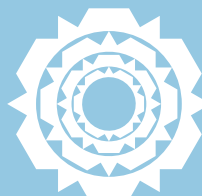


# CAPE FLATS DISTRICT PLAN VOLUME 2

**TECHNICAL REPORT • JANUARY 2023**

Integrated Spatial Development Framework  
and Environmental Management Framework



CITY OF CAPE TOWN  
ISIXEKO SASEKAPA  
STAD KAAPSTAD

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| DISTRICT PLANNING TEAM | MAYCO                         |
|------------------------|-------------------------------|
| Nigel Titus            | Ald Eddie Andrews             |
| Shahnaaz Mosaval       |                               |
| Kier Hennessey         | Ald Marian Nieuwoudt (former) |
| Vernon Moonsamy        |                               |
| Melodie Campbell       | Executive Directors           |
| Siphilele Mndzebele    | Robert McGaffin               |
| Guillaume Nel          | Ossie Asmal (former)          |
| Michael Brooke         | Directors                     |
| Abu Bakr Gamaldien     | Erika Naude                   |

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# MAKING PROGRESS POSSIBLE. TOGETHER.

JANUARY 2023



CITY OF CAPE TOWN  
ISIXEKO SASEKAPA  
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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 CAPE FLATS 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:

|                                                               |                                                                                                                                                                                                                                                                                                                                                                              |
|---------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>CHAPTER 1</b><br><b>Purpose and legal context</b>          |  <ul style="list-style-type: none"><li>• Study area</li><li>• Purpose of integrated DSDF and EMF</li><li>• Statutory mandates</li><li>• Need and scope for review</li><li>• Linkage with other municipal work</li><li>• Decision support criteria</li><li>• Key shifts since 2012</li></ul> |
| <b>CHAPTER 2</b><br><b>Spatial objectives</b>                 |  <ul style="list-style-type: none"><li>• MSDF spatial vision</li><li>• MSDF spatial transformation areas in relation to integrated DSDF and EMF</li><li>• District spatial vision</li><li>• Role of the district</li><li>• Concept and key interventions</li></ul>                          |
| <b>CHAPTER 3</b><br><b>District development guidelines</b>    |  <ul style="list-style-type: none"><li>• Spatial Planning Categories (SPCs) SPCs</li><li>• Transport infrastructure and route designations</li><li>• Conceptual designations</li><li>• Development edges</li></ul>                                                                        |
| <b>CHAPTER 4</b><br><b>Subdistrict development guidelines</b> |  <ul style="list-style-type: none"><li>• Individual subdistricts with guidelines</li></ul>                                                                                                                                                                                                |

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

| SECTION                                            | PURPOSE AND FOCUS                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
|----------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>1. INTRODUCTION</b>                             | <ul style="list-style-type: none"> <li>Outline of background and legislative status of SDF and EMF</li> </ul>                                                                                                                                                                                                                                                                                                                                                        |
| <b>2. SPATIAL OBJECTIVES</b>                       | <ul style="list-style-type: none"> <li>Sets out the overall direction, the principles and strategies governing the guidelines and proposals</li> </ul>                                                                                                                                                                                                                                                                                                               |
| 2.1 Spatial Vision for 2030 and Beyond             | <ul style="list-style-type: none"> <li>The key structuring elements or spatial ideas for the structure and focus of interventions of the district</li> </ul>                                                                                                                                                                                                                                                                                                         |
| 2.2 Spatial transformation areas (MSDF)            | <ul style="list-style-type: none"> <li>The four primary spatial transformation areas (STAs) that set out the basis for growth management through public investment</li> </ul>                                                                                                                                                                                                                                                                                        |
| 2.3 District spatial vision                        | <ul style="list-style-type: none"> <li>Sets out the vision for the district</li> </ul>                                                                                                                                                                                                                                                                                                                                                                               |
| 2.4 Role of the district                           | <ul style="list-style-type: none"> <li>Explains the role of the district</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                  |
| 2.5 Integrated district concept                    | <ul style="list-style-type: none"> <li>Illustrates the main spatial ideas of the District Plan</li> </ul>                                                                                                                                                                                                                                                                                                                                                            |
| 2.6 Key interventions                              | <ul style="list-style-type: none"> <li>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</li> </ul>                                                                                                                                                                                                                       |
| <b>3. DISTRICT DEVELOPMENT GUIDELINES</b>          | <ul style="list-style-type: none"> <li>Application of the spatial concepts and structuring elements, as identified in section 2, to the district</li> <li>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</li> </ul>                                                                                                                              |
| 3.1 Spatial planning categories                    | <ul style="list-style-type: none"> <li>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</li> <li>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)</li> </ul> |
| 3.2 Transport infrastructure and route designation | <ul style="list-style-type: none"> <li>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</li> </ul>                                                                                                                                                                                                            |
| 3.3 Conceptual designations                        | <ul style="list-style-type: none"> <li>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</li> </ul>                                                                                                                                                            |
| 3.4 Urban development edges                        | <ul style="list-style-type: none"> <li>Provides direction to urban growth in relation to the definition of development edges in the district</li> </ul>                                                                                                                                                                                                                                                                                                              |



| SECTION                                      | PURPOSE AND FOCUS                                                                                                                                                                                                                                                                                                                                                                                 |
|----------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>4. SUBDISTRICT DEVELOPMENT GUIDELINES</b> | <ul style="list-style-type: none"> <li>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</li> <li>Reference is made to where more detailed local area plans exist and will continue to provide guidance to decision making</li> </ul> |

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

| CONTENT ELEMENTS                                                                                                                                                                                                                                                     | GUIDE TO LOCATION OF CONTENT IN THE DISTRICT PLAN                                                                      |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------|
| <ul style="list-style-type: none"> <li>Identification of the area to which EMF applies</li> <li>An indication of the conservation status of the area</li> </ul>                                                                                                      | <ul style="list-style-type: none"> <li>Baseline information and analysis report</li> </ul>                             |
| <ul style="list-style-type: none"> <li>A description of how information was captured</li> </ul>                                                                                                                                                                      | <ul style="list-style-type: none"> <li>Baseline information and analysis report</li> </ul>                             |
| <ul style="list-style-type: none"> <li>Identification of information gaps</li> </ul>                                                                                                                                                                                 | <ul style="list-style-type: none"> <li>Baseline information and analysis report</li> </ul>                             |
| <ul style="list-style-type: none"> <li>Specification of the environmental attributes in the area as well as parts of the area to which attributes relate</li> <li>Interrelationship and significance of the attributes</li> </ul>                                    | <ul style="list-style-type: none"> <li>Baseline information and analysis report</li> <li>SDF and EMF report</li> </ul> |
| <ul style="list-style-type: none"> <li>Development pressures and trends, opportunities and constraints</li> </ul>                                                                                                                                                    | <ul style="list-style-type: none"> <li>Baseline information and analysis report</li> </ul>                             |
| <ul style="list-style-type: none"> <li>Description of the environmental (management) priorities in the area</li> </ul>                                                                                                                                               | <ul style="list-style-type: none"> <li>District Plan report</li> </ul>                                                 |
| <ul style="list-style-type: none"> <li>Information on activities that would have a significant impact on those attributes and those that would not</li> <li>Information on activities that would be undesirable in the area or specific parts of the area</li> </ul> | <ul style="list-style-type: none"> <li>District Plan report</li> </ul>                                                 |
| <ul style="list-style-type: none"> <li>Management proposals and guidelines</li> </ul>                                                                                                                                                                                | <ul style="list-style-type: none"> <li>District Plan report</li> </ul>                                                 |
| <ul style="list-style-type: none"> <li>The desired state of the environment</li> </ul>                                                                                                                                                                               | <ul style="list-style-type: none"> <li>District Plan report</li> </ul>                                                 |
| <ul style="list-style-type: none"> <li>Revision schedule for the environmental management framework</li> </ul>                                                                                                                                                       | <ul style="list-style-type: none"> <li>District Plan report</li> </ul>                                                 |
| <ul style="list-style-type: none"> <li>A description of the public participation process including issues raised by I&amp;APs</li> </ul>                                                                                                                             | <ul style="list-style-type: none"> <li>See public participation report in volume 4 to follow</li> </ul>                |

\*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 each of the planning districts of the City of Cape Town (CCT), all of them informed by, amongst others, the citywide Cape Town Municipal Spatial Development Framework (CTMSDF). The planning district boundary delineation is explained in section 1.1.

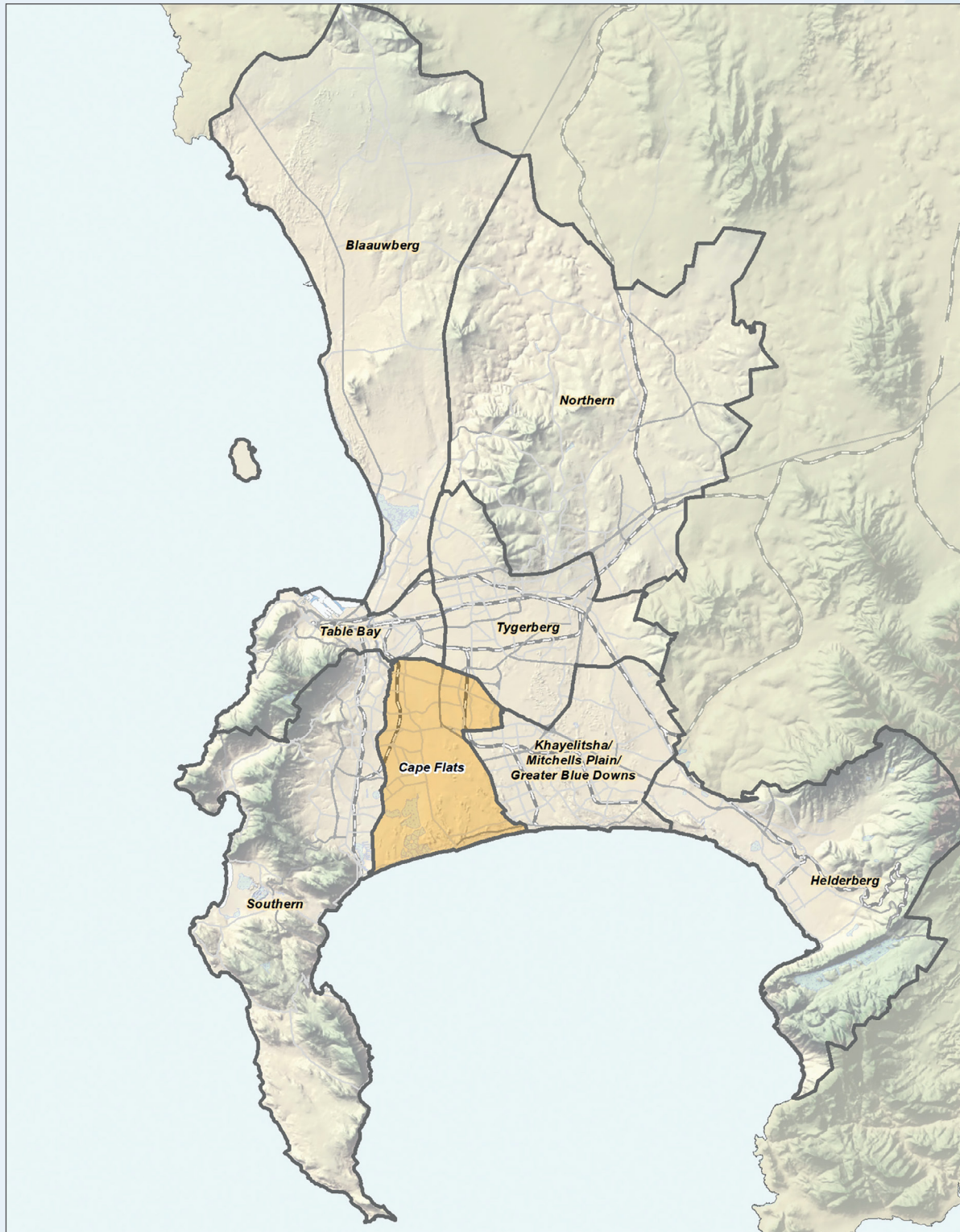
The eight integrated DSDFs and EMFs are informed by, amongst others, the citywide Cape Town Municipal Spatial Development Framework (CTMSDF). Whilst this plan is grounded, in a sense, on the current realities in the district, and the vision from the MSDF, its focus is on influencing the future, today.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

As such, the plan comprises 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 of the plan 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 Cape Flats District Plan study area boundaries are based on the 2012 District Plan and have not been amended. These boundaries are shown in figure 1 on the following page.

The Cape Flats district is located in the southern part of the City of Cape Town metropolitan area and covers approximately 13 200 ha (132 km<sup>2</sup>). It comprises a significant part of the Cape Flats, and is bounded by the M5 in the west, N2 freeway to the north, Govan Mbeki Road and Weltevreden Road in the east and the False Bay coastline to the south. It includes areas such as the greater Athlone and Lansdowne areas, Gugulethu and Nyanga, Ottery, Philippi horticultural area, Fairways, Parkwood, Grassy Park, Lotus River, Lavender Hill, Zeekoevlei, Capricorn, Pelican Park, Strandfontein, Rondebosch East and a small portion of the southwestern portion of Mitchells Plain. The Cape Flats district has common boundaries with four districts; the Southern District to the west, Table Bay District to the northwest, Tygerberg to the northeast and Khayelitsha/Mitchells Plain District to the east. To the south of the district is the scenic False Bay coastline.



**Figure 1:** Cape Flats 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 MSDF. 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 DSDF 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.

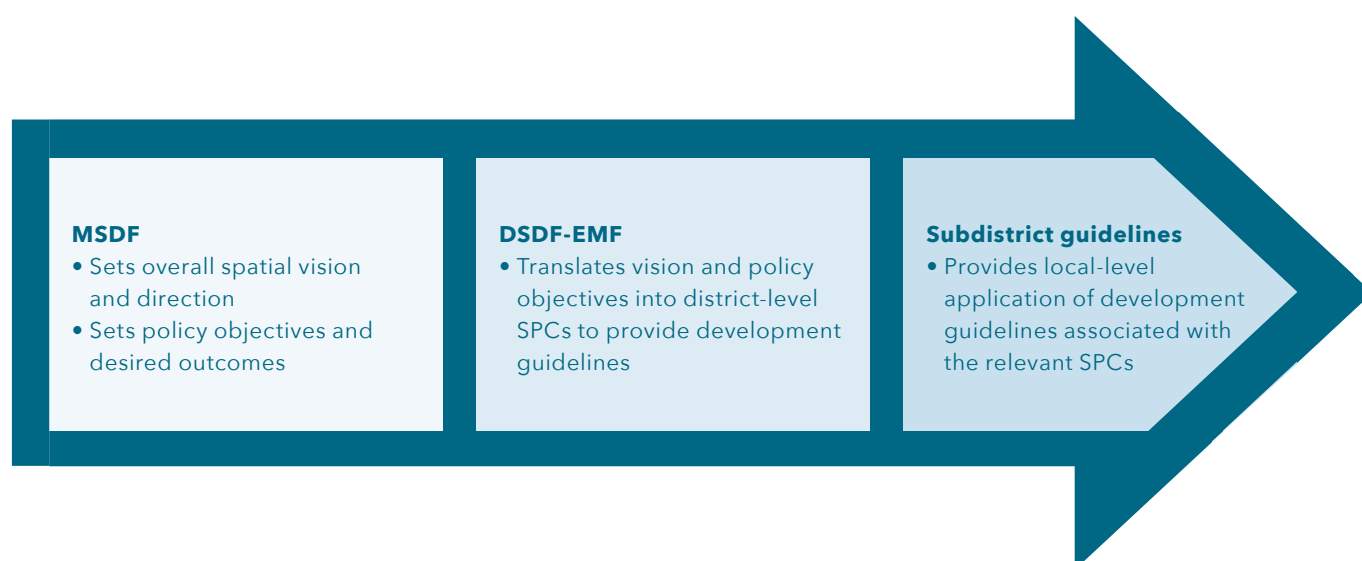
The grounds for the District Plan review are further to provide refinement and more detailed proposals to align with legislative and national/provincial policy changes, as well as the City of Cape Town's new and updated strategies and policies that have been approved since 2012.

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

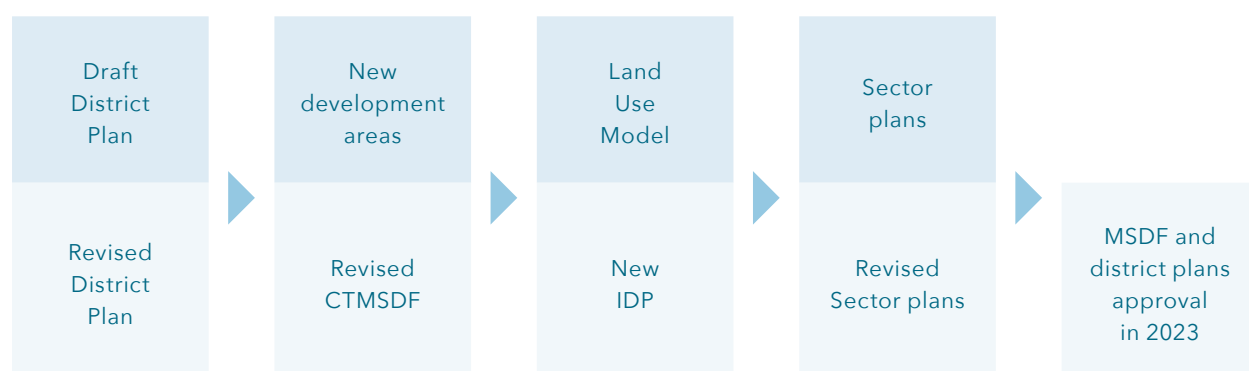
| COMPONENT OF DISTRICT PLAN                                          | SCOPE OF REVIEW                                                                | PERIOD                                                                                            |
|---------------------------------------------------------------------|--------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------|
| 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





**MAKING CAPE TOWN A MORE 'WALKABLE CITY'  
IS AN OVERALL OBJECTIVE IN RELATION TO  
MOVEMENT AND DEVELOPMENT.**



The District Plan proposes new development areas (NDAs) 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 Plan, 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 Plan (2023) and the MSDF (2023) are aligned with each other and the new IDP.

## 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 Cape Flats District Plan, first requires a policy consistency assessment in relation to the (higher-order) MSDF.

When considering the policy compliance and policy consistency of 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 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.

### 1.6.4 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     | <ul style="list-style-type: none"> <li>• More low-income households will need to be accommodated with less government funding for housing provided</li> <li>• Subletting of land for income generation will become even more prevalent</li> <li>• Significant increase in the growth of informality – 1 200 ha of new informal settlement areas assumed and new boarding house typologies included</li> <li>• Most new residential developments will likely be multistorey</li> <li>• Residential infill and densification will continue in spite of intentions to target corridor densification along public transport corridors</li> <li>• Residential intensification will continue in spite of diminished formal economic opportunities (people still need a place to stay)</li> </ul>                                                                                                                               |
| Non-residential departure points | <ul style="list-style-type: none"> <li>• The inertia and limited relocation potential of non-residential land use are accepted</li> <li>• 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</li> <li>• Retail response is stronger to population thresholds, and will thus follow residential infill and intensification patterns</li> <li>• Technological advancements will continue to negatively impact demand for office, retail and manufacturing space</li> <li>• Greater demand for warehousing, co-work, and business process outsourcing (BPO) is envisaged</li> <li>• 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</li> </ul> |

## 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**

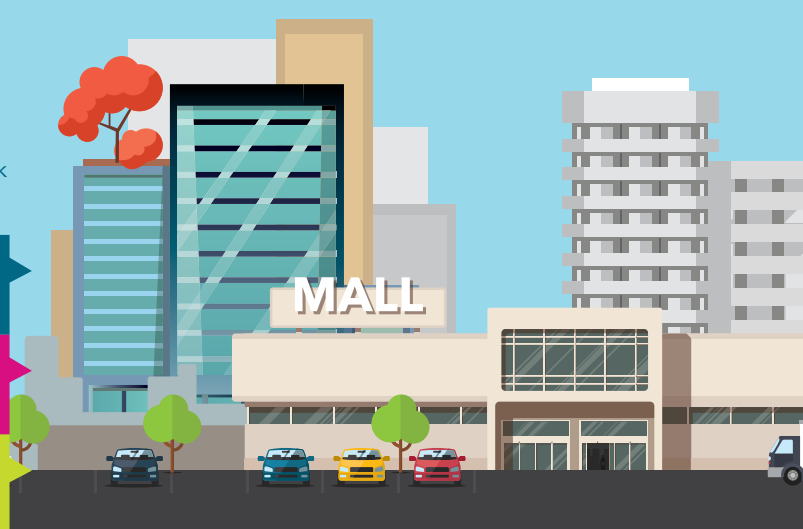
Retail (m<sup>2</sup> GLA)

**±1 481 951**

Office (m<sup>2</sup> GLA)

**±3 650 764**

Industrial (m<sup>2</sup> GLA)



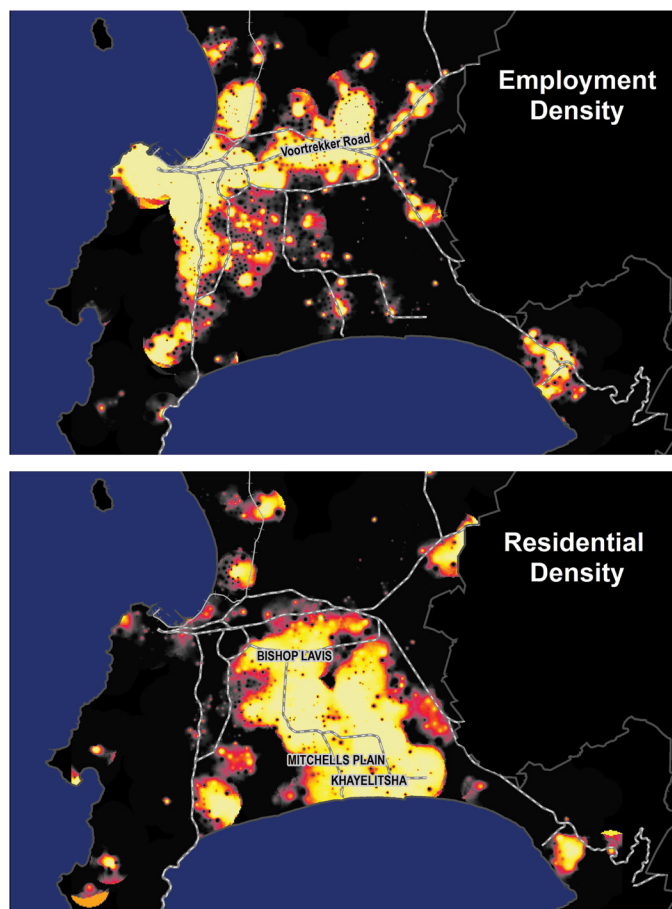
**Figure 4:** Projected additional land use quantum required for 20 years

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 m<sup>2</sup> retail, 3,6 million m<sup>2</sup> industrial and 1,5 million m<sup>2</sup> 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.

