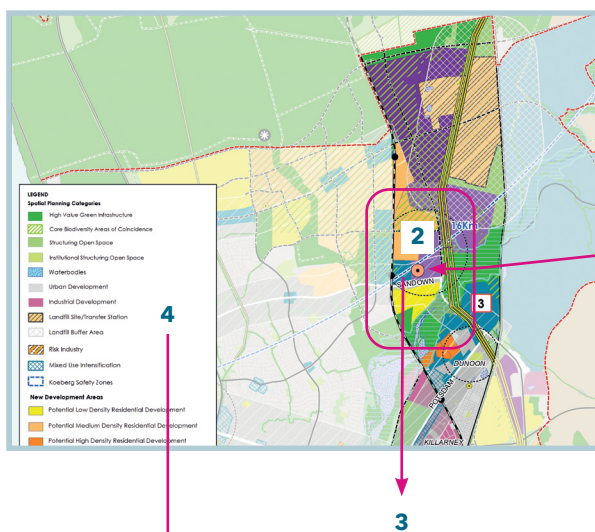


Figure 8: Blaauwberg District Spatial Development Framework map

10. HOW TO READ THE DOCUMENT

Figure 9: Subdistrict SDF Map (indicating Spatial Planning Categories and conceptual designations)



- 1) Study the **introduction of the District Plan** document to understand its purpose and structure. To fast-track, start with the contents page and look for key sections of relevance relating to your area of interest.

- 2) Identify your area of interest on the **subdistrict map**.

If the subdistrict or district does not have specific guidelines for the area of interest then also consult the Municipal Spatial Development Framework for overarching policy guidance or direction.

- 3) Go to the corresponding subdistrict guidelines table. Here you will find the relevant spatial development objectives and supporting land use guidelines for the area of interest.



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/Soarvlei MyCiTi station)	1. Support medium-rise development and a mix of non-residential uses along the IRT route, on the edges of the Soarvlei and along Marine Drive. 2. Support retention of industrial uses in association with the port.	• Cape Town Sea-Level Rise Risk Assessment project (2009/10) • City of Cape Town, Koeberg Road

- 4) On the subdistrict map, identify all map elements affecting your area of interest. E.g. specific SPC('s), conceptual designations, pre-cautionary areas etc.

TYPOLOGIES AND DISTRICT ELEMENTS	DISTRICT DEVELOPMENT GUIDELINES
3.1.10 SPATIAL PLANNING CATEGORY (SPC): URBAN DEVELOPMENT	

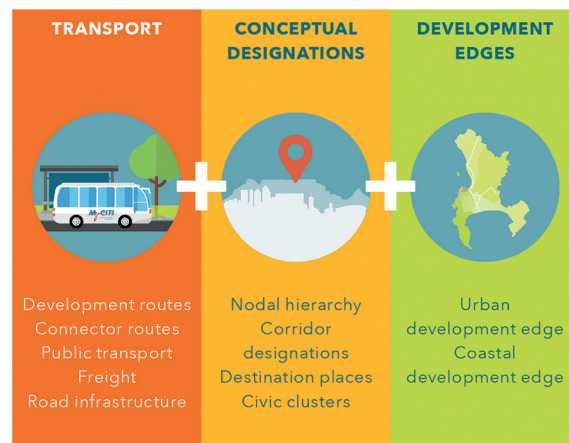
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|--|---|
| a) Urban development – general (applicable to all areas) | 1. These areas should be considered for a wide variety of urban uses such as housing development, public open spaces, community facilities, mixed use/business development (where appropriate), but should not include noxious industrial uses. |
|--|---|

Refer to the corresponding guidelines for these map elements. Start with the **subdistrict map**, if there is nothing specific, study the **District SDF map**.

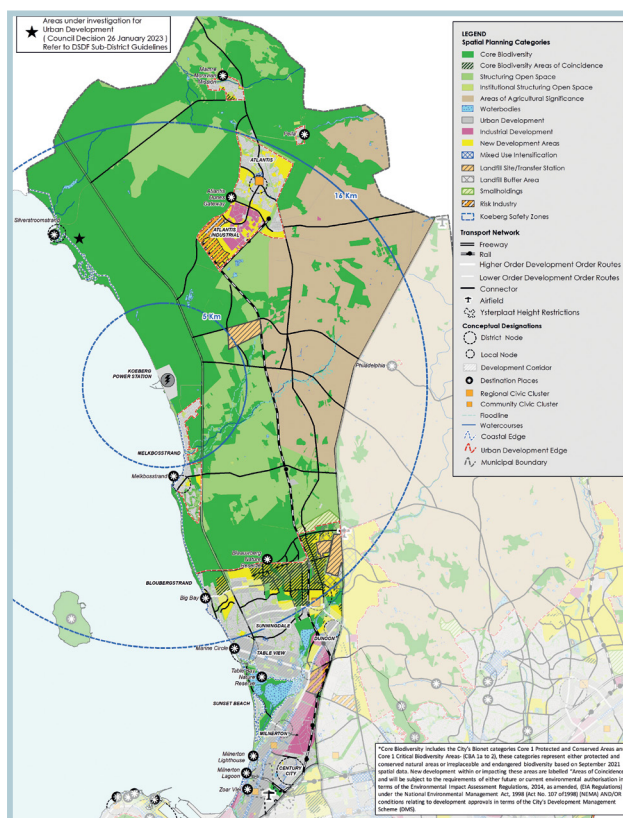
BIODIVERSITY AND STRUCTURING OPEN SPACES	COMPONENTS AND DISTRICT ELEMENTS	GUIDELINES AND MANAGEMENT PRIORITIES
3.1.5 CONSERVATION AND BIODIVERSITY PRIORITY ZONE (Full extent together with GINet shown in figure 11)		
f) Structuring open spaces Parks, sports fields and other		16. Road and rail reserve sites are not considered as part of formal community green spaces. Alternative sites will

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	1. Environmental conditions related to these installations should be monitored to assess the need for appropriate buffer areas around risk activities/sites. 2. In general, residential development should not be located within the risk of harm contour lines, and 800 m of the Vissershok landfill.
c) Wastewater	• Potsdam	1. Support the reuse of water with the highest potential in areas

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	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



- Industrial development
- New development areas
- Mixed-use intensification



5) On the **Green Infrastructure and Biodiversity & Heritage Resource maps (Figure 5 & 6)**, identify all map elements affecting your area of interest. E.g. Cultural landscape, heritage protection

6) Refer to the corresponding guidelines for these map elements.

Figure 10 Continued: Blaauwberg District SDF Map (indicating Spatial Planning Categories and conceptual designations)

HOW TO GET HOLD OF US

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