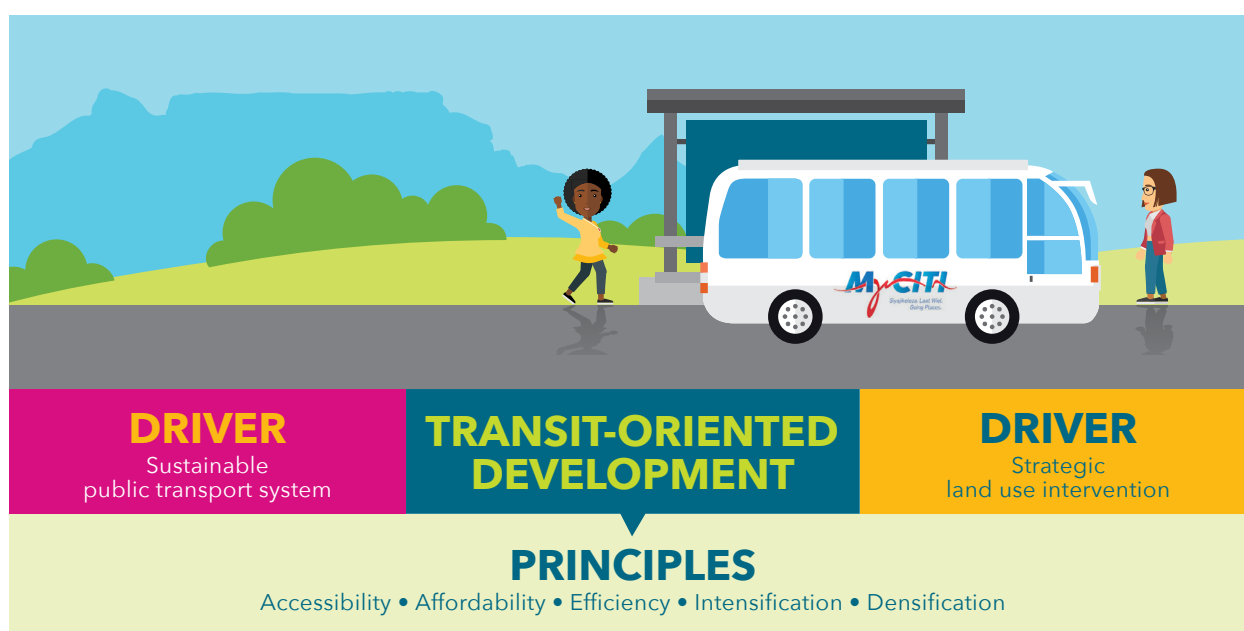
The above strategies of bringing opportunities to people through development, and people to opportunities through public transit, work hand-in-hand and are not mutually exclusive in a well-functioning city. Both strategies are needed because of the inequitable structure of the city. This is illustrated 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                | <b>Increase jobs and investment in the Cape Town economy</b>                                                                 | Identifies areas for economic development and development focus areas (DFAs), including appropriate facilitative policies (for the protection of critical industrial areas) and mechanisms.                                                                                                                                                                                                                                                                       |
| 7                | <b>Ensure an increased supply of affordable, well-located homes</b>                                                          | 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                | <b>Safer, better-quality homes in informal settlements and backyards over time</b>                                           | 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                | <b>Healthy and sustainable environment</b>                                                                                   | 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               | <b>Clean and healthy waterways and beaches</b>                                                                               | Policies relating to the environmental elements promote the protection of these sensitive elements, including waterways and beaches.                                                                                                                                                                                                                                                                                                                              |
| 12               | <b>A sustainable transport system that is integrated, efficient, and provides safe and affordable travel options for all</b> | 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               | <b>Safe and quality roads for pedestrians, cyclists and vehicles alike</b>                                                   | 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               | <b>A resilient city</b>                                                                                                      | Proposes policies relating to safer and sustainable development to reduce the potential impacts of environmental shocks and long-term stresses.                                                                                                                                                                                                                                                                                                                   |
| 15               | <b>More spatially integrated and inclusive city</b>                                                                          | 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)

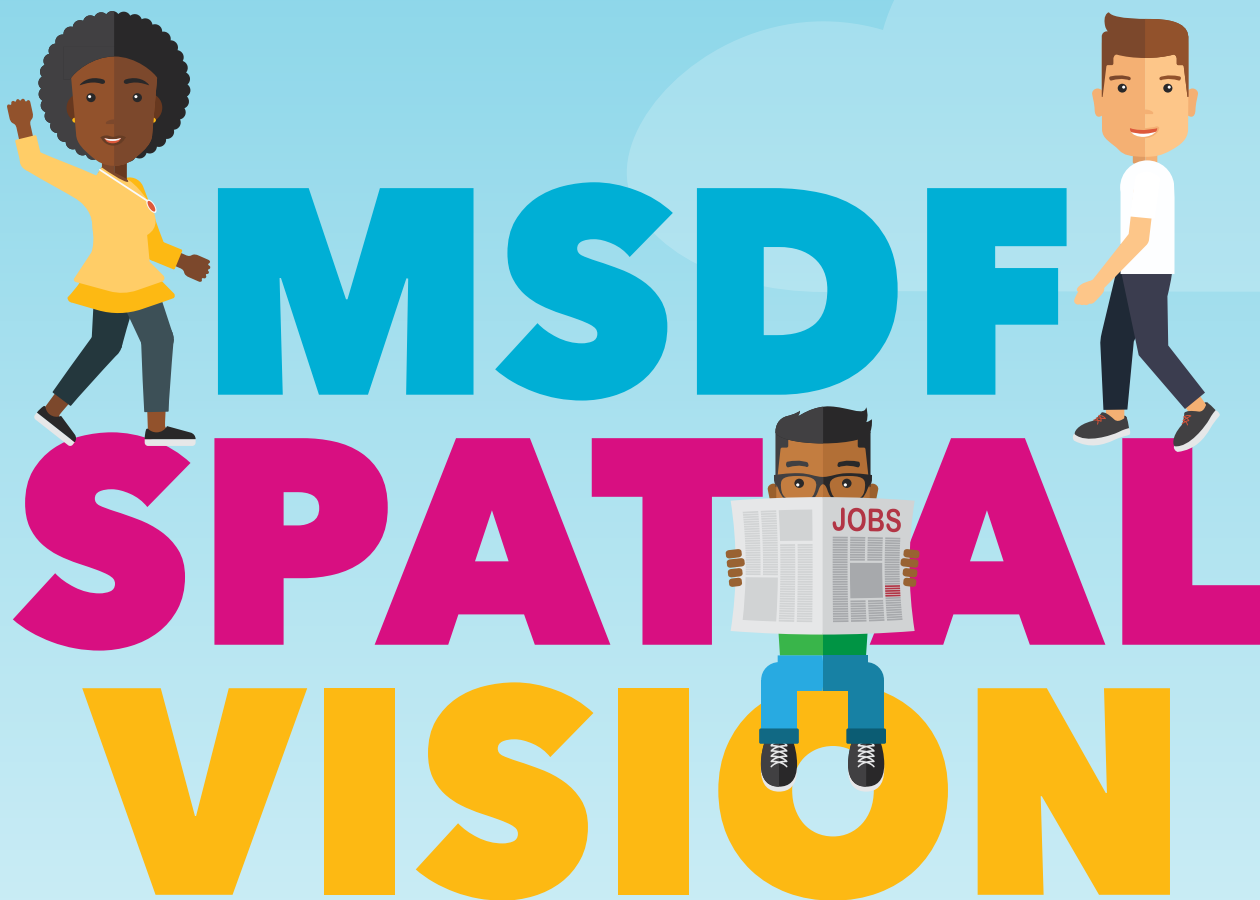
- These areas are where the City is committed to servicing existing communities, ensuring that backlogs are eradicated while new developments are also permitted.

### 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.

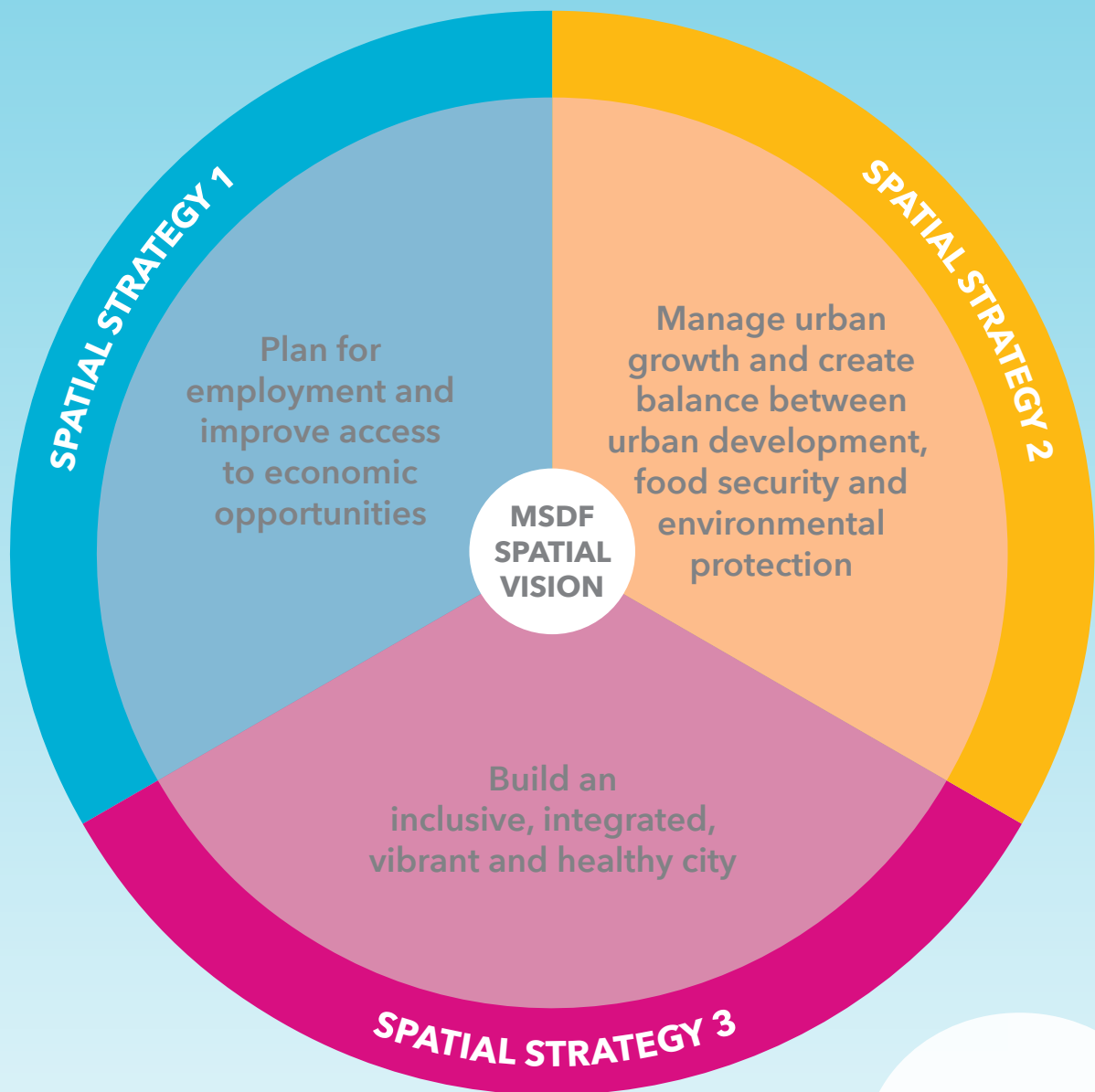
### 4) Critical natural assets (CNAs)

- 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.

An illustration featuring three stylized characters interacting with large, colorful text. On the left, a Black woman with curly hair, wearing a yellow long-sleeved shirt and dark pants, is walking and waving. On the right, a white man with short brown hair, wearing a white t-shirt and dark pants, is walking. In the center, a Black man with glasses, wearing a green shirt and blue pants, is sitting on the letter 'O' of the word 'VISION', holding a newspaper with the word 'JOBS' on it. The background is a light blue sky with soft, white clouds.

# MSDF SPATIAL VISION





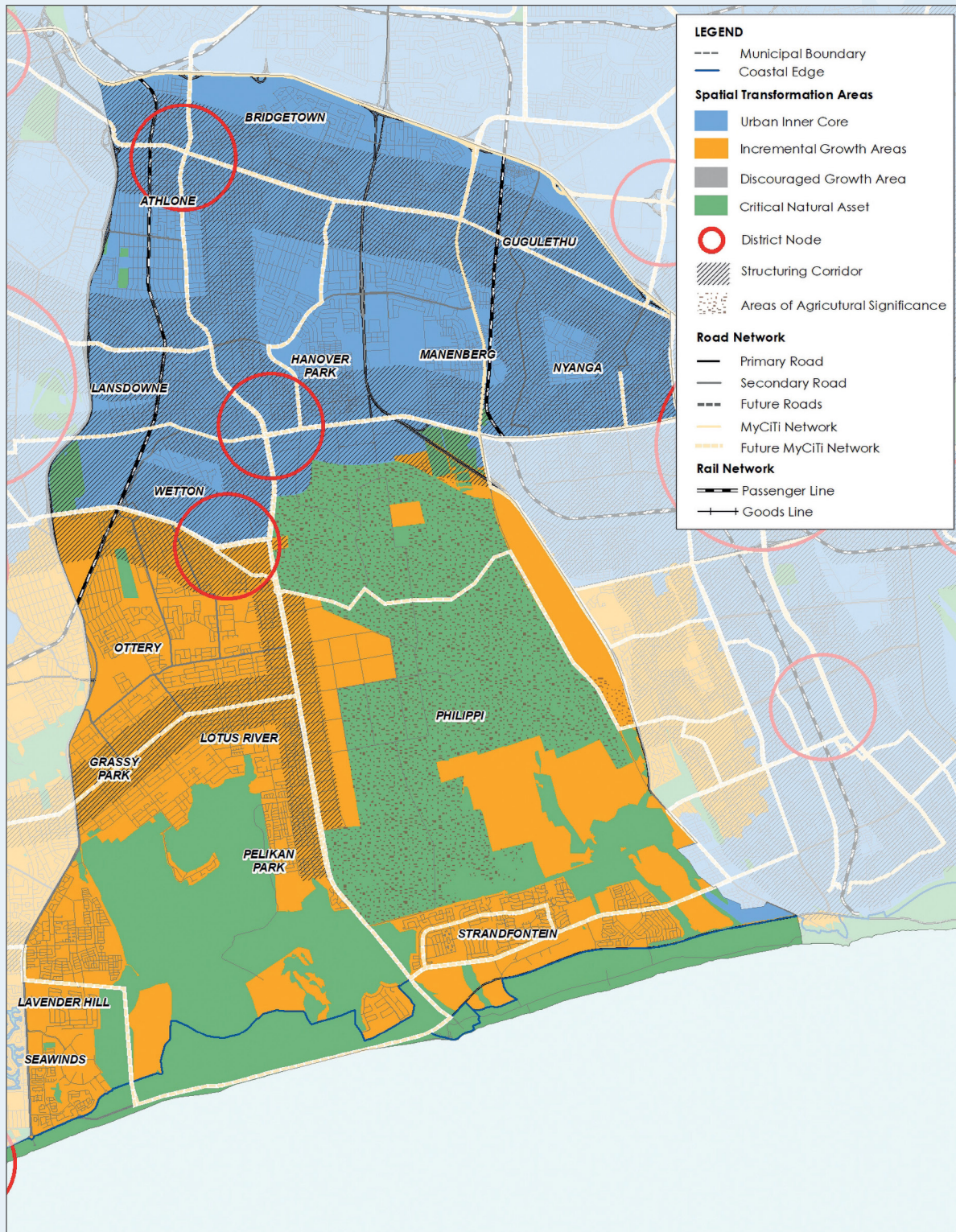
The local application of the STAs identified at the metro scale has been contextualised through spatial concepts at district scale, which translate into localised spatial designations and spatial planning categories (SPCs). The table below provides a snapshot of how the STAs relate to the SPCs (which 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                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
|----------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>A) URBAN INNER CORE</b>                                                                                                                         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| Principle                                                                                                                                          | Emphasis/desired outcome                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | <ul style="list-style-type: none"> <li>• Rail and stations</li> <li>• Roads (freeway/express, connector, development routes)</li> <li>• Scenic routes</li> <li>• Airports and harbours</li> <li>• Major rivers and 1:50-year floodline</li> <li>• Waterbodies</li> <li>• Smallholdings</li> <li>• Existing urban development</li> <li>• Mixed-use intensification</li> <li>• Industrial</li> <li>• NDAs (densities and use)</li> <li>• Cemeteries</li> <li>• Landfill sites</li> <li>• WWTW</li> </ul> <p><b>CONCEPTUAL DESIGNATIONS</b></p> <ul style="list-style-type: none"> <li>• Higher-order (and lower-order) development corridor</li> <li>• Nodes (M, D, L, N)</li> <li>• Civic clusters (regional, community, neighbourhood)</li> <li>• Destination place</li> </ul> |
| City and public sector are committed to coordinated, spatially targeted investment and development to spatially transform and integrate city form. | <ul style="list-style-type: none"> <li>• Diverse and dense land uses in association with current and future public transport infrastructure provision.</li> </ul>                                                                                                                                                                                                                                                                                                                                   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| <b>B) INCREMENTAL GROWTH AND CONSOLIDATION AREAS</b>                                                                                               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| Principle                                                                                                                                          | Emphasis/desired outcome                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| <p>City and public sector are committed to servicing existing communities.</p> <p>New development subject to section 65 of the MPBL.</p>           | <ul style="list-style-type: none"> <li>• Diverse and dense, where infrastructure allows</li> <li>• Diversification of mono-use residential patterns</li> <li>• Incremental intensification via subdivisions/second and third dwellings and rezonings</li> <li>• Public sector investment in existing and future human settlements permitted</li> <li>• Maintenance of existing infrastructure and development according to infrastructure capacity and associated CAPEX/ lifecycle costs</li> </ul> |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |



| SPATIAL TRANSFORMATION AREA (STA)                                                                               |                                                                                                                                                                                                                                                                        | RELEVANT DSDF SPC/<br>DESIGNATION                                                                                                     |
|-----------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------|
| <b>C) DISCOURAGED GROWTH AREAS</b>                                                                              |                                                                                                                                                                                                                                                                        |                                                                                                                                       |
| Principle                                                                                                       | Emphasis/desired outcome                                                                                                                                                                                                                                               | <ul style="list-style-type: none"> <li>• Urban edge</li> <li>• Areas of agricultural significance</li> </ul>                          |
| No investment from City and the public sector.                                                                  | <ul style="list-style-type: none"> <li>• Development permitted in respect of existing agricultural/ rural zoning</li> <li>• The existence of soils with low agricultural potential is not sufficient reason to consider allocating urban development rights</li> </ul> | <b>CONCEPTUAL DESIGNATIONS</b> <ul style="list-style-type: none"> <li>• Destination place</li> </ul>                                  |
| <b>D) CRITICAL NATURAL ASSETS</b>                                                                               |                                                                                                                                                                                                                                                                        |                                                                                                                                       |
| Principle                                                                                                       | Emphasis/desired outcome                                                                                                                                                                                                                                               | <ul style="list-style-type: none"> <li>• Protected and critical biodiversity</li> <li>• Urban edge</li> <li>• Coastal edge</li> </ul> |
| City and public sector are committed to servicing, protecting, enhancing and extending critical natural assets. | <ul style="list-style-type: none"> <li>• Enhance and connect the CNAs that support the city and the regional environment and ecology</li> <li>• Status quo with land uses limited to agriculture and rural zone uses as per DMS</li> </ul>                             | <b>CONCEPTUAL DESIGNATIONS</b> <ul style="list-style-type: none"> <li>• Destination place</li> </ul>                                  |



**Figure 7:** Consolidated MSDF spatial concept

## 2.3 District spatial vision

The overall spatial vision for the Cape Flats district takes its cue from the MSDF spatial vision for the city as a whole, but focuses on and responds to the more uniquely specific informants within the Cape Flats District. It has been informed by a number of vision elements and principles that are a result of the consultation process related to the formulation of the district Spatial Development Plan.

The vision statement for the Cape Flats District is:

*"A district that is focused on protecting and managing its natural assets to leverage sustainable economic, social and environmental benefits; prioritises its limited undeveloped land for land use intensification; and supports urban renewal and optimisation of the associated infrastructure."*

This vision of the desired future development of the district should drive what spatial development goals strive for, what types of key spatial development-related interventions (i.e. including in what areas) to pursue, and what the broad spatial structuring elements and over-arching driving (and supporting) spatial structure should be.

The rationale is as follows:

- a) The Cape Flats District represents some of the most marginalised areas in the city and has some of the highest population densities with very limited economic activities, with related crime and safety challenges.
- b) The Philippi horticultural area, which is a significant piece of urban agricultural land designated to maintain its rural character, makes up almost one-third of the district.
- c) In-migration is outpacing job creation and modest economic growth is centred in service-oriented industries.
- d) There is a need to ensure that the movement system provides convenient access to jobs and other opportunities.
- e) There is a need to concentrate on employment in areas that are convenient and easy for people to access.
- f) There is a need to spatially position the district to attract new businesses that create a diversity

of jobs in accessible locations and promote jobs closer to home.

## 2.4 Role of the district

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

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

- a) **Accommodated growth** – given the high urbanisation rate and rate of population growth
  - New development areas (NDAs)
  - Intensification/densification areas
  - Accommodating poor/with no means to afford formal shelter or urban (basic) services (residential informality)
- b) **Protected natural and sensitive environment** – given the need to celebrate, preserve and enhance our natural assets
  - For improved livelihoods
  - The dangers due to the environmental risks and for sustainability
  - Its potential for economic opportunity
- c) **Enabled economic opportunity** – given the high levels of unemployment and low levels of income
  - Deregulation where possible (e.g. lifting heritage and zoning restrictions in appropriate areas)
  - Accommodating informal economic activity
  - Supporting high-potential areas (nodes, etc.)
  - Enable/support economic, competitive advantages
- d) **Improved access/connectivity** – this is critical as opportunity is not evenly distributed
  - Transport links and services
  - Localisation of opportunities (and reduced need to travel)

- e) **Improved urban management (for)** – given the need for better and more efficient functioning urban environments
  - Urban support focus areas
  - Formal business and residential areas regarding crime and grime
  - Economic frontline areas (e.g. industry, harbour precincts, tourism areas)
- f) **Improved urban equity, integration and quality** – given the high disparity between the haves and the have nots and the unequal nature of our society
  - Improve livelihoods/quality of life
  - Unique, attractive urban environments

## 2.5 Integrated district concept and key interventions

The district concept, as presented in figure 8 below, represents a synopsis of the strategic development strategies as described and unpacked in section 2.3 above, and the application thereof, at a conceptual level. It provides some of the key interventions that need to be realised in order to achieve the desired end state. The concept diagram (figure 8) is diagrammatic and illustrative of key ideas, which are unpacked and given detail in the information related to the spatial planning categories that follow.

## 2.6 Key interventions

The spatial concept for the Cape Flats District brings together the central spatial ideas for the area. The key elements include:

### 2.6.1 The structuring of corridors and associated urban nodes and areas of intensification

- a) Nodes
- b) Corridors

The City's intention is to encourage contextually appropriate land use diversification intensification along the transit network to ensure that the opportunities they offer can be accessed by a broader range of people. The process of land use intensification refers to achieving a greater spectrum of mixed uses (commercial, industrial and residential) through the increased use of space, both horizontally and vertically, in accessible, high-opportunity locations. Employment-generating activities, retail

development, social facilities, public institutions and intensive mixed-use and residential development should be encouraged along key transport corridors, particularly activity routes and streets. The spatial organisation of development in the areas of land use intensification can take a variety of forms, including development corridors, strip development and urban nodes. These forms of intensification should not compromise areas of heritage value, but instead contribute to the restoration and reuse of heritage areas. The interventions that will support economic activity will depend on the nature of the nodes, for example, if a node is transitioning from industrial to mixed use or whether it is a growing industrial node.

### 2.6.2 The urban development edge

The urban development edge defines the limits of the City where development is undesirable. As a tool, it supports the development of a compact and efficient urban form. In the Cape Flats District, the edge is defined by the natural areas surrounding the district.

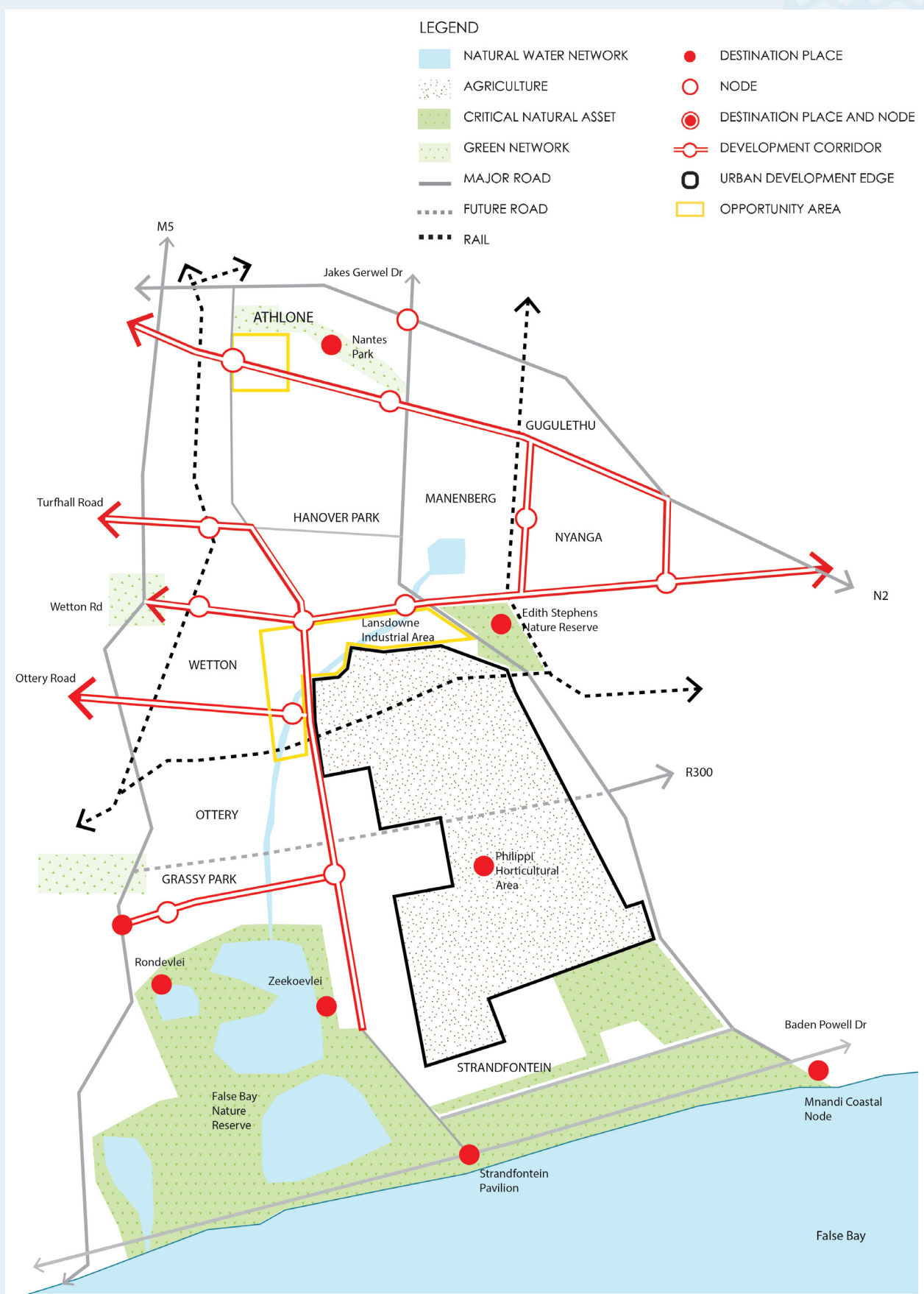
### 2.6.3 Urban support focus areas (USFAs)

USFAs are areas that have a high number of development challenges, for example poverty, unemployment, food insecurity, pollution and crime (see comprehensive list in resilience section). These areas should be the focus of government support, including spatial interventions such as social facility development, housing development, public space development, but also in services beyond the scope of spatial planning, e.g. skills development, social work, policing.

### 2.6.4 Opportunity areas for spatial transformation

The district contains several sites and areas that can be considered opportunity areas for the development of integrated settlements and that support the goals of spatial transformation. These areas could promote a mix of residential options and tenure types and provide housing opportunities for a range of household incomes. These areas will provide opportunities to test innovation in state housing delivery, creating areas that consider access to priority and clustered social facilities and open spaces. Where possible, open spaces in these opportunity areas should be developed and managed in such a way that public enjoyment and appreciation of natural and biodiversity areas are facilitated.





**Figure 8:** Integrated concept diagram for Cape Flats District

### 2.6.5 Destination places

A destination place is a node, landmark or location that forms a significant point or area of attraction and is part of the identity of Cape Town and the district. The natural environment is intrinsic to the identity of Cape Town as a destination, and therefore destination places are highlighted in the concept. In addition, destination places frequently coincide with heritage assets and highlight the benefits of these assets.

### 2.6.6 Enhancing natural assets and green infrastructure and adapting to and mitigating climate change impacts

The potential to undermine green space should be avoided by enhancing and conserving well-functioning conservation areas and public green space that support economic, social, ecological service and resilience goals. As a highly urbanised district, it is necessary to plan for spaces that are both pro-green and pro-urban, effectively integrating the two through innovative urban and landscape design. Where appropriate, the multiple functions of natural open spaces can be promoted, including for example: recreation, stormwater management, aquifer recharge and non-motorised transport. The dynamic coastal environment will need responsive management to ensure that the economic and amenity value is maintained in the face of hazards and threats posed by climate change.

### 2.6.7 Green infrastructure network

Alongside areas to be prioritised for conservation, 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 green infrastructure provision, and where such spaces are developed, measures need to be considered with a view to protecting and/or enhancing ecosystem services and GI provision or 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 wellbeing
- e) Sustainable land management

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

**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.<sup>1</sup>

<sup>1</sup> 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. 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.





ATHLONE STADIUM, BUILT IN 1972,  
IS OFTEN REFERRED TO AS  
THE HOME OF SOCCER IN CAPE TOWN.





# **3. THE DISTRICTWIDE DEVELOPMENT GUIDELINES**

The spatial development plan essentially comprises the application of the spatial concepts and structuring elements discussed in chapter 2 to the context of the Cape Flats District. The identification and active promotion of the spatial concepts and structuring elements are fundamental to responding to the three spatial strategies identified in chapter 2, realising the appropriate medium- to long-term spatial structure and vision for the district. This is also reflected graphically in the progression from spatial concepts and structuring elements at a citywide scale, to the spatial vision for the district, to the spatial development plan (see figure 10). The purpose of this plan is to illustrate the application of the strategies from concept to reality in the spatial development plan.

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).

### 3.1 Spatial planning categories and environmental management zones

The District Plan comprises five broad types of spatial planning categories, as indicated in figure 10, namely:

#### 3.1.1 Environment

- a) Hydrological and coastal zones
- b) Biodiversity and structuring open spaces (with green infrastructure and biodiversity map (figure 11))
- c) Agricultural areas of significance
- d) Cultural and heritage management (figure 12)

#### 3.1.2 Urban development

- a) Residential development
- b) Non-residential development
- c) Mixed- use
- b) New development areas
- c) Utility service infrastructure installations and networks

#### 3.1.3 Transport infrastructure and route designations

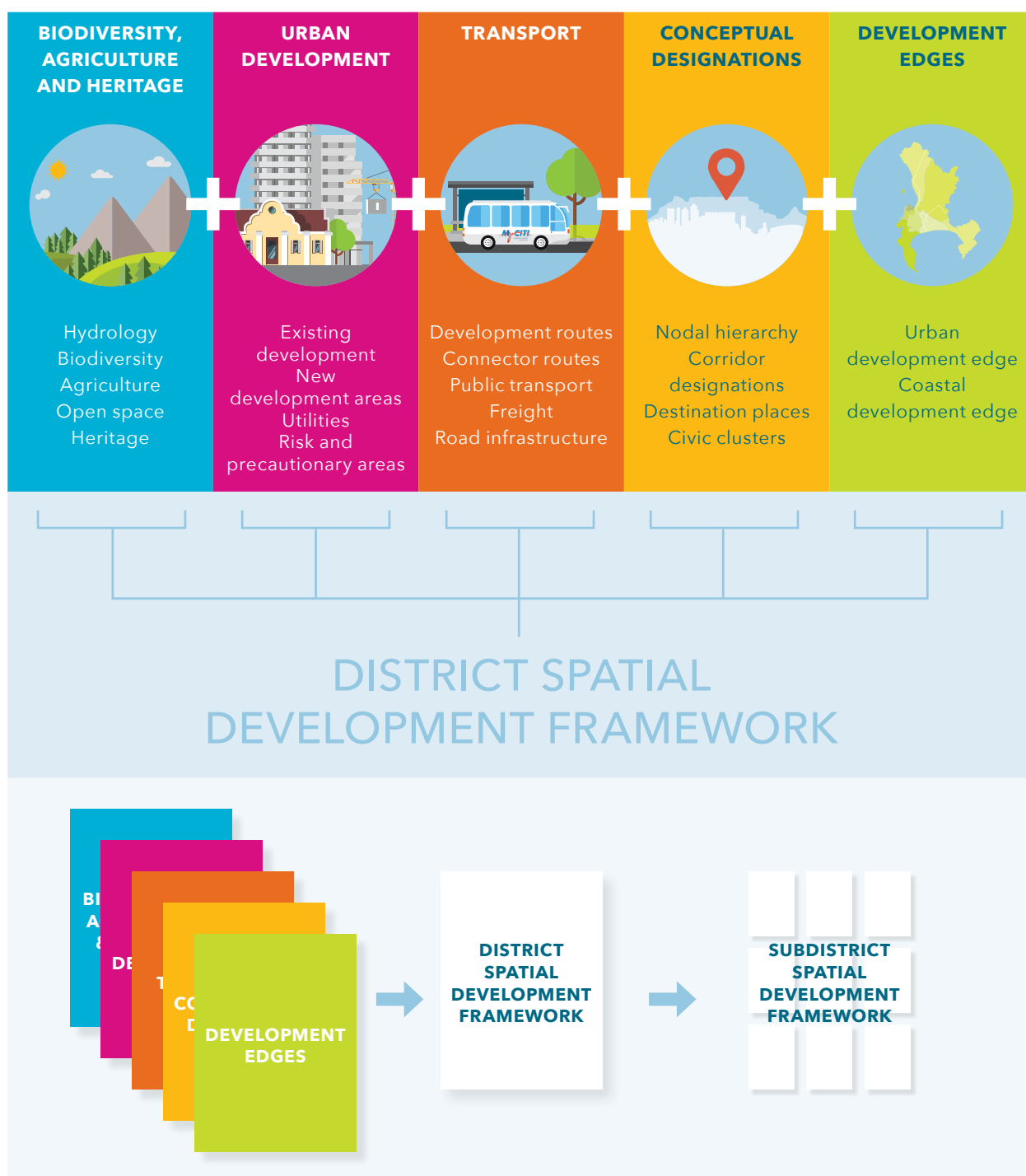
- a) Freeways
- b) Rail
- c) Higher- and lower-order development routes
- d) Connector routes

#### 3.1.4 Conceptual designations

- a) Corridors
  - Development corridors
  - Green corridors
- b) Urban nodes
- c) Civic clusters
- d) Destination places

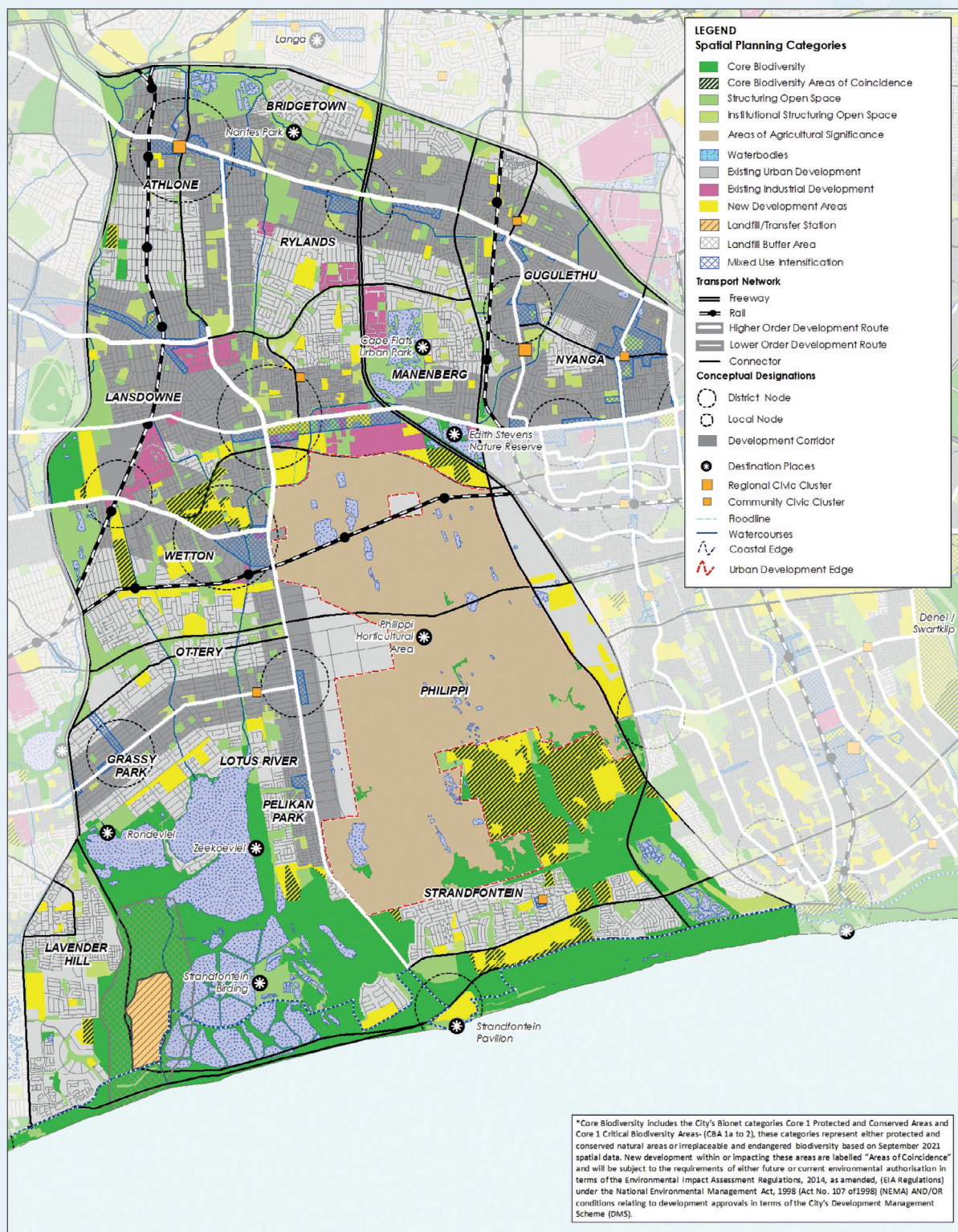
#### 3.1.5 Development edges

- a) Urban development edge
- b) Coastal edge



**Figure 9:** 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:** Spatial Development Framework (SDF)

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

The land use classification system adopted by the Cape Flats District Plan is consistent with the bioregional planning framework and broad spatial planning categories (SPCs) utilised by the MSDP (2018). Additional categories included in the District Plan, commensurate with the greater level of planning detail, are included (e.g. urban development, utility service infrastructure, green infrastructure). SPCs specify the inherent land use suitability of the City's environmental, cultural, and urban landscapes for development.<sup>2</sup>

Environmental management zones and SPCs specify the inherent land use suitability of the City's environmental, cultural, and urban landscapes for development. Figures 11 and 12 reflect the synthesis of environmental management considerations while the integrated District Plan, figure 10, 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 and management zones

The Cape Flats District contains areas with varying environmental characteristics and levels of sensitivity. These are described in detail in the baseline report and include natural areas, e.g. coastal areas, parts of the biodiversity network as well as active and passive recreation areas, i.e. parks, sports fields, 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 (EIM). EIM zones have been identified using the best available information at the time of report compilation.

These EIM zones 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 ecological 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. This is done to retain those services or assets, and where opportunity or potential exists, to enhance them through the development process.

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, amongst others.

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

<sup>2</sup> 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.



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 on figure 11, 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 GINet<sup>3</sup> 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 into account ecosystem services on a site.

The section below provides details with regard to the environment-related spatial planning categories (e.g. biodiversity, structuring open space, waterbodies, agriculture, etc.) and how they relate to the environmental impact management zones with their applicable development guidelines. The left-hand 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, figures<sup>4</sup> 11 and 12, which outline areas for natural resource conservation priority and heritage conservation priorities respectively.

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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.

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<sup>3</sup> 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.

<sup>4</sup> Finer-scale mapping is available on City Map viewer.

**Table 5:** Environment spatial planning category

|                                                | COMPONENTS AND DISTRICT ELEMENTS                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |  | GUIDELINES AND MANAGEMENT PRIORITIES                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |  |
|------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|
|                                                | HYDROLOGICAL ZONE (FLOOD RISK AREAS, RIVERS, WETLANDS, ESTUARIES AND AQUIFERS)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |  |
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| RIVERS, 1:100-YEAR FLOODPLAINS AND WATERBODIES | <p><b>a) Rivers, wetlands and their associated buffers</b></p> <p><b>River and estuary examples include:</b></p> <ul style="list-style-type: none"> <li>• Lotus River</li> <li>• Kromboom River</li> <li>• Blomvlei Rive</li> <li>• Parts of Vygekraal</li> <li>• Sand River estuary</li> <li>• Zeekoevlei outlet canal</li> </ul> <p><b>Wetland examples include:</b></p> <ul style="list-style-type: none"> <li>• False Bay Nature Reserve (Zeekoevlei and Rondevlei)</li> <li>• Oaklands area (southeast of PHA)</li> <li>• Other parts of the PHA</li> </ul> <p><b>Buffer examples include:</b></p> <ul style="list-style-type: none"> <li>• Southern parts of the Philippi horticultural area</li> <li>• Small areas adjacent to the southern edge of the Philippi horticultural area</li> <li>• Vesuvius Way conservation area (including the Mitchells Plain WWTW)</li> <li>• False Bay Nature Reserve (landfill site)</li> <li>• Existing coastal resort footprints (Strandfontein coastal resort, Bluewaters coastal resort)</li> </ul> |  | <ol style="list-style-type: none"> <li>1. Conservation, public open space and associated recreation are appropriate uses in these areas.</li> <li>2. These areas can play a valuable role in the NMT network to allow for NMT movement where practical areas for permeable walkways and cycle tracks for NMT can be considered in the design of green open spaces surrounding wetlands and river corridors. This will ensure good groundwater infiltration, safety and equitable access to promote the reconnection of people and nature, and the improvement of health and wellbeing.</li> <li>3. Ensure connectivity of spaces is enhanced and not compromised by hard fencing or other structural barriers to movement.</li> <li>4. Urban development is undesirable and at risk in the 1:50-year floodplain.</li> <li>5. Tourism-related activities such as campsites are possible in the 1:100-year floodplain.</li> <li>6. Restrict building setback lines and maximise on-site water infiltration and permeability in relation to redevelopment initiatives in flood-prone areas.</li> <li>7. 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 (i.e. they must not pollute water resources or increase flood risk).</li> <li>8. No agricultural activities should be approved within the 1:2-year floodline.</li> <li>9. Urban development within the 1:100-year floodplain should be subject to formal acknowledgement by the owner of acceptance of liability of flood risk, and is only permissible where there are existing rights.</li> <li>10. Where facilities associated with sports fields, golf courses or picnic areas have been permitted in the 1:50-year zone, floor levels must be above the 1:50-year floodline.</li> <li>11. Areas for passive and active recreation to be considered in development adjacent to water courses.</li> <li>12. 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.</li> <li>13. 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.</li> </ol> |  |
|                                                |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |  |

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|----------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <p><b>a) Rivers, wetlands and their associated buffers</b></p>                                                                               | <ol style="list-style-type: none"> <li>14. Direct informal settlement dwellers away from risk areas, including below the 1:100-year floodline.</li> <li>15. 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.</li> <li>16. Incorporate stormwater quality and quantity management into redevelopment proposals in line with the City's Management of Urban Stormwater Impacts Policy regarding treatment and management of water at source.</li> <li>17. In general, new buildings and developments overlooking rivers should be orientated towards the river, where possible, and the principles of water-sensitive urban design should be applied.</li> </ol>                                                                                      |
| <p><b>b) Aquifers</b><br/>Cape Flats aquifer</p>                                                                                             | <ol style="list-style-type: none"> <li>1. Redevelopment and new development should give preference to the use of permeable surfaces and consider vegetated infiltration zones, where appropriate, to protect and enhance water sensitivity and aquifer recharge capability of various land uses.</li> <li>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, which 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.</li> </ol> |
| <p><b>c) Other water source areas</b><br/>These include springs, reservoirs, dams, well points, water storage facilities in developments</p> | <ol style="list-style-type: none"> <li>1. Protect water source areas and integrate into urban design.</li> <li>2. Promote the utilisation of localised water sources for maintenance of landscaped spaces. Encourage onsite water storage integrated into design of new developments.</li> </ol>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |

## 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 it 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, including remnants of natural systems, must be protected.
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 and such access must not impact the functional integrity of natural coastal systems.
8. In areas of intense coastal recreational focus, e.g. coastal nodes, those 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 and 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 (i.e. dunes, estuaries) as the most effective means to mitigate the impact of climate change-induced pressures such as sea-level rise and storm surges.

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|                                                                                                                                                                                                                                                                                                                                                                                             | <ol style="list-style-type: none"> <li>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, developed for them.</li> <li>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.</li> </ol> |
|                                                                                                                                                                                                                                                                                                                                                                                             | <p><b>Environmental authorisation considerations</b></p> <ol style="list-style-type: none"> <li>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.</li> <li>ii. Development of coastal nodes must consider the functioning of possible coastal ecological corridors and implement measures to retain this functioning.</li> <li>iii. The coastal edge line will guide the determination of development typologies seaward of the coastal edge.</li> </ol>                                                                                                                                                                                                                                                 |
| <p><b>b) Areas exposed to coastal processes (see subdistrict maps), e.g.</b></p> <ul style="list-style-type: none"> <li>• Muizenberg East as identified in the coastal and dune EIM zone</li> <li>• False Bay Nature Reserve</li> <li>• Existing coastal resort footprints (Strandfontein coastal resort, Bluewaters coastal resort)</li> <li>• Portions of Mitchells Plain WWTW</li> </ul> | <ol style="list-style-type: none"> <li>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 vulnerable to exposed coastal processes.</li> <li>2. Redevelopment (intensification) and new urban development proposed in these areas should reflect consideration of potential flood risks and include mitigation measures, where necessary.</li> <li>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.</li> </ol>                                                                                                               |



## COMPONENTS AND DISTRICT ELEMENTS

## GUIDELINES AND MANAGEMENT PRIORITIES

**CONSERVATION AND BIODIVERSITY PRIORITY ZONE**

(Full extent together with GINet shown in figure 11)

**a) Protected and conserved areas  
Core 1, e.g.**

- False Bay Nature Reserve
- Edith Stephens Nature Reserve
- Rondebosch East common conservation area
- Vesuvius Way conservation area

1. Only conservation-related activities/development in accordance with reserve management plans should be considered.
2. Consolidate and link existing protected areas. Support operational requirements of biodiversity areas to enhance their multifunctional use, ecosystem services provided and conservation value.

**b) Critical biodiversity areas  
(core 1 CBA 1a-2), e.g.**

- Cape Flats sand fynbos (Rondebosch East common and Youngsfield)
- Cape Flats Dune Strandveld (Muizenberg and Strandfontein)

1. New development proposed inside of the urban development edge could potentially impact on areas of high biodiversity importance. Such development should be sensitive to biodiversity considerations affecting these areas by imposing environmental management programmes (that should include adequate botanical and faunal impact assessments) in relation to the proposed development or prohibiting development, when and where appropriate.
2. Development should be sensitive to biodiversity considerations affecting core areas by enforcing environmental management programmes in relation to development or prohibiting development when appropriate.
3. Rehabilitate and maintain areas of sensitive natural vegetation and high biodiversity value. Where biodiversity remnants conflict with areas earmarked for development, i.e. 'areas of coincidence', ensure that adequate botanical and faunal and freshwater impact assessments are undertaken timeously.
4. 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).
5. Where possible, all new utility infrastructure, services and structures should be located outside of these areas.

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| <p><b>c) Sites of coincidence where core 1 CBA areas and new development areas co-exist (see SDF map and subdistrict maps)</b></p>                                                                                                                                                                                                                                                                                                                                                                                                                              | <ol style="list-style-type: none"> <li>1. Areas of coincidence are where there are compelling 8. Areas of coincidence are where there are compelling urban efficiency, social and economic reasons to pursue development and where core biodiversity may be impacted as a result. Where new development areas are proposed that impact core 1 critical biodiversity areas, these developments must be considered consistent with the District Plan.</li> <li>2. These areas will be subject to the requirements of environmental authorisation.</li> <li>3. Conservation and sound environmental management principles must be demonstrably considered in the development plans.</li> <li>4. Developments in these areas must provide evidence of environmental studies and processes undertaken that validates an evidence base of the environmental assets and mitigation measures.</li> <li>5. Where existing development approvals are in place, agreed environmental management and mitigation measures must be adhered to.</li> </ol> |
| <p><b>d) Ecological support areas (core 2)</b></p> <ul style="list-style-type: none"> <li>• Little Lotus River</li> <li>• Big Lotus River</li> <li>• Kromboom, Blomvlei and Vygekraal streams</li> </ul>                                                                                                                                                                                                                                                                                                                                                        | <ol style="list-style-type: none"> <li>1. Low-impact activities may be appropriate.</li> <li>2. Maintain and enhance linkages between these areas.</li> </ol>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| <p><b>e) Other natural areas (buffer 1), e.g.</b></p> <ul style="list-style-type: none"> <li>• Southern parts of the Philippi horticultural area</li> <li>• Small areas adjacent to the southern edge of the Philippi horticultural area</li> </ul> <p><b>Other ecological support areas (buffer 2), e.g.</b></p> <ul style="list-style-type: none"> <li>• Landfill site within the False Bay Nature Reserve</li> <li>• Existing coastal resort footprints (Strandfontein coastal resort, Bluewaters coastal resort)</li> <li>• Mitchells Plain WWTW</li> </ul> | <ol style="list-style-type: none"> <li>1. Low impact activities may be appropriate.</li> <li>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.</li> <li>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.</li> <li>4. Further uses and activities could be considered where contextually appropriate, such as small-scale holiday accommodation, restaurants, farm stall/shop and tourist facilities.</li> <li>5. Non-agricultural uses (e.g. in support of those activities specified above) should be managed through spot rezoning or consent uses, and fragmentation of farm units should be discouraged.</li> </ol>                                                                |

| COMPONENTS AND DISTRICT ELEMENTS                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | GUIDELINES AND MANAGEMENT PRIORITIES                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
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| <p><b>CONSERVATION AND BIODIVERSITY PRIORITY ZONE</b><br/>(Full extent together with GINet shown in figure 11)</p> <p><b>EIA requirements and environmental management considerations for all biodiversity conservation categories</b></p> <ol style="list-style-type: none"> <li>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.</li> <li>Issues to be considered: vegetation, connectivity and access, fire control and land management issues, pollution, invasive alien vegetation and faunal species.</li> <li>Areas of high biodiversity importance outside the urban edge should be regarded as 'no-go' areas for development.</li> <li>A management plan must be drawn up and implemented for all activities approved in this zone.</li> <li>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.</li> <li>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.</li> <li>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.</li> <li>Opportunities for sustainable, low-impact community utilisation of biodiversity resources should be identified.</li> <li>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.</li> <li>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).</li> </ol> |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| <p><b>f) Structuring open spaces</b><br/>Parks, sports fields and other institutional open spaces<br/>Other open spaces<br/>Stormwater retention areas, e.g.</p> <ul style="list-style-type: none"> <li>Athlone Stadium and Nantes precinct</li> <li>Kanana sports and recreation precinct</li> <li>Cape Flats urban park</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | <p><b>General structuring open space guidelines</b></p> <ol style="list-style-type: none"> <li>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.</li> <li>Appropriate high- or medium-density development along open space interfaces could be considered to improve passive surveillance.</li> <li>Safety and security should be considered in the upgrading, landscaping or development of open spaces.</li> <li>Where contextually appropriate, consider commercial activities such as small cafes, kiosks and restaurants that will enhance the utilisation of public open space.</li> <li>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.</li> </ol> |

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| <p><b>f) Structuring open spaces</b><br/>Parks, sports fields and other institutional open spaces<br/>Other open spaces<br/>Stormwater retention areas, e.g.</p> <ul style="list-style-type: none"> <li>• Athlone Stadium and Nantes precinct</li> <li>• Kanana sports and recreation precinct</li> <li>• Cape Flats urban park</li> </ul> | <ol style="list-style-type: none"> <li>6. Consider the impact of development on social and cultural uses of open spaces, guided by the GINet</li> <li>7. Consider the green infrastructure and ecosystem function of open spaces by consulting the GINet mapping project.</li> <li>8. Ensure that landscaping in new building projects is appropriate for local conditions and can sustain the impacts of weather events and climate change.</li> <li>9. Promote urban cooling through plantings, retention of tree coverage and the surfacing of underground water.</li> <li>10. Protect public pedestrian routes and public access to natural assets, including the coast, mountains, rivers and other public open space.</li> <li>11. Optimise the uses and functioning of public parks and the role they play in pedestrian networks across the district.</li> <li>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.</li> </ol> <p><b>Guidelines for specific categories of open space institutions, school fields, and sports fields</b></p> <ol style="list-style-type: none"> <li>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.</li> </ol> <p><b>Cultural landscapes</b></p> <ol style="list-style-type: none"> <li>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.</li> </ol> <p><b>Road and rail reserves</b></p> <ol style="list-style-type: none"> <li>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.</li> </ol> |
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|                                          | COMPONENTS AND DISTRICT ELEMENTS                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | GUIDELINES AND MANAGEMENT PRIORITIES                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
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| BIODIVERSITY AND STRUCTURING OPEN SPACES | <p><b>CONSERVATION AND BIODIVERSITY PRIORITY ZONE</b><br/>(Full extent together with GINet shown in figure 11)</p> <p><b>f) Structuring open spaces</b><br/>Parks, sports fields and other institutional open spaces<br/>Other open spaces<br/>Stormwater retention areas, e.g.</p> <ul style="list-style-type: none"> <li>• Athlone Stadium and Nantes precinct</li> <li>• Kanana sports and recreation precinct</li> <li>• Cape Flats urban park</li> </ul>                                                              | <p>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.</p> <p><b>Extensive open space in neighbourhoods with multiple vulnerabilities</b></p> <p>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.</p> <p>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.</p> <p><b>Cemeteries</b></p> <p>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.</p> <p><b>Agricultural areas</b></p> <p>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.</p> <p>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.</p> |
| AGRICULTURE, CULTURE AND HERITAGE        | <p><b>AGRICULTURAL</b></p> <p><b>a) Agricultural areas of significance</b><br/>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.</p> <ul style="list-style-type: none"> <li>• Philippi horticultural area (PHA)</li> </ul> | <ol style="list-style-type: none"> <li>1. Preserve and utilise high-potential agricultural land.</li> <li>2. Adhere to identified urban development edges around the periphery of high-value agricultural areas to prevent urban intrusion.</li> <li>3. Encourage activities that reinforce primary agricultural use of these areas.</li> <li>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.</li> <li>5. Discourage the subdivision of agricultural land.</li> </ol>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |



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| AGRICULTURE, CULTURE AND HERITAGE | <p><b>b) Smallholdings</b><br/>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.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | <ol style="list-style-type: none"> <li>1. Smallholdings outside of the urban development edge:<br/>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.</li> <li>2. Smallholdings inside the urban development edge:<br/>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.</li> </ol>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
|                                   | <p><b>CULTURE AND HERITAGE ZONE</b></p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
|                                   | <p><b>a) World heritage sites</b><br/><b>National and provincial heritage sites</b><br/><b>Heritage protection overlay zones</b><br/><b>Palaeontological sites, archaeological sites, burial sites</b><br/><b>Graded heritage resources (as per the City's heritage inventory)</b></p> <p><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></p> <p><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></p> | <ol style="list-style-type: none"> <li>1. Promote the conservation of heritage resources in their authentic state as far as practically possible to reflect their historic and cultural value.</li> <li>2. Evaluate heritage resources in their broader contexts when making conservation-related decisions.</li> <li>3. Carefully consider how a place's character is protected and enhanced rather than just protecting individual sites.</li> <li>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.</li> <li>5. Discourage the demolition or inappropriate alteration of historical sites where there is a possibility that these can be maintained or redeveloped.</li> <li>6. Promote the retention and integration of heritage sites into a new development without undermining the viability or inclusive potential of the development.</li> <li>7. Encourage appropriate and accurate interpretation of heritage resources and recognise and develop places of memory, particularly associated with the struggle against apartheid.</li> <li>8. Identify new areas for heritage protection overlay zones.</li> <li>9. Carefully consider whether alterations or changes are appropriate and do not derogate the heritage qualities of the places or area.</li> <li>10. Ensure that significant historical buildings and sites of memory are identified as heritage indicators and conserved, restored and celebrated in areas that have been earmarked for redevelopment.</li> <li>11. Encourage and enhance active interfaces with streets and the public realm, especially at ground floor, and avoid blank and sterile boundary walls and boundary treatments to streets and public realm. Encourage positive interfaces by strictly adhering to the principle of a minimum of 40% visual permeability and height not exceeding 2 m, and appropriate materiality and design.</li> </ol> |

| COMPONENTS AND DISTRICT ELEMENTS                                                                                                                                                                                                                                                           | GUIDELINES AND MANAGEMENT PRIORITIES                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
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| <b>CULTURE AND HERITAGE ZONE</b>                                                                                                                                                                                                                                                           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| <p><b>a) World heritage sites</b><br/> <b>National and provincial heritage sites</b><br/> <b>Heritage protection overlay zones</b><br/> <b>Palaeontological sites, archaeological sites, burial sites</b><br/> <b>Graded heritage resources (as per the City's heritage inventory)</b></p> | <ol style="list-style-type: none"> <li>12. Consideration should be given to the relationship between the building or site concerned and the adjacent buildings, or portions thereof, in regard to facade treatment and articulation, building height, massing and setback of new development.</li> <li>13. In HPOZ areas, encourage the retention of established trees, vegetation and landscaping elements and attributes.</li> <li>14. Encourage mitigation of heritage and visual impacts by means of landscaping, which could include, inter alia, tree planting, screening elements or surface changes.</li> <li>15. The orientation, siting and setback of new buildings are encouraged to reflect the typical pattern of development in the immediate vicinity of the property and the streetscape.</li> <li>16. Discourage blank or over-scaled retaining walls that are visually obtrusive.</li> <li>17. The design and materials selected for retaining walls and structures should be in keeping with the character of the existing structures of the area.</li> <li>18. Consolidation and subdivision applications must take into consideration the general existing property sizes in the HPOZ and need to relate appropriately in size.</li> <li>19. Development activities to consider and take a precautionary approach in areas identified as archaeologically sensitive.</li> <li>20. Where the HPOZ boundary cuts through an erf, a development response should holistically consider the impact on the character of the receiving environment.</li> <li>21. For development activities directly adjacent to an HPOZ area, it is recommended that development responds sensitively in scale, form, height and aesthetics as a spatial transition between the HPOZ and surrounding areas.</li> </ol> |
| <p><b>b) Heritage protection overlay zone (HPOZ) areas</b></p>                                                                                                                                                                                                                             | <ol style="list-style-type: none"> <li>1. 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.</li> <li>2. 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.</li> </ol>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |

**c) Heritage areas under investigation**

*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.*

- Philippi horticultural area

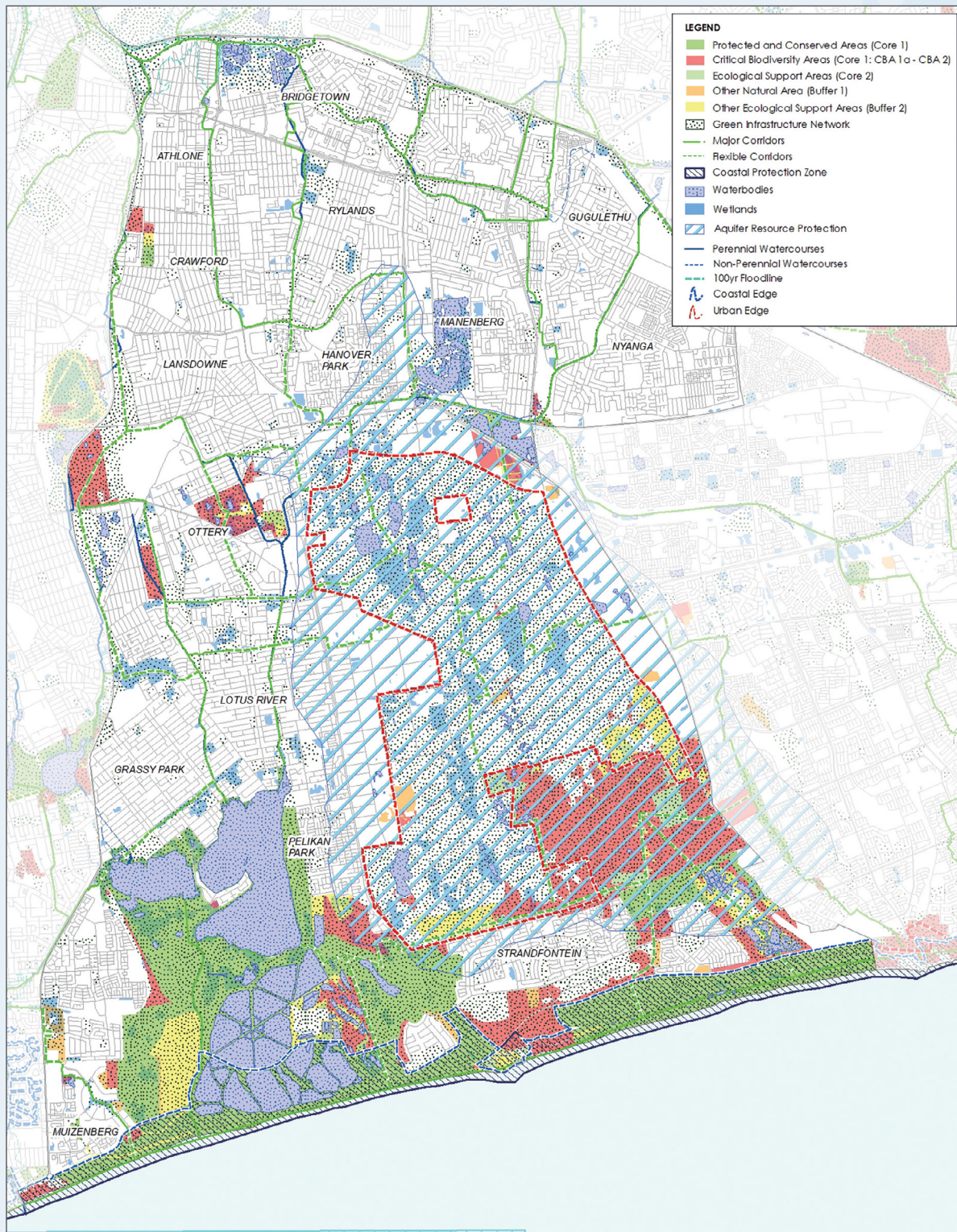
1. Development in these areas may be referred for comment to the Heritage Management Department and subject to NHRA processes.
2. Development in these areas will be considered consistent with the District Plan.
3. The provisions of heritage impact assessments and conservation management plans are relevant to the delineation and guidelines for these areas.
4. Encourage recognition of heritage resources and space for memorialisation.
5. Encourage the protection of heritage sites and the interfaces to these sites, where detailed area guidelines are not yet in place.
6. For heritage areas under investigation, encourage new developments and development activities to demonstrate consideration of contextual fit in terms of scale, height and form, and design (i.e. aesthetic, massing, articulation and materiality).
7. Careful consideration should be given to the possibility of retaining, sensitively incorporating or refurbishing heritage buildings into development.
8. Consideration to be given that significant historical buildings and sites of memory or social significance are identified and conserved, restored and celebrated in accordance with appropriate heritage indicators in sites or areas that have been earmarked for redevelopment.
9. Discourage blank and sterile boundary walls and boundary treatments. Encourage positive interfaces by adhering to the principle of visual permeability and appropriate materiality, design and height.

**d) Scenic routes**

- SR1: Baden Powell Drive

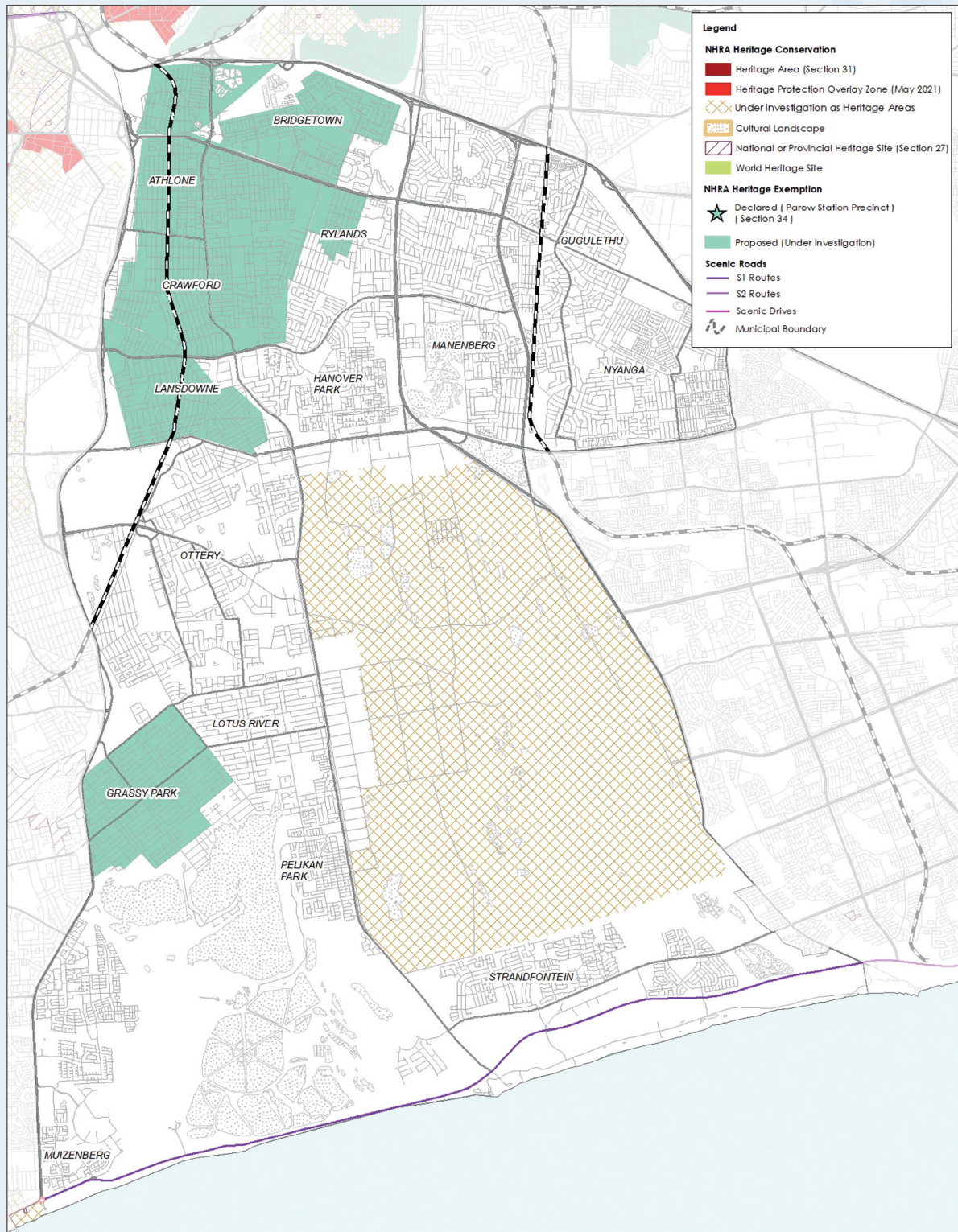
1. Prioritise the upgrade of these routes and support the implementation thereof. This should align broadly with the route's scenic quality value, degree of tourism use, and road surface and reserve upgrade necessity.
2. In general, development along scenic drives and routes should seek to retain views 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.





**Figure 11:** Green infrastructure and biodiversity map





**Figure 12:** Cultural and heritage map





**NEW DEVELOPMENT THAT POTENTIALLY IMPACTS ON AREAS OF HIGH BIODIVERSITY IMPORTANCE SHOULD ONLY BE CONSIDERED UNDER EXCEPTIONAL CIRCUMSTANCES.**







### 3.2.2 Urban development

The Cape Flats District consists of various human settlements inclusive of residential and non-residential urban fabric. The section below will unpack the district development guidelines for existing and new residential, non-residential and mixed land uses, including 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), MSDF (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 boasts a significant amount of developed industrial land. Areas with the highest agglomeration of industrial land are Lansdowne industrial area, Capricorn Park industrial area, Nerissa Estate, Ottery Gardens, Athlone Industria, Primrose Park, Sand Industria, Hanover Park Industria and Ottery East. The latest interest in the uptake of industrial development is the northern portion of the Weltevreden Wedge area (for light industry that is sensitive to the PHA aquifer and the agricultural produce in the area).

Aligned to the MSDF, the District SDF encourages intensification of industrial use within the existing areas, and it supports the prioritisation of public investment and incentivised private sector investment in support of growth areas in the existing industrial and commercial nodes for priorities of investment and co-investment.

#### 3.2.2.4 Mixed use

The MSDF 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 Cape Flats District Plan promotes land use intensification that 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 of 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 and should be encouraged in locations with good public transport access, concentrations of employment, commercial development and other amenities, or where such accessibility and concentration is planned.

The 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 intensification areas indicated on the District Plan maps 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 GLA

(m<sup>2</sup>). 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 sections describe and depict the new areas for residential and non-residential development for the Cape Flats District. The selection of sites and development proposals (see figure 10 and section 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.

#### a) Residential development

Table 6 below indicates the quantum of new formal residential opportunities in the Cape Flats District to accommodate the anticipated growth in population. However, it is anticipated that residential opportunities 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 chapter 3 and in more detail in chapter 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 technical annexure 11 in volume 4 of the District Plan.

**Table 6:** Estimated supply of formal residential opportunities

| TYPOLGY                       | CAPE FLATS DISTRICT | CITYWIDE ESTIMATE |
|-------------------------------|---------------------|-------------------|
| Main formal dwellings         | 111 083             | 278 000           |
| Additional formal dwellings   | 798                 | 21 000            |
| Main informal dwelling        | 1 349               | 13 000            |
| Additional informal dwellings | 24 650              | 118 000           |

Source: Data from Land Use Model estimates

## b) Density guidelines for new residential development

The following gross density targets or thresholds of development intensity are shown to provide direction for new development, however will be contextualised and specified (regarding minimum density targets) at the subdistrict scale, 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:

- a. 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.
- b. Land use integration: Preferably medium to high levels of densification should be located near places of employment, social services and community facilities.
- c. 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).
- d. 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.
- e. 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.

### c) Non-residential

Table 8 below indicates the location and quantum of new non-residential opportunities in the Cape Flats District to accommodate the anticipated growth in the property market and economic sector in relation to anticipated growth in population. 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:

- i. commercial uses that include retail, offices, hospitality industry
- ii. industrial uses that include warehousing and logistics
- iii. public services that include social, community, education and health facilities

**Table 8:** Estimated supply of non-residential opportunities

| NON-RESIDENTIAL LAND USE | CAPE FLATS DISTRICT (GLA M <sup>2</sup> ) | CITYWIDE (GLA M <sup>2</sup> ) |
|--------------------------|-------------------------------------------|--------------------------------|
| Number of sites          | 89                                        | 891                            |
| Education                | 78 742                                    | 431 886                        |
| Health                   | 0                                         | 31 238                         |
| Hospitality              | 0                                         | 255 066                        |
| Manufacturing            | 1 435 088                                 | 7 684 293                      |
| Office                   | 203 732                                   | 2 394 104                      |
| Public service           | 108 138                                   | 516 996                        |
| Retail and wholesale     | 2 394 319                                 | 6 366 319                      |
| Service                  | 0                                         | 277 727                        |
| Transport                | 289 315                                   | 1936 009                       |
| Industrial               | 329 000                                   | 3 650 764                      |

Many of the NDAs in the Cape Flats District have a component of non-residential development. These are, however, in many instances mainly residential developments with a small component of non-residential. The largest contributors of non-residential within the district are the proposals in the Oaklands area, the northern portion of the Weltevreden Wedge area, the strip along Strandfontein Road in the Schaapkraal area, Lansdowne Industrial area, and around the Wetton/Ottery area.

### d) Mixed use

#### i. 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 of non-residential uses (i.e. industrial and/or commercial and/or institutional and/or public service).

#### ii. 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 and/or commercial and/or institutional and/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 Development guidelines

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

**Table 9:** Urban development SPC

| TYPLOGIES AND DISTRICT ELEMENTS                        | DISTRICT DEVELOPMENT GUIDELINES                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
|--------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>A) SUBCATEGORY: EXISTING URBAN DEVELOPMENT</b>      |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| <b>Urban development - General (all subcategories)</b> | <ol style="list-style-type: none"> <li>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.</li> <li>2. Sites indicated for urban development, but which also fall within identified precautionary areas should take associated district development guidelines into account (tables 5 and 7).</li> <li>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.</li> <li>4. Consider the existing character and heritage areas of significance (as may be reflected in detailed policies) as an informant to development proposals.</li> <li>5. Encourage resource-efficient design and promote carbon-neutral buildings and precincts in alignment with the Urban Design Policy.</li> <li>6. Promote an appropriate interface between mixed-use areas and adjacent spatial designations (such as low-density residential, agricultural, critical natural assets, public open spaces, etc.) through the use of sensitive design as informed by local-level guidance and spatial development plans, where applicable.</li> <li>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.</li> <li>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.</li> <li>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.</li> </ol> |

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|------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Urban development - General<br/>(all subcategories)</b> | <ol style="list-style-type: none"> <li>10. Support informal trading in identified safe and appropriate locations within busy areas such as urban nodes, transport interchanges, commercial and shopping centres, public spaces, parking areas and destination places.</li> <li>11. 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.</li> <li>12. 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.</li> <li>13. 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).</li> </ol>                                                                                                                                                                                                                                                                                                                                    |
| <b>B) SUBCATEGORY : RESIDENTIAL DEVELOPMENT</b>            |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| <b>General - Existing residential development</b>          | <ol style="list-style-type: none"> <li>1. 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.</li> <li>2. 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.</li> <li>3. Encourage the provision of adequate service ratios needed to support incremental densification.</li> <li>4. Support the incremental upgrading and formalisation of areas where informal units are widely prevalent.</li> </ol>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| <b>New development areas</b>                               | <p><b>General (all residential market types)</b></p> <ol style="list-style-type: none"> <li>1. In general, support the development of new residential areas at higher densities than those which exist in the surrounding locations, but with due regard to appropriate transition to surrounding areas, inter alia, the principle of socio-economic gradient, interface with existing development areas, impact on the urban character, heritage and biodiversity value of areas of significance.</li> <li>2. Support the implementation of new development areas subject to infrastructure availability and the provision of associated community facilities and recreational space requirements.</li> <li>3. 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.</li> <li>4. 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.</li> <li>5. 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.</li> </ol> |

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| <p><b>New development areas</b></p> | <ol style="list-style-type: none"> <li>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.</li> </ol> <p><b>Subsidised and partially subsidised</b></p> <ol style="list-style-type: none"> <li>7. Support the development of high-density, affordable rental housing (social housing) within in the urban inner core (MSDF 2018) as the City's priority and preferred restructuring zone.</li> <li>8. Encourage and support hostel redevelopment with increased infrastructure capacity and family-appropriate sized units within areas of intensification.</li> <li>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, PHSHDAs, restructuring zones and development corridors and urban nodes, development focus areas (DFAs), urban support areas (USAs) and areas in need of local area planning (refer to volume 3: implementation plan).</li> <li>10. To achieve maximum densities on limited land, promote and ensure that new formal City-provided housing structures comprise, where possible, semi-detached single-storey (for the elderly and disabled), double-storey units, or two- to four-storey walkups with a positive interface with the character of the area.</li> <li>11. State-subsidised housing programmes should include innovative and alternative typologies and design to support the City's densification and sustainability targets.</li> </ol> <p><b>Mixed market</b></p> <ol style="list-style-type: none"> <li>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).</li> <li>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.</li> <li>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.</li> <li>15. Promote and prioritise development of appropriately diversified densities of affordable housing on state-/City-owned land.</li> <li>16. Mixed-market developments should promote integration through the use of tenure blind design.</li> </ol> |
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| <p><b>Informal settlements (and TRAs)</b></p> <ul style="list-style-type: none"> <li>• Blikkiesdorp</li> <li>• Southern Corridor Programme: Gugulethu and Airport precinct (UISP), including Phola Park, and Kampies</li> <li>• Village Heights</li> </ul>                                                                                                                              | <ol style="list-style-type: none"> <li>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).</li> <li>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 settlement should account for greater service ratios allowing for increased taps and sanitation sites (as lessons learnt from the Covid-19 pandemic).</li> <li>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.</li> <li>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.</li> <li>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.</li> <li>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 spaces (POS) and social facility areas, and the use of green infrastructure to support climate change adaptation.</li> <li>7. Support in-situ upgrading of informal settlements, where possible, and deliver high-density typologies to achieve to minimise relocations.</li> <li>8. Support the City's goals to transform informal settlements by facilitating incremental and micro-developments.</li> <li>9. Support suitable temporary land uses where informal settlements have been relocated to prevent resettlement of informal dwellers.</li> </ol> |
| <p><b>C) SUBCATEGORY: NON-RESIDENTIAL DEVELOPMENT</b></p>                                                                                                                                                                                                                                                                                                                               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| <p><b>Industrial: Existing and new development areas, e.g.</b></p> <ul style="list-style-type: none"> <li>• Lansdowne industrial area</li> <li>• Capricorn Park industrial area</li> <li>• Nerissa Estate</li> <li>• Ottery Gardens</li> <li>• Athlone Industria</li> <li>• Primrose Park</li> <li>• Sand Industria</li> <li>• Hanover Park Industria</li> <li>• Ottery East</li> </ul> | <ol style="list-style-type: none"> <li>1. General industrial areas should be supported in industrial designated areas and allowances should be as per the Municipal Planning By-law.</li> <li>2. Support the prioritisation of public-private sector investment in identified growth areas within the industrial nodes, ports and primary freight infrastructure.</li> <li>3. Provide incentives to encourage appropriate industrial development close to areas of socio-economic need.</li> <li>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.</li> <li>5. Allowance could be made for limited forms of non-industrial activity, which are ancillary to the permitted uses. The allowances should not compromise the general use of the areas zoned for industry purposes.</li> <li>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.</li> </ol>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |



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| <p><b>Industrial: Existing and new development areas, e.g.</b></p> <ul style="list-style-type: none"> <li>• Lansdowne industrial area</li> <li>• Capricorn Park industrial area</li> <li>• Nerissa Estate</li> <li>• Ottery Gardens</li> <li>• Athlone Industria</li> <li>• Primrose Park</li> <li>• Sand Industria</li> <li>• Hanover Park Industria</li> <li>• Ottery East</li> </ul>                                                                                                                                                                                               | <ol style="list-style-type: none"> <li>7. Facilitate industrial and other commercial development around the airport (ports – airport, seaport, inland dry port) to take advantage of the competitive advantage and economic, freight and logistical benefits related to the airport.</li> <li>8. Allowances should be permitted where a greater mix of business activities can be tolerated and where the mix of activities does not negatively impact on the competitive advantage of the industrial activities in the area.</li> <li>9. No activity or use that includes the onsite storage (or management) of hazardous substances must be permitted without an approved risk management and prevention plan that has been submitted and approved by Council.</li> <li>10. 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.</li> <li>11. Carefully manage existing industrial areas to protect light industrial uses while permitting alternative uses such as wholesale, retail, office, and even residential in well-located peripheral parts.</li> <li>12. Risk industry. No inappropriate urban development (i.e. residential development, community services and retail services) should be permitted within or in close proximity to in heavy/noxious industrial zones, solid waste disposal and wastewater treatment sites and transfer sites.</li> <li>13. Existing developments in the above areas may require mitigation measures and limits on the further enhancement of development rights.</li> <li>14. These areas should be reserved for noxious trade, and risk activities. Consent for other uses outside of this zoning should be discouraged and take the potential negative impacts into account.</li> </ol> |
| <p><b>D) SUBCATEGORY: MIXED USE</b></p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| <p><b>Mixed-use intensification areas and mixed-use new development areas</b></p> <ul style="list-style-type: none"> <li>• Business strip areas along: <ul style="list-style-type: none"> <li>• Klipfontein Road</li> <li>• Jan Smuts Drive/Strandfontein Road</li> <li>• Duinefontein Road (between the N2 and Govan Mbeki Road)</li> <li>• Wetton Road</li> <li>• 5th Avenue, Grassy Park</li> <li>• Govan Mbeki Road</li> <li>• Ny3/Terminus Road</li> <li>• Belgravia Road</li> <li>• Steve Biko Drive</li> <li>• Emms Drive</li> </ul> </li> <li>• Business complexes</li> </ul> | <ol style="list-style-type: none"> <li>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.</li> <li>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.</li> <li>3. At identified urban nodes, key intersections, stations and modal interchanges, especially where opportunities for commercial and other employment-generating land uses exist.</li> </ol>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |

### 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 10:** Utility service infrastructure installations and networks SPC

| PRECAUTIONARY AREAS AND UTILITY SERVICE INFRASTRUCTURE INSTALLATIONS | DISTRICT ELEMENTS                                                                                                                                                                                                                       | DISTRICT DEVELOPMENT GUIDELINES                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
|----------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| a) Noise exclusion zones                                             | <ul style="list-style-type: none"> <li>CTIA noise cones (2025 ultimate scenario)</li> <li>Airport obstacle limitation surfaces (AOLS)</li> </ul>                                                                                        | <ol style="list-style-type: none"> <li>Residential uses are not recommended below the 65 dBA noise contour zone of the CTIA (or any other airport) planned primary runway, which is to be realigned, as well as the planned secondary runway. No new residential developments should be encouraged within the affected areas without noise mitigation measures in place. Noise zones indicated are not fixed and are subject to future refinement.</li> <li>Non-residential (industrial and commercial) uses may be accommodated above the 65dBA noise contour, provided that mitigating measures against the noise pollution are put in place.</li> <li>The AOLs limit building heights of developments located in proximity to the airport flight paths. These developments are subject to comment from the South African Civil Aviation Authority.</li> </ol> |
| b) Risk installations, e.g. landfill sites and tank farms            | <ul style="list-style-type: none"> <li>Cape Flats landfill site</li> </ul>                                                                                                                                                              | <ol style="list-style-type: none"> <li>Environmental conditions related to these installations should be monitored to assess the need for appropriate buffer areas around risk activities/ installations.</li> </ol>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| c) Wastewater treatment works (WWTW)                                 | <ul style="list-style-type: none"> <li>Cape Flats WWTW</li> </ul>                                                                                                                                                                       | <ol style="list-style-type: none"> <li>Support the re-use of water with the highest potential in areas close to WWTW.</li> <li>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.</li> </ol>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| d) Cemeteries                                                        | Cemeteries in the district are found in: <ul style="list-style-type: none"> <li>Gugulethu</li> <li>Ottery</li> <li>Muizenberg</li> <li>Klip cemeteries</li> <li>Vygiekraal</li> <li>Pooke Road</li> <li>Gloria Memorial Park</li> </ul> | <ol style="list-style-type: none"> <li>Support the continued use of cemeteries for its intended purpose.</li> <li>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.</li> <li>Prioritise the identification of additional cemetery development in the short-medium term, in addition to catering for urban growth in the district. This should take cognisance of the health regulations in this regard.</li> </ol>                                                                                                                                                                                                                                                                |

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|---------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| e) Broadband/<br>IT/Wi-Fi cabling<br>(also refer to<br>utilities section) | All areas – but<br>primarily the<br>following:<br><ul style="list-style-type: none"> <li>• All nodes</li> <li>• All development<br/>corridors</li> </ul> | <ol style="list-style-type: none"> <li>1. In all developments, support and promote the continued roll-out of the City's Broadband Project by expanding the City's optic fibre infrastructure.</li> <li>2. The above needs to also look at including future free provision of broadband fibre in each and every business area and nodes (as part of transport infrastructure investment). In support of the City's CTOD (comprehensive transport-oriented development) objective, this should be prioritised, most particularly to business areas in the peripheral city and areas furthest from primary urban opportunity areas.</li> </ol> |
| f) Aquifer<br>protection zone<br>or groundwater<br>protection zone        | Aquifer resource<br>protection (refer to<br>figure 11)                                                                                                   | <ol style="list-style-type: none"> <li>1. 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.</li> <li>2. Refer to annexure 5 for specific guidelines in relation to wellfields and groundwater protection.</li> </ol>                                                                                                                                                                                                                                                                     |





### 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 are:

- 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.

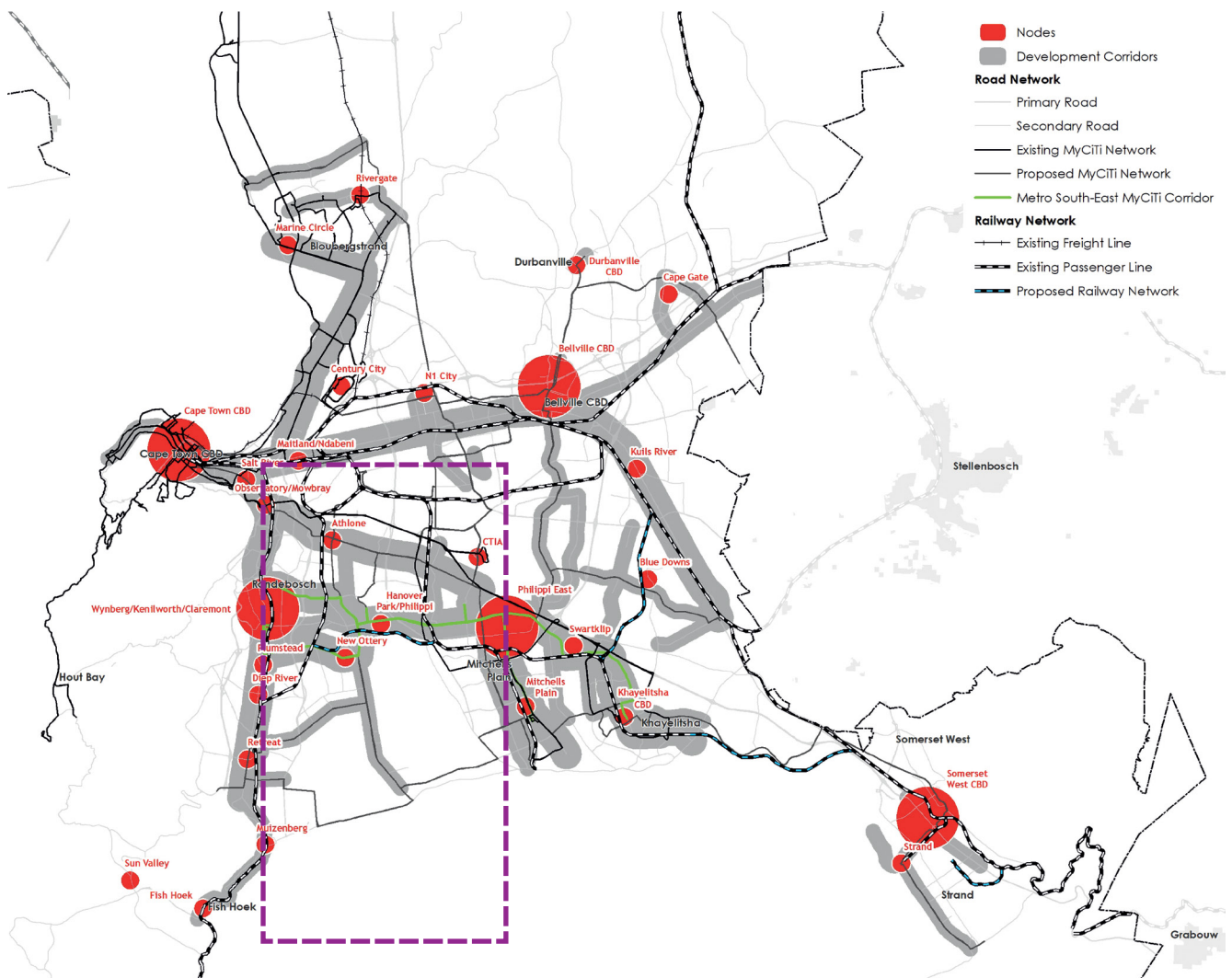


Figure 13: Structuring corridors



In alignment with the MSDF, the Cape Flats 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-orientated 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:**

- The route designation reflected does not replace the City's Hierarchical Road Network Classification system, nor is it intended to run in parallel as a duplicate classification system. 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 11:** Transport designations

| SDF ROUTE DESIGNATIONS | DISTRICT ELEMENTS                                                                                                                                                                                               | DISTRICT-WIDE DEVELOPMENT GUIDELINES                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
|------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| a) General             | All routes                                                                                                                                                                                                      | <ol style="list-style-type: none"> <li>1. Promote public transport and NMT by supporting the development of safer streets throughout the district, but especially along key routes serving schools and colleges as a means to reduce peak-hour traffic congestion and improve urban living generally. This should include ensuring improved surveillance from adjacent buildings (regarding setbacks, height, orientation, and visually permeable 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.</li> <li>2. Encourage the retention of green infrastructure ecosystem services in transport corridors, particularly where they intersect with or are adjacent to open space, green corridors and along NMT routes. (For GI services, please refer to GI Viewer. Information will be available either via the open data portal or on request from the Environmental Management Department.)</li> </ol> |
| b) Freeways            | Freeways: <ul style="list-style-type: none"> <li>• N2 (Settlers Way)</li> <li>• N7 (Jakes Gerwel Drive)</li> <li>• R300 (future road extension)</li> <li>• M5 (Kromboom Parkway/Prince George Drive)</li> </ul> | <ol style="list-style-type: none"> <li>1. The mobility role of these routes should not be compromised.</li> <li>2. 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.</li> <li>3. The development guidelines for existing proclaimed scenic routes should be considered generally for application along all freeways/expressways in the district.</li> <li>4. Support creative development solutions that would 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).</li> </ol>                                                                                                                                                                                                                           |

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| <p>c) Rail</p>                                                                                                                                                                                                                                                    | <p>Rail:</p> <ul style="list-style-type: none"> <li>• Cape Flats line</li> <li>• Portion of the Mitchells Plain line</li> </ul> <p>Future railway lines:</p> <ul style="list-style-type: none"> <li>• Link between the Cape Flats and Mitchells Plain lines (between Philippi and Ottery (east-west) conceptual alignment)</li> </ul>                                                                                | <ol style="list-style-type: none"> <li>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 Cape Flats and Mitchells Plain rail link in this district.</li> <li>2. Support medium-density residential densification within <math>\pm 400</math> m of all rail stations subject to other local area guidance.</li> <li>3. Encourage high-intensity mixed (residential and commercial) use around all stations within urban nodes, subject to other guidelines. For station areas outside urban nodes, consider mixed-use development only directly adjacent to station entrances, and limited only to ground-floor, small-scale local amenity commercial activities.</li> <li>4. Ensure that all new development around stations supports improved NMT and safety and security of streets and public areas.</li> <li>5. Retain opportunities for park and ride (including shared parking opportunities), subject to local assessments and transport planning. Encourage management partnerships for daytime public commuter parking and after-hours private local residential top-up capacity.</li> <li>6. Adopt a precautionary approach to enhancement of development rights in station areas that are subject to visual impact (heritage HPOZs or scenic areas) and the impacts of predicted sea-level rise.</li> <li>7. Support development above railway lines, where appropriate, to reduce barrier effects, integrate areas, and leverage economic development and development intensification opportunity.</li> </ol> |
| <p>d) Development routes</p> <p>The term 'development route' refers to the actual road or street and directly abutting/adjacent urban properties) (see section 3.4.1: development corridors for guidelines for areas further away from the development route)</p> | <p><b>Metro-scale</b> / high order (high-frequency and -volume public transport routes within MSDF development corridors - e.g. IRT trunk routes)</p> <ul style="list-style-type: none"> <li>• Klipfontein Road</li> <li>• Jan Smuts Drive</li> <li>• Strandfontein Road</li> <li>• Spine Road</li> <li>• Duinefontein Road (between the N2 and Govan Mbeki Road)</li> <li>• Govan Mbeki Road/Wetton Road</li> </ul> | <ol style="list-style-type: none"> <li>1. Support the functioning of these routes as 'spines' of their respective development corridors through encouraging high development intensification and densification to support high-frequency, high-volume public transport.</li> <li>2. In general, the highest intensification of land use 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.</li> <li>3. Areas between urban nodes, civic precincts, or (the extent of) existing commercial areas should generally be restricted to residential development only.</li> <li>4. Ensure ongoing alignment between relevant departments in ensuring the appropriate location of major public transport stations/stops along these development routes, and consistency of design guidelines for incorporation into road reserve development and adjacent property development proposals.</li> <li>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.</li> </ol>                                                                                                                                                                                                                                                            |

| SDF ROUTE DESIGNATIONS | DISTRICT ELEMENTS                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | DISTRICT-WIDE DEVELOPMENT GUIDELINES                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
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| d) Development routes  | <b>District scale/</b><br>lower order<br>(high-frequency, low-volume public transport routes) <ul style="list-style-type: none"> <li>• Fifth Avenue</li> <li>• Racecourse/ Turfhall Road</li> <li>• NY1</li> <li>• Emms Drive</li> <li>• Terminus Sithandathu Avenue</li> <li>• Ottery Road</li> <li>• Klip Road</li> <li>• Kromboom Road/College Road</li> <li>• Calendula/ Cornflower/ Blossom Road</li> <li>• Petunia/Bosduif Road</li> <li>• NY78/Moeli Road</li> <li>• Hanover Park Avenue</li> <li>• The Downs/ Lonston Road</li> <li>• Plantation Road</li> <li>• De Wet Road</li> <li>• Hyde/Acacia/ Lake Road</li> <li>• Dennegeur Avenue</li> </ul> | <ol style="list-style-type: none"> <li>Civic upgrades, landscaping and NMT provision should be a key consideration and 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, at public squares, encouraging private redevelopment to create semi-public parts of their sites for access/circulation, eateries/coffee shops).</li> <li>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.</li> <li>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.</li> <li>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. Generally, provide/allow for road access in urban node areas according to development needs rather than road classification requirements. Routes through residential areas between these nodes should generally be mobility orientated, 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.</li> <li>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.</li> <li>Reinforce the functioning of these roads as public transport routes through encouraging future highest-order public facilities along high-order routes, and local community service provision along lower-order routes.</li> <li>Direct access onto these streets from abutting properties is generally supported, but should be consolidated, where possible and appropriate.</li> <li>Direct-access, perpendicular parking across the erf frontage should not be permitted along these routes.</li> </ol> |

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| <p>e) Connector routes</p> | <p><b>Higher and lower order</b><br/>(higher mobility-orientated routes, but with some public transport, supporting development routes or linking more distant urban nodes to urban corridor areas)</p> <ul style="list-style-type: none"> <li>• Baden Powell Drive</li> <li>• Sheffield Road</li> <li>• Strandfontein arterial</li> <li>• Cape Flats expressway</li> <li>• Military Road extension</li> </ul> <p><b>Lower order</b><br/>(Low-mobility routes serving only a local area)</p> <ul style="list-style-type: none"> <li>• Local neighbourhood roads</li> </ul> | <ol style="list-style-type: none"> <li>1. These routes should continue to perform a primary 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.</li> <li>2. Where appropriate, intensification of development should be promoted to support line haul public transport, but this should be concentrated at urban nodes, and limited between them, and especially in areas not close to development corridors. The process of land use intensification along these routes must consider the nature of access roads, additional traffic impacts, and parking requirements.</li> <li>3. The characteristic 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. Areas between urban nodes, civic precincts, or (the extent of) existing commercial areas should be restricted to residential development only.</li> <li>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 orientated through residential areas, with appropriate landscaping and adherence to the boundary walls and fences policy.</li> <li>5. The role of these routes as significant community-service, public transport routes should be reinforced.</li> <li>6. In support of the City's CTOD (Comprehensive Transit Oriented Development) objective, non-residential development should be enabled in identified business areas (nodes and civic precincts where appropriate) in underserved peripheral areas of the district furthest from primary urban opportunity areas in order to reduce congestion on key connector routes.</li> <li>7. Civic upgrades, landscaping and NMT provision should be made as and where appropriate to ensure quality streetscapes.</li> <li>8. All routes should aim to be NMT-friendly (with a zero death objective). Appropriate lower-order roads linking neighbourhoods and opportunity areas (such as parks and commercial areas) should be identified for prioritised NMT treatment.</li> <li>9. Development along connector routes, which are also indicated as scenic routes, should take related guidelines into account (see scenic routes section 3.2.1).</li> </ol> |
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| SDF ROUTE DESIGNATIONS | DISTRICT ELEMENTS                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | DISTRICT-WIDE DEVELOPMENT GUIDELINES                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
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| f) NMT routes          | <p><b>Higher order</b><br/>(‘destination’ promenades, cycle routes, and closed streets that are high attractors from across the metro)</p> <ul style="list-style-type: none"> <li>False Bay coastline</li> <li>Proposed Cape Flats Urban Park- PHA – Mitchells</li> <li>Plain</li> </ul> <p><b>Lower-order NMT</b></p> <ul style="list-style-type: none"> <li>District-attractor walkways (e.g. coastal walkways or around major parks); high (submetro) attractor cycle routes; all local roads – especially those of subdistrict significance: high (submetro) attractor cycle routes</li> </ul> <p>All local roads – especially those of subdistrict significance: Nyanga Junction –</p> <ul style="list-style-type: none"> <li>Hanover Park CBD</li> <li>Victoria Road, Grassy Park,</li> <li>False Bay Nature Reserve visitors’ centre – Pelican Park</li> <li>Klipfontein Road – Nantes</li> <li>Spine Road civic precinct to False Bay coastline</li> </ul> | <ol style="list-style-type: none"> <li>Support public or private investment in these metro-attraction routes as key (economic) attractors to regional recreation and tourism destinations.</li> <li>Any nearby development should aim to contribute to the enhancement of these routes (including associated management), where possible.</li> <li>Plan for and implement/facilitate links between these routes and adjacent/access roads, public transport and parking to support pedestrian access to, and utilisation along, the NMT.</li> <li>Ensure that routes along the coast/flood-prone areas are carefully planned into the future to avoid predicted sea- level rise-related impacts.</li> <li>However, in instances of existing infrastructure in high coastal risk areas, which are critical to wider urban functioning (regarding infrastructure links) and 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 protection against predicted sea-level rise risk impacts.</li> <li>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), and property parking areas and associated pedestrian access areas should be planned and developed to this end.</li> <li>Plan for increasing micro-mobility, including more pedestrian, more bicycle and motorised bicycle trips etc., to support greater localisation (reduced trip lengths) and walkability associated with more integrated urban development and reducing the city’s overall carbon footprint.</li> <li>Planned NMT links should be steadily formalised/upgraded to provide for not only safer movement, but also an enhanced NMT experience and better-quality urban environments. Development and management of public-private partnerships should be encouraged, wherever possible.</li> <li>Particular focus should be on improved pathways around (or along) district public open space areas (as significant amenity attractions), including False Bay Nature Reserve, Strandfontein, PHA, Baden Powell Drive/Lukannon Drive). Again, where development and management partnerships are possible would be desirable.</li> <li>A key focus in areas with significant development informality must be on ensuring that NMT routes are not encroached upon by development or related activities.</li> <li>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.</li> </ol> |

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| g) Airports and other freight hubs | <ul style="list-style-type: none"> <li>• Airports/ aerodromes</li> <li>• CTIA</li> <li>• Freight break-of-bulk and major storage (E.g. Belcon)</li> </ul> | <ol style="list-style-type: none"> <li>1. Encourage and support the development of the airport as the centre as an 'aero-hub'. Underutilised land areas and facilities are central to this, where leasing or sharing arrangements etc. are possible, and should be promoted and encouraged.</li> <li>2. Adopt a precautionary approach to the alienation of land associated with freight rail routes in major junctions/break of bulk areas in the city.</li> <li>3. Encourage development of interdependent, associated economic activities and the maximisation of economic opportunity within and in immediate proximity around these areas, as appropriate. Ensure a major focus on safe economic precincts to attract property and business sectors.</li> <li>4. Ensure that 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.</li> </ol> |
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### 3.4 Guidelines related to conceptual designations

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

#### 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

the route. 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.

Metro-scale (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 district-scale (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 12:** Development corridor guidelines

| <b>DESIGNATION: DEVELOPMENT CORRIDORS</b><br>(see route designations section for development route)                                                                                                                                                                                                                   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
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| <b>DISTRICT ELEMENTS</b>                                                                                                                                                                                                                                                                                              | <b>DISTRICT-WIDE DEVELOPMENT GUIDELINES</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| a) Metro scale / Higher order <ul style="list-style-type: none"> <li>• Jan Smuts Drive</li> <li>• Strandfontein</li> <li>• Klipfontein Road</li> <li>• Duinefontein Road</li> <li>• Govan Mbeki Road / Wetton Road</li> </ul>                                                                                         | <ol style="list-style-type: none"> <li>1. Support higher-intensity development within development corridors than in surrounding urban areas. Guide highest-intensity development to nodal areas (see guidelines for urban nodes) and development routes (i.e. properties abutting development corridor main roads).</li> <li>2. Within these areas, generally restrict commercial and mixed-use development to urban nodes and other existing business precincts only.</li> <li>3. In areas between nodes along 'metro-scale' development corridors, generally support medium-high-density residential development within the broadly defined primary extent area within 400 m (<math>\pm</math> five-minute walk) of the development corridor main road (development route) and railway stations, and medium-density residential development within the secondary extent areas further away between 400 m and 800 m (i.e. <math>\pm</math> 10-minute walk). However, these are not definitive extents and must be considered a guide dependent on local area circumstances.</li> </ol>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| b) District scale /Lower order <ul style="list-style-type: none"> <li>• Ottery Road</li> <li>• Klip Road</li> <li>• Fifth Avenue</li> <li>• Spine Road</li> <li>• Steve Biko Drive</li> <li>• Emms Drive</li> <li>• Sithandathu Avenue</li> <li>• New Eisleben Road</li> <li>• Turf Hall / Racecourse Road</li> </ul> | <ol style="list-style-type: none"> <li>4. In areas between nodes along 'district-scale' development corridors, generally support medium-density residential development within 400 m (<math>\pm</math> five-minute walk) of the development corridor main road (development route).</li> <li>5. Residential densification should be context specific, and may require that it occurs in an incremental step-by-step manner over time rather than in a massive 'big-bang' step. Particular attention needs to be given in areas further away from the development route (and especially beyond 400 m) to ensure appropriately sensitive new development where this is significantly at odds with existing development in the area (e.g. where more than three-storey development is being considered on properties adjacent to/within existing single-storey residential areas – irrespective of the existing zoning). Site circumstances, including shadow effects, development gradient (between proposed and adjacent existing building heights), location (at interface with higher-order road vs embedded within residential area), etc. must be considered to determine the appropriateness of proposed development.</li> <li>6. The optimal location of new non-residential development (e.g. schools, professional services and other facilities) is in close proximity to the development route. However, small urban nodes, other existing business precincts and supporting higher-order connectors elsewhere within the development corridor extent are also appropriate areas for lower-order non-residential activities (including certain low-order/impact business activities).</li> </ol> |

### 3.4.1.2 Green corridors

Green corridors provide a range of services to the built and natural environments, providing benefit and opportunities for human and ecosystem health. They improve biodiversity by 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; and socially can have a positive effect on human health and improve liveability in the city by providing spaces for recreation, social engagement and community connection. They also provide opportunities for non- motorised transport routes, including cycling and pedestrian pathways. As a component of green infrastructure, corridors ensure connectivity between natural spaces in urban areas.<sup>5</sup>

<sup>5</sup> The green infrastructure network (GINet) dataset was used to create the GINet corridors dataset (green corridors). The corridors were developed using the 'best fit/easiest/most obvious' route to link prominent GIP spaces to extend as far across the City as possible. Where possible, the corridor ran from GINet green space to GINet green space but where this was not possible, preference was given to smaller areas of public open space (preferably unfenced). If no public open space was suitable, other watercourses (not already included in GINet polygons) or sports/school fields were used. If this was not possible, large vegetated road verges were sought. Well vegetated private land was used as a last resort.

Two green corridor concepts are presented. 'Major green corridors' are represented by a thick solid green line, and indicate existing connections associated with conserved areas or features (e.g. watercourses, road reserves, utility servitudes, tree-line streets). A dashed green line represents 'flexible green corridors', which indicates that connection is required to be retained or created over that space, but that the actual alignment of the corridor needs definition and to be taken into account during a development/redevelopment process.

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

Corridor alignments, as delineated, will be available on the GINet Viewer. This may be available either via the open data portal, or information will be available on request from the Environmental Management Department.

**Table 13:** Green corridor guidelines

| GREEN CORRIDORS                                                                                                                                                                                                                                                                                                                                                                                                                                                        | DEVELOPMENT GUIDELINES                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
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| <p>a) <b>Green corridors - major green corridors</b></p> <p>Solid-line corridors follow existing open green corridor opportunities conserved areas and specific linear features, e.g. rivers and non-motorised transport links.</p> <p>Examples:</p> <ul style="list-style-type: none"> <li>• Lotus River system</li> <li>• Link between urban areas (Nantes precinct (Cape Flats Urban Park) and False Bay Nature Reserve, Strandfontein coastline and PHA</li> </ul> | <ol style="list-style-type: none"> <li>1. Encourage development to promote opportunities for linkages between identified structuring open spaces in developed areas through, e.g., buildings facing onto green spaces, pedestrian or NMT walkways, location of stormwater channels or swales.</li> <li>2. Enhance the green infrastructure provisions of linkages between open spaces by developing connections through public space.</li> <li>3. Maintain and enhance green corridors along rivers.</li> <li>4. Look for opportunities to link between the mountain and the coast, especially where opportunity exists for 'source to sea' corridors along coastlines.</li> <li>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.</li> <li>6. Promote the development NMT networks in alignment with green corridors to create multifunctional spaces.</li> <li>7. Where applicable, encourage restoration of canalised or underground river segments, promote the restoration of the river to a non-canalised or partially canalised state, and encourage landscaping on canal edges.</li> <li>8. Protect treelined corridors and expand planting to support the movement of species where opportunities arise, as well as to provide shade.</li> <li>9. Where possible and appropriate, look to integrating multiple functions within corridors.</li> </ol> |
| <p>b) <b>Flexible green corridors</b></p> <p>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.</p>                                                                                                                                                                                                                           | <ol style="list-style-type: none"> <li>1. In developments/redevelopments along flexible corridors, encourage landscaping and the protection of green space assets.</li> <li>2. Identify land for the establishment of corridors, where needed.</li> <li>3. Encourage the integration of green corridors into NMT improvement opportunities.</li> <li>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.</li> </ol>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |





**RONDEVLEI NATURE RESERVE IS A BIRD SANCTUARY COVERING SOME 290 HA OF MOSTLY PERMANENT WETLAND AND CONSISTS OF A SINGLE LARGE BRACKISH LAGOON.**







### 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 (either through public or 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, government services, it would be classified as a civic precinct.

**Table 14:** Nodal designations

| DESIGNATION                                                                 | DEVELOPMENT GUIDELINES                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
|-----------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| a) General                                                                  | <p><b>NOTES REGARDING NODAL DEVELOPMENT GUIDELINES</b></p> <ol style="list-style-type: none"> <li>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.</li> <li>Refer to section 3.4.1 for land use intensification (density and diversity) guidelines applicable to development corridors, which are also applicable to those corridors coinciding with urban nodes.</li> <li>Refer to section 3.2.2.5 for density targets and guidelines applicable to new development areas.</li> <li>The considerations in section 3.2.2.5(b) should be taken into account when applying the density thresholds as indicated in this table.</li> </ol> <ol style="list-style-type: none"> <li>Encourage mixed land use intensification in nodal areas with the level of intensity guided by the scale of the node as indicated below.</li> <li>Encourage residential intensification and clustering of public services dependent on the scale and local context of the node.</li> <li>Support the development or upgrading of social facilities to be multifunctional to ensure space is utilised optimally.</li> <li>Support the development of NMT infrastructure to improve accessibility between nodal areas, public transport routes and public facilities/services.</li> <li>The design of areas in and around PTIs and demarcated informal trading areas should improve opportunities for commercialisation (formal and informal).</li> <li>Support the provision of park and ride facilities (including shared parking opportunities) at stations such as Athlone, Crawford, Ottery and Nyanga, subject to local needs assessments.</li> <li>Support redevelopment and conversion of areas with underutilised infrastructure to capitalise on existing infrastructure and attract investment.</li> </ol> |
| b) Metropolitan node <ul style="list-style-type: none"> <li>None</li> </ul> | <ol style="list-style-type: none"> <li>Encourage mixed land use intensification within a radius of approximately 2,5 km above.</li> <li>Encourage a mix of commercial, recreational spaces, higher-order public facilities appropriate for level 1 civic clusters (refer to figure 14), and high-density residential – including a range of housing typologies and affordable housing.</li> <li>Promote development at higher residential densities than those which exist in the surrounding area and encourage nett densities of 400 du/ha and above with due consideration of the local context and its urban character and form.</li> <li>Encourage the conversion of functionally obsolete building stock to affordable housing.</li> </ol>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |

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| <p>c) District node</p> <ul style="list-style-type: none"> <li>• Athlone CBD</li> <li>• Ottery CBD</li> <li>• Lansdowne industrial area</li> </ul>                                                             | <ol style="list-style-type: none"> <li>1. Encourage a mix of business, commercial and medium-high density residential within the commercial/mixed-use centres.</li> <li>2. Encourage higher residential densification generally within a radius of approximately 1,2 km (<math>\pm</math> 15-minute walking distance). Promote development at higher residential densities than those which exist in the surrounding area and encourage nett densities ranging between 150 and 400 du/ha with due consideration of the local context and its urban character and form. However, this must be considered a guide and not a definitive extent dependent on local area circumstance.</li> <li>3. Direct new government services and (level 2 or 3) community facilities into these areas, and upgrade or create quality recreation spaces and places.</li> </ol>                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| <p>d) Local node</p> <ul style="list-style-type: none"> <li>• Gatesville</li> <li>• Wetton</li> <li>• Grassy Park</li> <li>• Gugulethu</li> <li>• Lotus River</li> <li>• Strandfontein coastal node</li> </ul> | <ol style="list-style-type: none"> <li>1. Promote development at higher residential densities than those which exist in the surrounding area, and encourage nett densities ranging between 75 and 150 du/ha with due consideration of the local context and its urban character and form.</li> <li>2. Support densification at the higher end of the above density range within a radius of approximately 800 m (<math>\pm</math> 10-minute walking distance) of local nodes within a development corridor.</li> <li>3. In nodes outside of development corridors, promote a higher level of incremental densification through supporting greater subdivision and smaller housing types within walking distance of the node (i.e. a radius of <math>\pm</math> 400 m). This can include townhouses and small flats within this area. However, this must be considered a guide and not a definitive extent dependent on local area circumstance.</li> <li>4. In addition to home occupation within surrounding residential areas, also consider certain professional services and micro-enterprises at high-accessibility points in close proximity (i.e. within <math>\pm</math> 100 m) to the node and along development routes such as 5th Avenue, Klip Road, Belgravia Road, Terminus Road, etc.</li> </ol> |
| <p>e) Neighbourhood node (these would only be indicated at subdistrict scale)</p>                                                                                                                              | <ol style="list-style-type: none"> <li>1. Encourage low/medium densification within a radius of approximately 400 m (<math>\pm</math> 5-minute walking distance) by promoting a higher level of 'incremental' densification through supporting greater subdivision and smaller housing types. This can include townhouses and small flats within this area. However, this must be considered a guide and not a definitive extent dependent on local area circumstance.</li> <li>2. Promote the development of community facilities appropriate for levels 4 and 5 civic clusters (refer to figure 14). Where existing civic clusters are established, opportunities for further enhancement of facilities and land use intensification should be explored.</li> <li>3. Encourage a change in land use rights on residential properties at high accessibility points to accommodate micro-enterprises.</li> <li>4. Promote incremental densification through subdivision of larger properties.</li> </ol>                                                                                                                                                                                                                                                                                                       |

### 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.

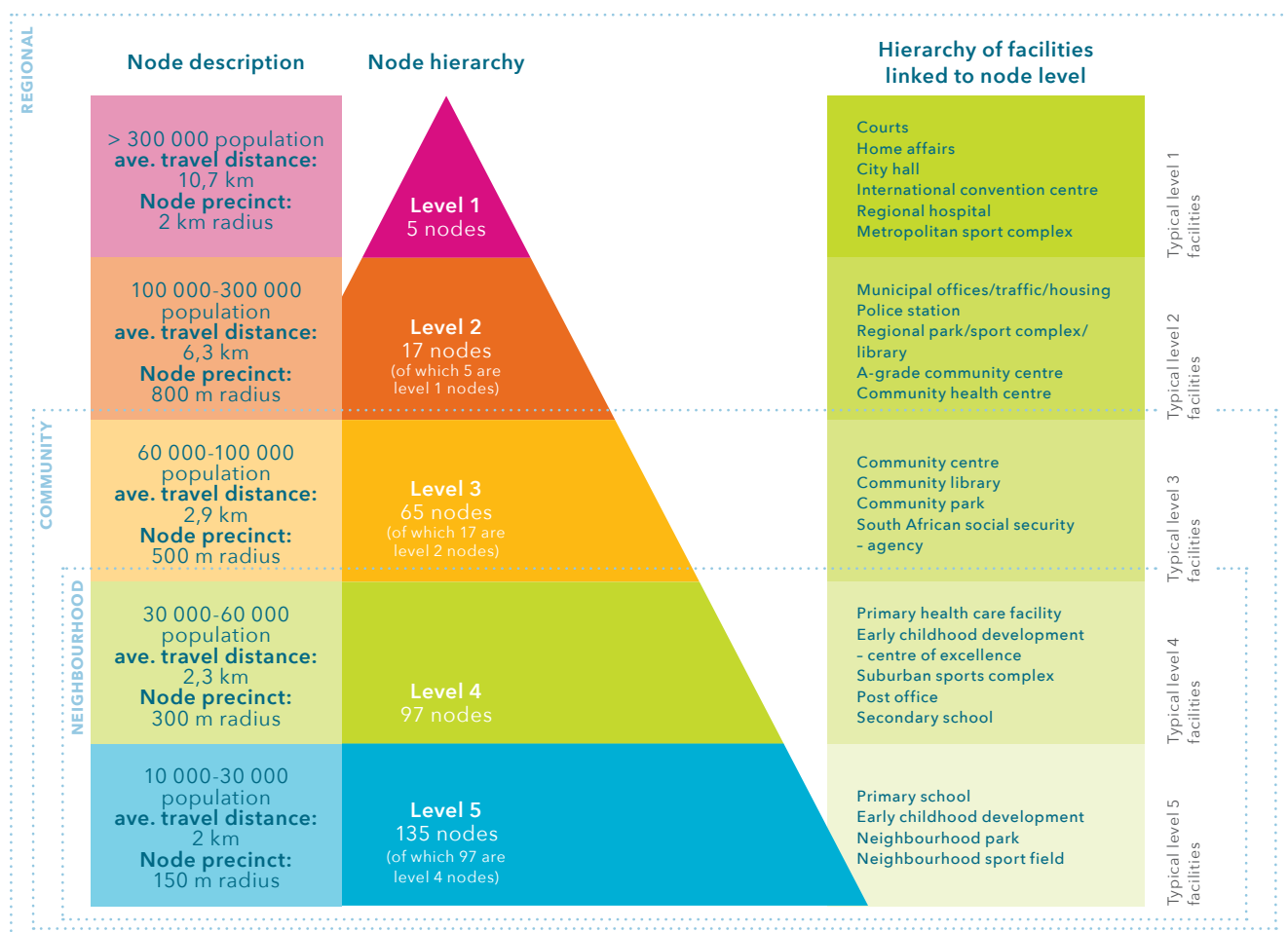
A detailed study, led by the Council for Scientific and Industrial Research (CSIR), has been undertaken to review the social facility baseline and sufficiency for 2020 and estimate the anticipated facility requirements for 2040. Based on this study, a hierarchy of social service nodes (five levels in total) has been developed in accordance with figure 14 below.

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 order), 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.

Furthermore, a modelling exercise was undertaken to identify civic clusters and service catchment areas of need across the city. 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 principles of facility clustering, co-location and promotion of integrated precincts should be prioritised in these areas. A summary of the top 10 areas of highest need across the city is listed in chapter 5.

For the purposes of the District Plan, the ranking of civic clusters as identified through forward planning (2040) for community facilities and service points will be incorporated as indicated in figure 14 and associated guidelines in the table below. The civic clusters in the District Plan will be categorised in three levels 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.





**Figure 14:** Civic clusters as integrated into District Plan

**Table 15:** Civic cluster guidelines

| DESIGNATION                                        | DEVELOPMENT GUIDELINES                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
|----------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| a) General                                         | <ol style="list-style-type: none"> <li>1. Encourage the optimal use of existing social facilities and clustering to improve access, especially for non-motorised transport.</li> <li>2. Promote the development of multifunctional facilities that could be shared and use space optimally.</li> </ol>                                                                                                                                                                                                                                                       |
| b) Regional civic clusters                         | <ol style="list-style-type: none"> <li>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.</li> <li>2. Well-established multifunctional clusters in close proximity to public transport and highly accessible locations.</li> <li>3. Serve a catchment area larger than the immediate district with travel distances up to 15 km.</li> <li>4. Guideline: Precinct radius ranging between 800 m to 2 km.</li> </ol> |
| c) Community civic clusters                        | <ol style="list-style-type: none"> <li>1. Include facilities such as community parks, community centres and libraries, which could be clustered with small-scale commercial activities.</li> <li>2. Approximate catchment area of up to 5 km.</li> <li>3. Guideline: Precinct radius of approximately 500 m.</li> </ol>                                                                                                                                                                                                                                      |
| d) Neighbourhood civic clusters (subdistrict maps) | <ol style="list-style-type: none"> <li>1. Include localised facilities such as primary healthcare, schools/ECD centres and neighbourhood parks.</li> <li>2. Approximate catchment area of up to 3 km located within walking distance of the communities served.</li> <li>3. Guideline: Precinct radius ranging between 150 m and 300 m.</li> </ol>                                                                                                                                                                                                           |

### 3.4.4 Destination places

These are significant landmarks or locations either through 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 its own. This will be indicated with a unique symbol.

**Table 16:** Destination places guidelines

| DESIGNATION                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | DEVELOPMENT GUIDELINES                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <p>a) <b>Coastal based:</b></p> <ul style="list-style-type: none"> <li>• Strandfontein Pavilion</li> </ul> <p><b>Nature based:</b></p> <ul style="list-style-type: none"> <li>• False Bay Nature Reserve</li> <li>• Nantes precinct</li> <li>• Edith Stephens Nature Reserve</li> <li>• Cape Flats urban park</li> <li>• Philippi horticultural area</li> </ul> <p>b) <b>Special (heritage)/ horticultural landscape:</b></p> <ul style="list-style-type: none"> <li>• Philippi horticultural area</li> </ul> | <ol style="list-style-type: none"> <li>1. Prioritise place-making interventions that enhance destinations.</li> <li>2. Support the protection and enhancement of recreational and tourism opportunities at high visitor-attractor destination places.</li> <li>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.</li> <li>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).</li> <li>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, allow commercial pop-ups and so forth; increasing the scope of land use rights to ensure universal access and infrastructure along routes where synergistic clusters may encourage visitors.</li> <li>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.</li> <li>7. Ensure maintenance of green streetscapes and corridors that link from the False Bay Nature Reserve through the urban context of the district.</li> </ol> |

### 3.5 Guidelines for urban development edges

The urban development 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 ensuring 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 development edge is dependent on the timely development of identified 'urban infill' new development areas (NDAs), as well as appropriate land use intensification of the urban area.

Aligned with the broad guidance of the MSDF, the Cape Flats District Plan delineates a detailed urban development edge and coastal edge and provides detailed associated development guidelines.

**Table 17:** Urban development edge guidelines

| URBAN DEVELOPMENT EDGE                                                                                                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
|-------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| ELEMENTS/AREAS                                                                                                          | DEVELOPMENT GUIDELINES                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| All areas beyond the urban development edge                                                                             | <ol style="list-style-type: none"> <li>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 4.2 (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.</li> <li>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.</li> <li>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.</li> </ol> |
| Urban development inside the urban-development edge abutting natural, agricultural, and rural areas/cultural landscapes | <ol style="list-style-type: none"> <li>1. Ensure urban development at the urban development edge interface results in a positive interface (re- building orientation and form, surveillance, boundary wall/fence, etc.) with due regard for local considerations (e.g. fauna management, fire risk, visual impact, slope).</li> </ol>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| Possible future urban development areas outside the urban development edge                                              | <ol style="list-style-type: none"> <li>1. The only possible exceptions to guidelines 1-3 above are: <ul style="list-style-type: none"> <li>• Planned future large-scale utilities (which include renewable energy utilities such as solar farms) that cannot be accommodated inside the urban development edge.</li> </ul> </li> </ol>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |

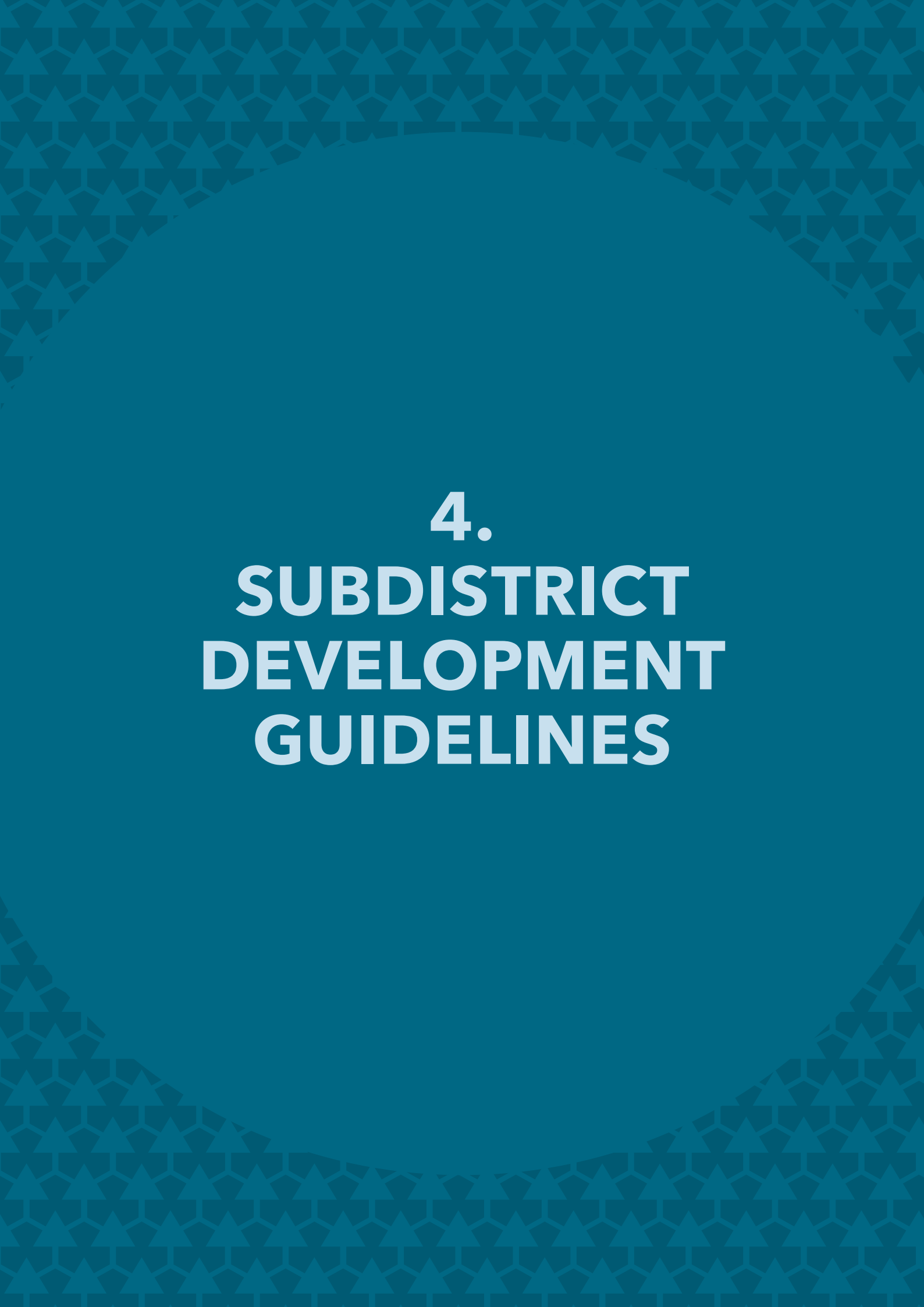
| COASTAL EDGE                                                                                        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
|-----------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| ELEMENTS/AREAS                                                                                      | DEVELOPMENT GUIDELINES                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| All areas seaward of the coastal edge                                                               | <ol style="list-style-type: none"> <li>1. Land on the seaward side of the coastal edge line (i.e. within the coastal protection zone) should not be used for any urban development normally associated with, and accommodated within, city development.</li> <li>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.</li> <li>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.</li> </ol> |
| Destination places in natural areas (identified resort areas)                                       | <ol style="list-style-type: none"> <li>1. In these destination places, support appropriate facilities for high day-visitorship and 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.</li> </ol>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| Proposed new urban nodes on the coast                                                               | <ol style="list-style-type: none"> <li>1. These are the prioritised coastal growth areas for new coastal urban development, inclusive also 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.</li> <li>2. Subject to more detailed local area study, the coastal edge line in proposed new coastal development may be subject to amendment.</li> <li>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, and amenity quality, and where necessary address any coastal process risks.</li> </ol>                                                                            |
| Urban development inside the coastal edge abutting the coastal protection zone                      | <ol style="list-style-type: none"> <li>1. Ensure urban development at the coastal edge interface results in a positive interface (re- building orientation and form, surveillance, public access, boundary wall/fence, etc.) with due regard for local considerations (e.g. coastal processes, visual impact).</li> <li>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, and sea-storm or windblown-sand protection barriers, or even planned 'managed urban retreat').</li> </ol>                                                                                                                                                                                                                                                                                                                                                                     |
| Entire coastline, but especially at urban nodes and where there are urban areas between these nodes | <ol style="list-style-type: none"> <li>1. Coastal public access should be ensured and enhanced to and along the entire coastline.</li> <li>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.</li> </ol>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |





**STRANDFONTEIN BEACH IS KNOWN FOR  
HAVING THE BIGGEST TIDAL SWIMMING POOL  
IN THE SOUTHERN HEMISPHERE.**





# **4. SUBDISTRICT DEVELOPMENT GUIDELINES**

As indicated in section 1, 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'.

**Note as a general rule:**

- a) In instances where application is made for the amendment of a site development plan or master plan (framework plan in package of plans approach), such amendment should be informed by the guidelines in the district and subdistrict plans.
- b) All development applications need to consider the principles and content of the approved Urban Design Policy as well as any other applicable local spatial development frameworks, policies or directives.
- c) All subdistricts have assets that provide a variety of green infrastructure ecosystem services. A further informant to be considered is the green

infrastructure network, which identifies ecosystem services that should be retained and optimised, where possible. Please refer to the GI Viewer for more information. Information may be available via the open data portal, or on request from the Environmental Management Department.

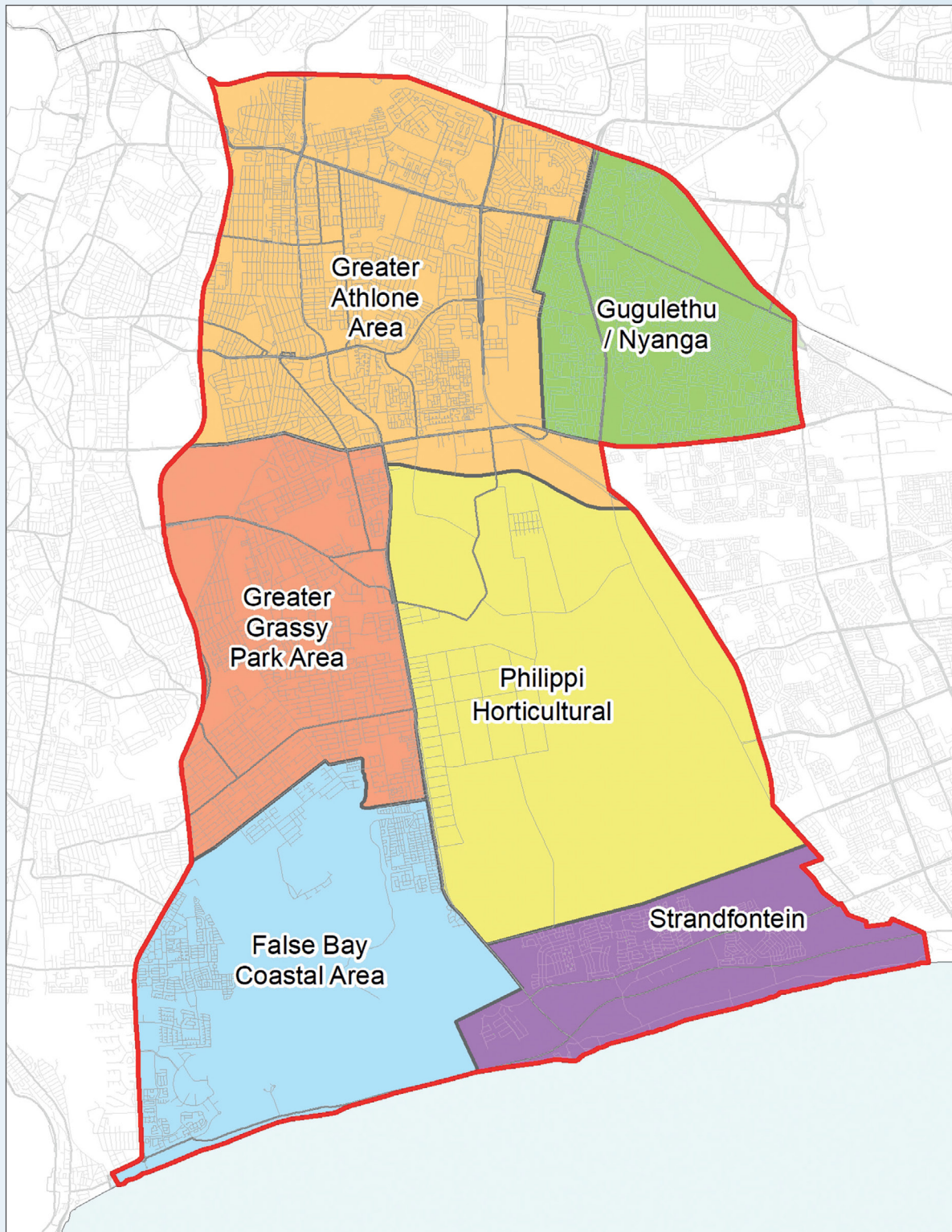
The following guidelines are applicable to all subdistricts:

- a) Amendment of approved site development plans should not alter the overall intent, use and urban form of the proposed development.
- b) Other applicable and approved policies, such as the Densification Policy, Urban Design Policy, etc. should, where applicable, also be considered when a land use application is processed and/or considered.

**Subdistricts**

The Cape Flats District comprises six subdistricts (see figure 15), namely:

- Subdistrict 1: Greater Athlone
- Subdistrict 2: Manenberg/Gugulethu/Nyanga
- Subdistrict 3: Grassy Park – Ottery and environs
- Subdistrict 4: Philippi horticultural area
- Subdistrict 5: Muizenberg East – Pelican Park
- Subdistrict 6: Strandfontein and environs



**Figure 15:** Cape Flats subdistricts



## 4.1 Subdistrict 1: Greater Athlone

The Settlers Freeway bounds the subdistrict to the north, the Kromboom Freeway towards the west, the Lansdowne industrial area to the south, up until where it connects with the PHA's northern edge and towards the east where it is bound by the edge of Heideveld, Surrey and Primrose Park residential areas. The subdistrict is characterised by established suburban areas, predominantly of single residential character with local business clusters such as Vangate and Gatesville. The most prominent district node is the

Athlone CBD area, in which high-intensity and mixed-use activity is promoted. The subdistrict also includes the Lansdowne industrial area towards the south and other pockets of light industrial activities in areas such as the Athlone industrial area along Jakes Gerwel Drive and the Hatton industrial area. Klipfontein Road development corridor is located within this subdistrict in an east-west direction. Development focus areas identified within this subdistrict include Athlone CBD and Ottery/Lansdowne industrial area.

### SUBDISTRICT 1: GREATER ATHLONE: CHANGES IN LAND USE AND FORM

| SPATIAL DEVELOPMENT OBJECTIVES (WHAT)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | SUPPORTING LAND USE GUIDELINES (HOW AND WHERE)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
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| <ul style="list-style-type: none"> <li>a) Reinforce Athlone CBD as a vibrant business district by increasing thresholds, supporting economic activity, encouraging nightlife and enhancing surveillance/safety.</li> <li>b) Focus should be on improving these key areas within the CBD through intensification, redevelopment and upgrade and links to the station and Klipfontein Road. This should result in private sector response in regeneration of this area into the major urban node in the district.</li> <li>c) The Athlone CBD should be regarded as the core of potential in the district for intensification, redevelopment and upgrade.</li> <li>d) The Athlone C40 project should form the base and be the catalyst for redevelopment of the Athlone PTI and CBD to provide guidance on future function of the CBD.</li> <li>e) Promote a varied network of small business next to the CBD.</li> <li>f) Increase public amenity within the precinct.</li> <li>g) Encourage active transport and improved connectivity across the precinct.</li> </ul> | <ul style="list-style-type: none"> <li>1. Promote Athlone CBD as a civic hub – a high-intensity, mixed-use development area – supporting urban regeneration and leveraging its strategic location.</li> <li>2. Encourage and support significant residential densification within the Athlone CBD to increase the vibrancy of the area, particularly after business hours.</li> <li>3. Alternative residential accommodation that provides a wider range of residential options in the area (e.g. affordable housing, student accommodation/communal residential buildings) should be supported.</li> <li>4. As far as possible, ensure through the redevelopment process that buildings of architectural, historical and cultural significance in the Athlone area are retained and enhanced.</li> <li>5. Promote and improve the pedestrian environment through all redevelopment processes to increase access (NMT) to public open spaces and places of economic opportunity.</li> <li>6. Support the redevelopment and conversion of underutilised buildings and spaces to optimise the development potential of strategic precincts.</li> <li>7. Retain existing function of Kromboom Road as a 'residential feeder' and movement route:</li> <li>8. Encourage nodal retail development by reinforcing the existing commercial node and discouraging haphazard commercial development along the road.</li> <li>9. Protect existing residential character between nodal development areas.</li> <li>10. Support land use intensification within the Jan Smuts neighbourhood node.</li> <li>11. Reinforce existing function of Belgravia Road as a lower-order development corridor.</li> <li>12. Support the multifunctional use of community facilities/multipurpose community centres, especially Athlone Stadium, and intensified use of civic precincts (e.g. Athlone Hall complex), increased and improved community facilities (crèche, theatre, etc.) and upgrades to the public domain (footpaths, trees, streetscapes, parks).</li> </ul> |

## SUBDISTRICT 1: GREATER ATHLONE: CHANGES IN LAND USE AND FORM

| SPATIAL DEVELOPMENT OBJECTIVES (WHAT)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | SUPPORTING LAND USE GUIDELINES (HOW AND WHERE)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
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| <ul style="list-style-type: none"> <li>h) Encourage improvement of the public and pedestrian environment within the Athlone CBD.</li> <li>i) Protect areas/buildings of cultural significance in Greater Athlone.</li> <li>j) Where feasible, link the development of civic precincts to the redevelopment of business districts through public-private partnerships.</li> </ul>                                                                                                                                                                                                                                  | <ul style="list-style-type: none"> <li>13. Support precinct planning of Flamingo Station and Lansdowne Station, which seeks to leverage planned BRT infrastructure and integrate existing neighbourhoods to ensure redevelopment and intensification at the intersections between Turfhall/Racecourse roads and Jan Smuts Road, Imam Haron Road and Govan Mbeki Road, and Jan Smuts Road and Govan Mbeki Road.</li> <li>14. Support land assembly and consolidation of properties for social housing in identified opportunity sites (vacant sites and underutilised buildings).</li> <li>15. Athlone CBD has been identified as a DFA for prioritised public investment. Refer to section 1.3 (table 5) in volume 3: spatial targeting framework for prioritising public investment to see the necessary capital projects to support the development proposed in this DFA.</li> </ul>                                                                                                                                          |
| <ul style="list-style-type: none"> <li>k) Reinforce Gatesville as a business node by increasing thresholds, supporting economic activity, encouraging nightlife and enhancing surveillance/safety.</li> <li>l) Protect areas/buildings of cultural significance within the Gatesville precinct.</li> </ul>                                                                                                                                                                                                                                                                                                        | <ul style="list-style-type: none"> <li>1. Support land use intensification within the Gatesville local node.</li> <li>2. Ensure that public and private development initiatives contribute (incrementally) to upgrading public spaces and walkways.</li> <li>3. Protect residential areas by preventing commercial creep into the residential areas (e.g. south of College Road). However, small-scale, low-impact, appropriate-to-context business uses limited to LB1 and LB2 as per the DMS (e.g. professional services) may be supported where appropriate on properties abutting identified minor intensification routes along Belgravia and Kromboom roads, and Jan Smuts Drive.</li> <li>4. Support the formalisation of street trading in urban nodes, ensuring safe accessibility to the market, managed traffic flows and pedestrian safety.</li> </ul>                                                                                                                                                               |
| <ul style="list-style-type: none"> <li>m) The fledgling Lansdowne industrial area is a strategically located, yet underdeveloped part of the city. The area is recognised as having significant economic development potential and has been identified as a key strategic development focus area within the Cape Flats District.</li> <li>n) The intersection of Govan Mbeki Road with Strandfontein Road/Jan Smuts Street and Wetton Road with Lansdowne Road/Old Strandfontein Road has an important role to play towards a more equitable distribution of nodes and economic areas across the city.</li> </ul> | <ul style="list-style-type: none"> <li>1. Support mixed-use intensification within the Lansdowne-Ottery district node.</li> <li>2. Support precinct planning of the MyCiTi Phase 2A BTR route to include safe walkways and linkages to other stations, nodes and community facilities within the district and around the city.</li> <li>3. Support the redevelopment for mixed land uses including residential, commercial and service industrial uses.</li> <li>4. Encourage the inclusion of more affordable and higher-density residential units above the ground floor. Ensure that provision is made for recreation space in such instances. Appropriate interfaces to be introduced between existing industrial development and new housing developments to provide for sufficient mitigation to alleviate potential conflict between land uses.</li> <li>5. Restrict the development of noxious industries in Lansdowne to protect the PHA and the integrated residential development in and around the area.</li> </ul> |

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| <ul style="list-style-type: none"> <li>o) Support and reinforce key public transport routes, including identified development routes.</li> <li>p) Encourage active transport and improved connectivity across the subdistrict.</li> <li>q) Support the development of BRT trunk and stations on development corridors and connector routes.</li> <li>r) Retain and reinforce well-functioning movement routes and improve the relationship between movement and land use.</li> <li>s) Support focused nodal economic (commercial and retail) development along lower-order development routes and connector routes.</li> </ul> | <ul style="list-style-type: none"> <li>1. Support land use intensification and land uses of a mixed nature along Klipfontein and Govan Mbeki roads. Allow/encourage parallel service roads to facilitate mobility along Klipfontein Road (a development route).</li> <li>2. In areas of mixed-use intensification that are underserved by quality open space and social facilities, any redevelopment of public property should aim to redress this deficiency as part of the process.</li> <li>3. Development should front onto Lansdowne and Klipfontein roads.</li> <li>4. Affordable housing (social and inclusionary housing) development along development corridors and BRT trunks should be of a medium-high density (social housing and, where possible, combined with retail commercial or light industrial uses).</li> <li>5. Enhance economic activity along Belgravia Road (at intersections with Klip Road, Kromboom Road and Racecourse/Turf Hall roads).</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| <ul style="list-style-type: none"> <li>t) Encourage infill development on publicly owned land.</li> <li>u) Ensure positive interfaces with parks and open spaces.</li> <li>v) Development and consolidation of open space, as well as increased urban densities surrounding parks and positive urban-open spaces interfaces.</li> <li>w) Integrate open spaces into the green infrastructure network.</li> <li>x) Prevent deterioration of the natural environment and green open spaces and maximise green infrastructure potential in open spaces.</li> </ul>                                                                | <ul style="list-style-type: none"> <li>1. Encourage new development adjacent to existing open spaces (e.g. Vygekraal and Nantes Park) to front onto and enclose open spaces to ensure that they create well-defined, safe spaces, and positive interfaces.</li> <li>2. Encourage development of Nantes as a district urban park and encourage reinforcing and upgrading sports facilities and parks in proximity to Athlone Stadium and Nantes precinct.</li> <li>3. Promote NMT and walkability; develop a network of connected open spaces within the green link, maximise the potential of existing open space and explore the potential for new, attractive and high-quality public and community places.</li> <li>4. Promote principles of sustainable urban drainage systems as appropriate to limit extensive runoff as a result of excessive impermeable surfacing, and consider the opportunities of green spaces for stormwater attenuation as part of multifunctionality.</li> <li>5. As far as possible, protect natural vegetation and encourage landscaping and appropriate planting in developments.</li> <li>6. Avoid privatisation of open space and prevent encroachment of development into the biodiversity network or open spaces.</li> <li>7. Prevent pollution of natural water sources and features through control measures where stormwater or sewage overflow discharge points intersect with watercourses or natural features.</li> <li>8. Protect and enhance tree cover and encourage the retention of established trees.</li> <li>9. Maximise social value by improving management, connectivity and edge conditions.</li> <li>10. Support conversion of underused space into functional green and recreation space and accommodate community use of such, as appropriate.</li> <li>11. Protect, maintain and enhance green network linkages (corridors) and encourage these in association with new developments.</li> </ul> |





QUALITY OPEN SPACES AND SOCIAL FACILITIES PROVIDE  
INTRINSIC ENVIRONMENTAL, AESTHETIC, AND RECREATION  
BENEFITS TO OUR CITY.







| SUBDISTRICT 1: GREATER ATHLONE: CHANGES IN LAND USE AND FORM |                                                                                                                                                                                                                                                                                                                                                              |
|--------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| SPATIAL DEVELOPMENT OBJECTIVES (WHAT)                        | SUPPORTING LAND USE GUIDELINES (HOW AND WHERE)                                                                                                                                                                                                                                                                                                               |
|                                                              | <ol style="list-style-type: none"> <li>Optimise open space value by making provision for active and passive recreational opportunities and improved landscaping in open spaces.</li> <li>Support waterway improvement and rehabilitation, where appropriate, in line with the principles and objectives of the Liveable Urban Waterway programme.</li> </ol> |

| SUBDISTRICT 1: GREATER ATHLONE: NEW DEVELOPMENT AREAS                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
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| SPATIAL DEVELOPMENT OBJECTIVES (WHAT AND WHY) IN TERMS OF THE DISTRICT SDP                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | SUPPORTING LAND USE GUIDELINES (HOW AND WHERE)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| <b>Athlone Station car park site(s) (map reference 1)</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| <p>a) <b>Future use</b><br/>Suitable for a significant high-density mixed commercial and residential infill development scheme, with business/ commercial/community use elements on lower floors and a mix of residential unit types and sizes, including some (tenure- blind) gap/affordable housing, on upper floors.</p> <p>b) <b>Development opportunities</b></p> <ul style="list-style-type: none"> <li>Strong TOD potential.</li> <li>Publicly owned.</li> <li>Underutilised site with the potential to accommodate high-density and mixed-use development, benefiting from superior public transit accessibility and a strong existing threshold population.</li> <li>Rezoned to mixed use in 2019.</li> </ul> | <ol style="list-style-type: none"> <li>Encourage high-density mixed commercial and residential land use and community or civic elements and demonstrate surrounding public realm improvements.</li> <li>Encourage a mix of facilities that should be clustered together to promote safety, convenience and socio-economic potential.</li> <li>Encourage upgraded public realm/pedestrianised street landscape.</li> <li>Support the development of medium- to high-density residential development, where appropriate.</li> <li>Support appropriate land use intensification initiatives along Klipfontein Road and Jan Smuts Drive.</li> <li>Encourage incremental densification through the development of second and third dwellings and subdivision of larger properties.</li> <li>Higher density and more affordable housing typologies should be encouraged within the CBD and surrounding areas.</li> <li>Promote the development of multifunctional public facilities in order to optimise use of space and enhance safety and management thereof, especially within the civic precincts (e.g. Athlone Hall complex).</li> <li>Encourage appropriate levels of land use intensification along development routes such as Klipfontein Road, displaying existing local business energy or the potential to accommodate local business development, where business activity can be reinforced.</li> <li>Ensure appropriate interfaces of commercial activities with residential areas.</li> <li>Mixed-use development should be encouraged on properties located within proximity of the Athlone district node and that front onto Klipfontein Road between the Bellville-Strand line and Jan Smuts Drive.</li> </ol> |

## Lansdowne industrial area (map reference 2)

### c) Future use

- New industrial, commercial and mixed-use development is envisaged on the undeveloped portions of land within the Lansdowne industrial area.
- While there has been recent investment in industrial development in the area, there are still significant portions of undeveloped land.

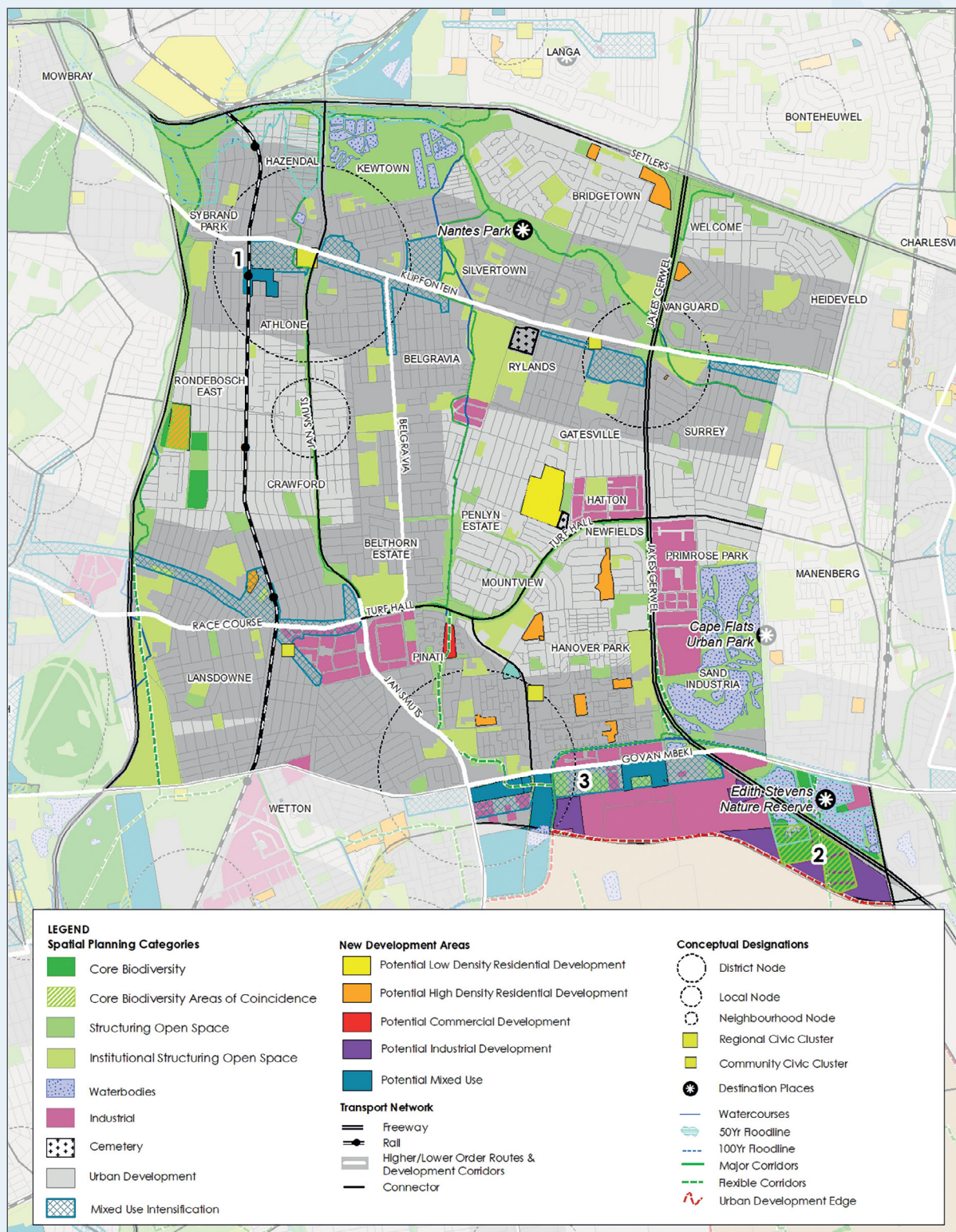
### d) Development opportunities

- There is an abundance of underutilised land in the combined node largely due to the former role of the broader area as part of the PHA. The transition zone between the Sheffield Road proposed extension and Govan Mbeki presents the most opportunity.
- Vacant sites are located on Govan Mbeki Road, which if developed appropriately can help to build the development route.
- Proximity to Jan Smuts and Govan Mbeki drives for heavy goods vehicles moving north and beyond.
- Investor interest in distribution operations.
- Potential gateway points on at Hanover Park Drive/Govan Mbeki intersection and Old Strandfontein Road/New Ottery Road intersection.
- New trunk route stations and stops as focal points of future pedestrian movement.
- Heritage precincts as points of interest.
- Rural landscape and activities within PHA provide recreational opportunities for local residents.

1. Encourage/facilitate mixed-use commercial and industrial land uses between Govan Mbeki Road and the proposed Sheffield Road alignment.
2. Create a positive open space/soft interface adjacent to the proposed Sheffield Road extension to soften the visual and noise impact of the proposed mobility route and provide transition into Philippi horticultural area (designated under the HPOZ).
3. To ensure that this node can maximise on its future as a point of high transfer, the present land uses need to be intensified and broadened to include residential, small-scale retail, manufacturing and institutional land uses that are not currently located in the area. This will require the City to take a lead in the development process.
  - a) Facilitate development of industries, and ensure that the abutting residential communities are not negatively impacted. Ensure appropriate interfaces with residential areas by considering lower-impact uses on the fringes between industrial and residential areas.
  - b) Facilitate the selective establishment of non-industrial-related opportunities within these areas that are necessary to ensure availability of services to workers and industrialists without compromising the functioning of the area as an industrial estate.

| SUBDISTRICT 1: GREATER ATHLONE: NEW DEVELOPMENT AREAS                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
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| SPATIAL DEVELOPMENT OBJECTIVES (WHAT AND WHY) IN TERMS OF THE DISTRICT SDP                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | SUPPORTING LAND USE GUIDELINES (HOW AND WHERE)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| <b>Lansdowne industrial area (map reference 2)</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| <p>e) <b>Development constraints</b></p> <ul style="list-style-type: none"> <li>Wetland areas and sensitive environmental features pose constraint to development of certain sites.</li> <li>Land is predominantly owned by the private sector.</li> <li>Canal as a barrier to pedestrians.</li> <li>Dead interfaces overlooking Govan Mbeki Road.</li> <li>Security issues: Development being located behind high fences and turning its back on the public domain.</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| <b>Erf 616 (map reference 3)</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| <p>f) <b>Future use</b></p> <ul style="list-style-type: none"> <li>The proposed development would entail to upgrade the existing informal settlement to provide serviced residential units, including rezoning, subdivision, consolidation of land and an implementation of subdivision approval in phases to enable:</li> <li>275 residential opportunities</li> <li>a community facility</li> <li>public open spaces (park/retention pond) and roads.</li> </ul> <p>g) <b>Development opportunities:</b></p> <ul style="list-style-type: none"> <li>Proposed mixed use, including BRT depot, residential, business, industrial, institutional and open space.</li> <li>Publicly owned.</li> <li>Relatively large site.</li> <li>Only partially utilised.</li> <li>Relatively flat area.</li> <li>Highly accessible site.</li> <li>No heritage/environmental sensitivities found on site.</li> </ul> | <ol style="list-style-type: none"> <li>Currently, the site consists of approximately 100 informal structures. The development proposal includes a minimum of 275 serviced residential erven being +/- 70 m<sup>2</sup> with a minimum length of 15 m and width of 5 m.</li> <li>Encourage positive interface with Govan Mbeki Road.</li> <li>Create a suitable interface with surrounding land uses (industrial and mixed use).</li> <li>Provide a safe and secure built environment for the residents.</li> <li>The extension/link of the surrounding road network onto the subject property should allow the development to become integrated into the future development pattern of the surrounding area.</li> <li>The proposed layout plan should positively respond to the existing route networks of the surrounding residential areas.</li> </ol> |





**Figure 16:** Greater Athlone area subdistrict

## 4.2 Subdistrict 2: Manenberg - Gugulethu - Nyanga

The Settlers Way (N2 Expressway) bounds this subdistrict to the north, and the New Eisleben Road to the east. Towards the southern edge it is bound by Govan Mbeki Road and toward its western edge it is bound by the edge of the Manenberg residential area. The subdistrict has two development corridors that cross through it: the Duinefontein development corridor (north-south) and the Klipfontein corridor (east-west). The area is predominantly occupied by

high-density, lower-income residential areas such as Manenberg, Gugulethu and Nyanga. Development focus areas identified within this subdistrict include the Nyanga urban node and abutting properties along Emms/Amsterdam/Ingulube Drive. Urban support focus areas identified within this subdistrict include Manenberg, Gugulethu and Nyanga. Hanover Park has also been identified as one of the top 10 areas in need of community facilities within the city.

| SUBDISTRICT 2: MANENBERG - GUGULETHU - NYANGA: CHANGES IN LAND USE AND FORM                                                                               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
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| SPATIAL DEVELOPMENT OBJECTIVES (WHAT)                                                                                                                     | SUPPORTING LAND USE GUIDELINES (HOW AND WHERE)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| a) Reinforcement and further development of the Gugulethu urban node and civic precinct, including the development of new public facilities/new parks.    | <ol style="list-style-type: none"> <li>1. Encourage intensification and mixed land uses, including medium-high density residential development within the node and along Steve Biko Drive.</li> <li>2. Encourage the retention and reinforcement of the Gugulethu node (including the station precinct) through incremental upgrading and continuous maintenance of public facilities and public spaces in the area.</li> <li>3. New public facilities that should be investigated/considered to be accommodated within the local and neighbourhood nodes, or along accessibility grid (along Steve Biko Drive) include a regional library, local library, secondary school, primary school and two community parks.</li> <li>4. Ensure that public and private development initiatives contribute (incrementally) to upgrading public spaces and walkways.</li> </ol>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| b) Reinforcement and further development of the Nyanga urban node and civic precinct, including the development of new public facilities/new parks.       | <ol style="list-style-type: none"> <li>1. Encourage the retention and reinforcement of the Nyanga civic precinct through incremental upgrading and continuous maintenance of public facilities and public spaces in the area.</li> <li>2. Future development and programmes for revitalisation in the Nyanga urban node, civic precinct or along accessibility grid should take cognisance and identify sites to accommodate the following facilities that are needed in this area: primary school, secondary school, regional library, and regional park (refer to the DFA guidelines in table 18).</li> <li>3. To optimise the limited spaces and underutilised buildings, support the redevelopment of single-storey residential into multi-storey development blocks along Emms Drive/Nhlangano Crescent and Sithandathu Avenue – providing passive surveillance to open spaces.</li> <li>4. Support the upgrading and regeneration of the Nyana junction urban node to optimise land use opportunities and to guide the development/upgrade of bulk infrastructure needs, access routes, safe walkways, zoning, parking and other spatial, social and economic informants, as proposed by the Nyanga Junction Precinct Plan.</li> <li>5. Increase a mix of land uses and opportunities for living and working in the area to activate public spaces and attract private investment.</li> <li>6. Support pedestrian permeability through improved, widened sidewalks with space for street traders.</li> <li>7. Support prioritisation of projects and proposals that will support catalytic change and lead to meaningful returns on investment for local communities living and working in the area.</li> </ol> |
| c) Supporting the development of the emerging Philippi opportunity area (LSDF) by supporting mixed-use intensification.                                   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| d) Promote collaborative approaches between various sectors for the optimisation of limited spaces to achieve high-density and multifunctional land uses. |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |

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| e) Ensure that public and private development initiatives contribute (incrementally) to upgrading public spaces and pedestrian walkways.       | <ol style="list-style-type: none"> <li>1. Support overall public environment upgrades with a focus on informal trading activities (in areas such as Nyanga PTI, New Eisleben Road and the proposed MyCiTi BRT stations) and the development of community facilities such as parks and heritage commemoration spaces.</li> <li>2. Encourage and support community residential units (CRUs) (e.g. hostel redevelopment in Nyanga and Gugulethu), gap and social housing (or any other appropriate housing typology) and live-work units to meet residential market needs of the area (Nyanga, Gugulethu and Manenberg).</li> <li>3. Support state-subsidised housing development in Nyanga, Gugulethu and Manenberg, identified for focused public sector investment through various national and City programmes, such as PSHDAs, social housing restructuring zones, USFAs and MURP and areas in need of local area planning.</li> </ol> |
| f) Reinforcement and further development of the Heideveld civic precinct.                                                                      | <ol style="list-style-type: none"> <li>1. Encourage the retention and reinforcement of the Heideveld civic precinct (including the station precinct) through incremental upgrading and continuous maintenance of public facilities and public spaces in the area.</li> <li>2. Encourage the development of a new community park in Heideveld.</li> <li>3. Maintain and upgrade community and public facilities (Heideveld Community Centre).</li> </ol>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| g) Upgrading of informal settlements and relocation of inhabitants from areas where settlement presents significant risk to health and safety. | <ol style="list-style-type: none"> <li>1. Encourage upgrading of informal settlements in Gugulethu, Nyanga and Crossroads through strategies such as reblocking/upgrading of basic services.</li> <li>2. Encourage the redevelopment of Kanana in a manner that accommodates as many of the current inhabitants as possible. Ensure that the most viable portions of the site are retained to accommodate urban development and that which is not suitable/feasible for urban development is incorporated into the open space network (e.g. parks, sports fields and agriculture).</li> </ol>                                                                                                                                                                                                                                                                                                                                            |
| h) Encourage intensification (and land use change) and densification at intersections of development routes.                                   | <ol style="list-style-type: none"> <li>1. Support intensification along urban corridors/major public transport routes such as Jan Smuts Drive, Strandfontein Road, Klipfontein Road, Duinefontein Road, Govan Mbeki Road and Lansdowne/Wetton Road and support development of a mixed-use nature.</li> <li>2. Development should front onto Govan Mbeki Road, Klipfontein Road and Steve Biko Drive.</li> <li>3. Create opportunities for informal trade along sections of Govan Mbeki Road in proximity to public transport access points or key intersections.</li> </ol>                                                                                                                                                                                                                                                                                                                                                              |
| i) Development of a functional network of open space, including active and passive open spaces such as sports fields and parks respectively.   | <ol style="list-style-type: none"> <li>1. Encourage the retention and upgrading of the existing open space network in Gugulethu, Nyanga and Crossroads.</li> <li>2. Closure of any open space in the area should be discouraged given the extent of under-provision.</li> <li>3. Encourage development of new open spaces (passive and active) and encourage multipurpose use thereof (see above).</li> </ol>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| j) Fezeka civic precincts.                                                                                                                     | <ol style="list-style-type: none"> <li>1. Encourage the retention and reinforcement of the Fezeka civic precinct through incremental upgrading and continuous maintenance of public facilities and public spaces in the area.</li> <li>2. Encourage the optimal use of existing social facilities and clustering to improve access for non-motorised transport.</li> <li>3. Support the development of multifunctional facilities that could be shared and use space optimally.</li> </ol>                                                                                                                                                                                                                                                                                                                                                                                                                                               |

| SUBDISTRICT 2: MANENBERG - GUGULETHU - NYANGA: CHANGES IN LAND USE AND FORM                                                           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
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| SPATIAL DEVELOPMENT OBJECTIVES (WHAT)                                                                                                 | SUPPORTING LAND USE GUIDELINES (HOW AND WHERE)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| k) Prevent deterioration of the natural environment and green open spaces and maximise green infrastructure potential in open spaces. | <ol style="list-style-type: none"> <li>1. Limit extensive runoff as a result of excessive impermeable surfacing. Promote principles of sustainable urban drainage systems, as appropriate, and consider the opportunities of green spaces for stormwater attenuation as part of multifunctionality.</li> <li>2. Prevent pollution of natural water sources and features through control measures where stormwater or sewage overflow discharge points intersect with watercourses or natural features.</li> <li>3. Support waterway improvement and rehabilitation, where appropriate, in line with the principles and objectives of the Liveable Urban Waterway programme.</li> </ol> |

| SUBDISTRICT 2: MANENBERG - GUGULETHU - NYANGA NEW DEVELOPMENT AREAS                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |                                                                                                                                                                                                                                                                                        |
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| SPATIAL DEVELOPMENT OBJECTIVES (WHAT AND WHY) IN TERMS OF THE DISTRICT SDP                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | SUPPORTING LAND USE GUIDELINES (HOW AND WHERE)                                                                                                                                                                                                                                         |
| <b>Erven 101213, 178136, 178137, 178138; 101456 and 154728 (map reference 4)</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |                                                                                                                                                                                                                                                                                        |
| <p>a) <b>Future use</b></p> <ul style="list-style-type: none"> <li>• These sites provide an opportunity for high-density residential infill development coupled with a commercial component.</li> </ul> <p>b) <b>Development opportunities</b></p> <ul style="list-style-type: none"> <li>• Well located within the existing urban fabric and in close proximity to other social/civic facilities.</li> <li>• Flat area and highly accessible site.</li> </ul> <p>c) <b>Development constraints</b></p> <ul style="list-style-type: none"> <li>• Portions of the land are privately owned.</li> </ul> | <ol style="list-style-type: none"> <li>1. Secure the urban development edge.</li> <li>2. It is important that new developments should be designed to have a positive interface with the existing urban fabric, the existing residential developments and public open space.</li> </ol> |

| Erf 9318 (map reference 5) - Western Cape Government Human Settlements infill site                                                                                                                                                                                                                                                                                                                                                                                                                                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
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| <p>a) <b>Future use</b></p> <ul style="list-style-type: none"> <li>• New high-density residential infill development is proposed for this property.</li> </ul> <p>b) <b>Development opportunity</b></p> <ul style="list-style-type: none"> <li>• The development proposal is for 201 housing units. The housing units would be a mix of duplex, single-storey and semi-detached housing.</li> <li>• The site is well located within the existing urban fabric and situated on a highly accessible site.</li> </ul> | <ol style="list-style-type: none"> <li>1. The site provides an opportunity for high-density infill development. It is important that new developments be designed to have a positive interface with the existing urban fabric, the existing residential developments and public open space.</li> <li>2. Adequate provision for public facilities should be made and open space should also be incorporated where large portions of the sites are proposed for high-density housing development.</li> </ol> |



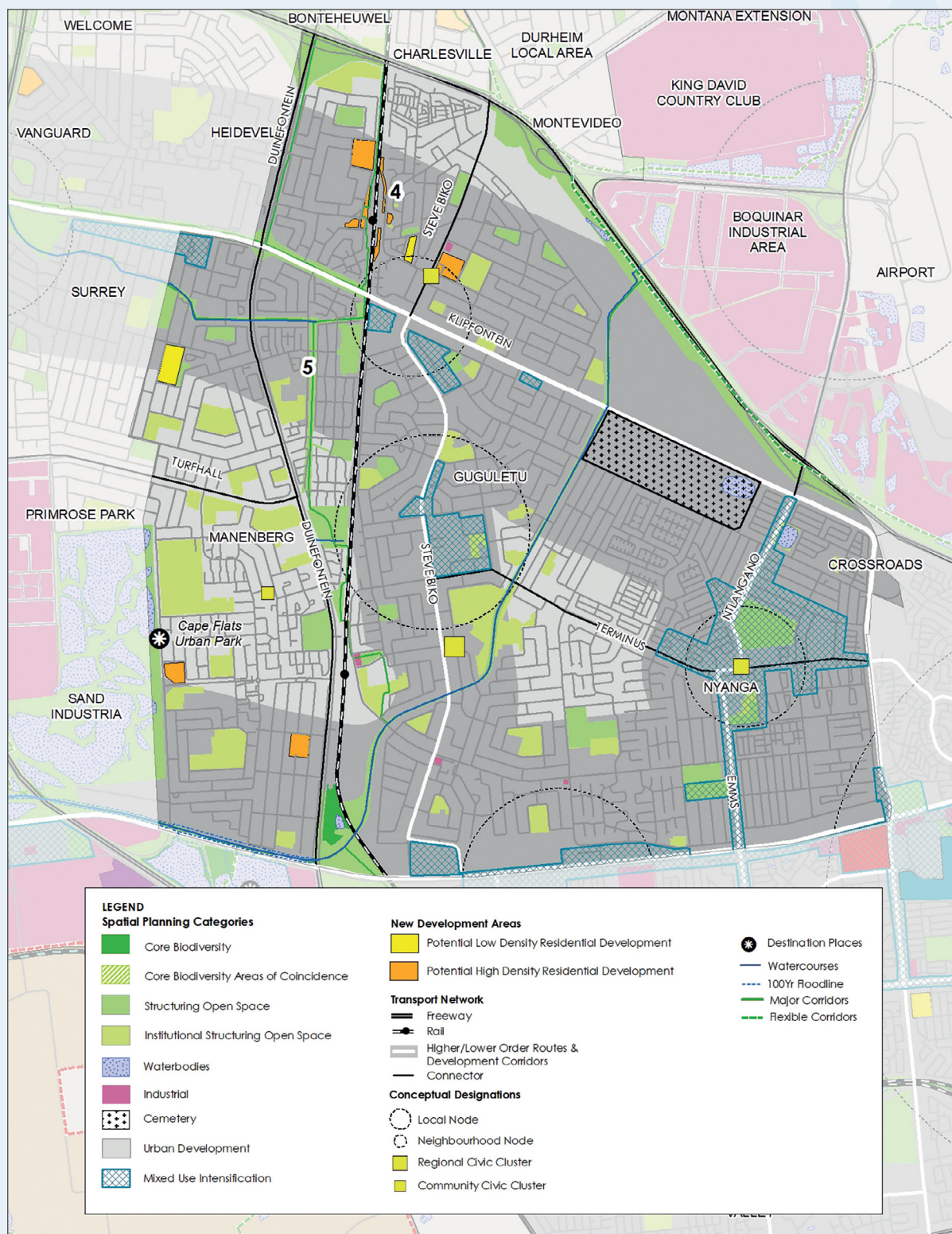


Figure 17: Manenberg - Gugulethu - Nyanga subdistrict

### 4.3 Subdistrict 3: Grassy Park/Ottery and environs

Subdistrict 3 is bound by Strandfontein Road towards the east, Kromboom Road/Prince George Drive towards the west and Rooikrans Avenue towards the south. This subdistrict is earmarked by mixed-use activities towards the north of the district. Towards the middle and southern portion, the subdistrict is characterised by well-established suburban areas, predominantly low- to medium-density residential areas. There are strong green infrastructure network characteristics within the subdistrict, with the Big Lotus River and the Small Lotus River that runs towards the Zeekoevlei area in the south.

The main node within the area is the Ottery node, also earmarked as a development focus area with an emphasis on promoting mixed-use activity within

this node. There are two other significant sites that are earmarked for future high-density residential development; they include the Youngsfield site situated towards the northwestern border and the strategically located sites situated northeast of the Ottery node. Another important characteristic is Fifth Avenue, which runs in an east-west direction through Grassy Park up until where it connects with Strandfontein Road. Fifth Avenue is earmarked as a development route along which high-intensity, mixed-use areas are promoted.

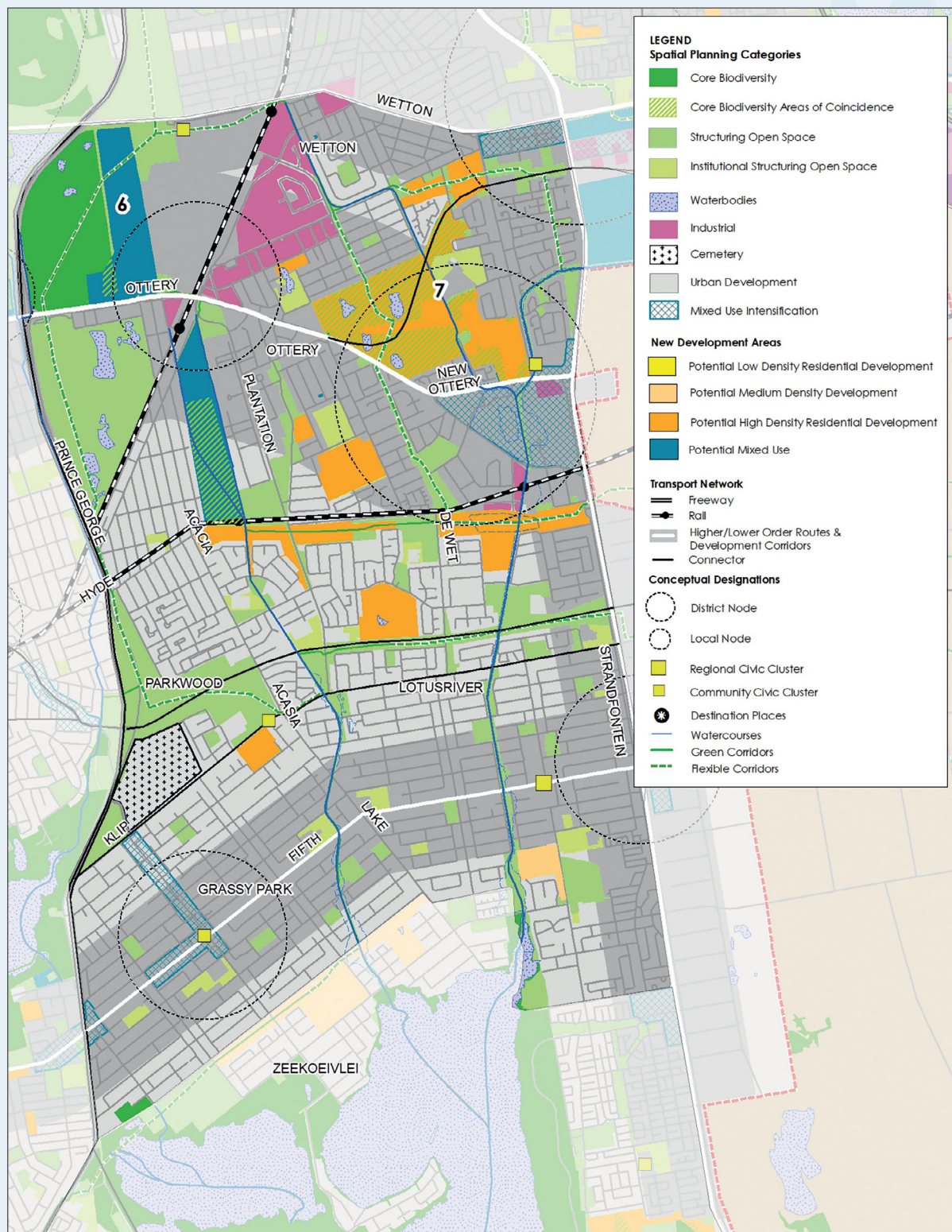
Development focus areas identified within this subdistrict include Ottery/Lansdowne industrial. Urban support focus areas identified within this subdistrict include Lotus River/Parkwood.

| SUBDISTRICT 3: GRASSY PARK - OTTERY AND ENVIRONS: CHANGES IN LAND USE AND FORM                                                                                                                                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| SPATIAL DEVELOPMENT OBJECTIVES (WHAT)                                                                                                                                                                           | SUPPORTING LAND USE GUIDELINES (HOW AND WHERE)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| a) Reinforce and strengthen the Ottery commercial/light industry node.                                                                                                                                          | <ol style="list-style-type: none"> <li>1. Support development intensification and densification of the Ottery commercial development as indicated by the MUI boundaries and as indicated by the medium-density NDAs.</li> <li>2. Business development outside of the nodes (i.e. business intrusion into residential areas), unless otherwise stated in council policy, is generally not to be encouraged.</li> <li>3. Promote industrial and commercial uses and intensification thereof to support existing industrial and commercial activities in Ottery, Wetton and Edward township.</li> <li>4. Protect adjacent residential amenities.</li> </ol> |
| b) Reinforce Victoria Road as a mixed-use intensification area.<br><br>c) Facilitate Klip Road and Fifth Avenue as movement routes/public transport routes and utilise land along these roads more efficiently. | <ol style="list-style-type: none"> <li>1. Encourage mixed-use intensification and high-density residential development along Victoria Road until where it connects with 6th Avenue.</li> <li>2. Encourage positive/integrated interfaces between developments and the street.</li> <li>3. Support medium- to high-density residential developments along these routes (Ottery Road, Hyde Road and 5th Avenue).</li> <li>4. Ensure appropriate interfaces of commercial activities with residential areas.</li> </ol>                                                                                                                                     |
| d) Discourage commercial activities within residential areas.                                                                                                                                                   | <ol style="list-style-type: none"> <li>1. Formalise existing commercial activities along Ottery Road, particularly in terms of access and parking.</li> <li>2. Encourage new commercial activities along Ottery Road (east of Ferness Road) and within the commercial node.</li> <li>3. Protect residential character north and south of Ottery Road.</li> <li>4. Encourage incremental densification through the development of second and third dwellings and subdivision of larger properties.</li> </ol>                                                                                                                                             |

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| e) Define/create structuring elements to give logic and identity to the area.                                                                | 1. Promote the development of multifunctional public facilities in order to optimise use of space and enhance the safety and management thereof.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| f) Consider appropriate land use options for underutilised land.                                                                             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| g) Development of a functional network of open space, including active and passive open spaces such as sports fields and parks respectively. | 1. Protect and upgrade existing open spaces in the Ottery environs.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| h) Consolidate Busy Corner as a community facility node.                                                                                     | <ol style="list-style-type: none"> <li>1. Future development and programmes for revitalisation in Grassy Park should take cognisance and identify sites to accommodate the following facilities that are needed in this area: primary school, secondary school, regional library, regional park.</li> <li>2. Direct new community facilities to this node.</li> </ol>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| i) Prevent deterioration of the natural environment and green open spaces and maximise green infrastructure potential in open spaces.        | <ol style="list-style-type: none"> <li>1. Limit extensive runoff as a result of excessive impermeable surfacing. Promote principles of sustainable urban drainage systems, as appropriate and consider the opportunities of green spaces for stormwater attenuation, as part of multifunctionality.</li> <li>2. Protect natural vegetation and encourage landscaping and appropriate plantings in developments.</li> <li>3. Avoid privatisation of open space and prevent encroachment of development into the biodiversity network or open spaces.</li> <li>4. Prevent pollution of natural water sources and features through control measures where stormwater or sewage overflow discharge points intersect with watercourses or natural features.</li> <li>5. Protect and enhance tree cover and encourage the retention of established trees.</li> <li>6. Maximise social value by improving management, connectivity and edge conditions.</li> <li>7. Support conversion of underused space into functional green and recreation space and accommodate community use of such, as appropriate.</li> <li>8. Protect, maintain and enhance green network linkages (corridors) and encourage these in association with new developments.</li> <li>9. Optimise open space value by making provision for active and passive recreational opportunities and improved landscaping in open spaces.</li> <li>10. Support waterway improvement and rehabilitation, where appropriate, in line with the principles and objectives of the Liveable Urban Waterway programme.</li> </ol> |
| j) Ensure positive interface with parks and open spaces.                                                                                     | <ol style="list-style-type: none"> <li>1. Protect and maintain the green network linkages.</li> <li>2. Ensure positive interface between development and green open spaces and green corridors. Promote active edges and do not support blank facades onto the public open spaces.</li> <li>3. Prevent development encroachment into green open spaces.</li> <li>4. Protect public pedestrian routes and public access to natural assets, including the coast, mountains, rivers and other public open space.</li> <li>5. Protect aesthetics of a space and visual connection to natural features, and integrity of ridgelines.</li> </ol>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |

| SUBDISTRICT 3: GRASSY PARK/OTTERY AND ENVIRONS NEW DEVELOPMENT AREAS                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
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| SPATIAL DEVELOPMENT OBJECTIVES (WHAT AND WHY) IN TERMS OF THE DISTRICT SDP                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | SUPPORTING LAND USE GUIDELINES (HOW AND WHERE)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| <b>Youngsfield (map reference 6)</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| <p>a) <b>Development opportunities</b></p> <ul style="list-style-type: none"> <li>New mixed-use development proposed on a portion of the Youngsfield Military Base. Development is proposed on land that the military no longer requires for its operations.</li> <li>The land is strategically situated between the M5, Wetton Road, the more densely developed portions of the existing military base (east) and Ottery Road to the south.</li> <li>State-owned land and opportunity exist to trade for land elsewhere, seeing that the site is very strategically located and have the potential to enable spatial transformation and spatial justice.</li> </ul> <p>b) <b>Development constraints</b></p> <ul style="list-style-type: none"> <li>Environmental sensitivities and biodiversity constraints located on the western portion of the land.</li> </ul> | <ol style="list-style-type: none"> <li>The vision for the area includes a medium-density, mixed-use development where the sports sector is a major component.</li> <li>The proposed development includes: <ol style="list-style-type: none"> <li>Sports facilities/complex that could accommodate a sports academy.</li> <li>Mixed use along Ottery Road and along proposed structuring route.</li> <li>Higher-density residential development along the proposed central north-south structuring route, flanked by medium-density residential development adjacent to the industrial area to the east and the proposed open space to the west.</li> <li>Open space strip along the western edge of the site (adjacent to the M5), as a transition between urban development and the urban freeway.</li> </ol> </li> </ol>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| <b>Ottery (erven 1449, 3160, 1940-1, 2877) (map reference 7)</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| <p>The vision for the site includes a new mixed-use development.</p> <p>a) <b>Development opportunities</b></p> <ul style="list-style-type: none"> <li>Strategically located land that is well-located to other parts of the city and therefore can provide better access to employment opportunities/nodes and the CBD.</li> <li>Well-situated along Ottery Road.</li> </ul> <p>b) <b>Development constraints</b></p> <ul style="list-style-type: none"> <li>While the area includes a number of wetlands and low-lying areas that present challenges to bulk service provision, the wetlands in particular present unique place-making elements and the new development should integrate the wetlands into the development.</li> </ul>                                                                                                                             | <p>The proposed land uses include:</p> <ol style="list-style-type: none"> <li>Mixed-use precinct associated with the proposed civic precinct in the south-east corner of the site.</li> <li>High-density development on the southern portion of the site (south of proposed Sheffield Road extension) adjacent to Ottery Road.</li> <li>It is imperative that a positive interface, with a strip of mixed-use development, be encouraged along Ottery Road.</li> <li>A mobility link is proposed through the site, which is the extension of Sheffield Road between Ottery East and Ottery Road.</li> <li>Structuring routes linking the new development with the surrounding urban development, as well as to create a link/connection through the site between Ottery Road and Ottery East.</li> <li>Low-lying portions of the site on which seasonal wetlands exist should be retained as natural/open space areas, and their use as passive recreational areas should be encouraged through the enhancement of these spaces and the development of passive recreation infrastructure such as paths and boardwalks.</li> <li>A green link along the alignment of the existing river (canalised).</li> <li>The development of the site should incorporate improvements to the quality of the river system.</li> </ol> |





**Figure 18:** Grassy Park - Ottery and environs subdistrict

## 4.4 Subdistrict 4: Philippi horticultural area (PHA)

The subdistrict is bound by the edge of the PHA/Lansdowne industrial area to the north, Jakes Gerwel Drive to the east, the edge of the PHA/Strandfontein residential area to the south and Strandfontein Road to the west. The subdistrict area is predominantly characterised by the PHA, which overlies a significant source of groundwater (known as the Cape Flats Aquifer<sup>6</sup>), silica sand and fertile soils for horticulture

in the city. The uniqueness of the PHA stems from its highly favourable agro-climate conditions, production capacity, proximity to urban markets and the urban poor, and important social and amenity significance. The PHA is engulfed by a range of urban development, which must be managed and directed outward to protect and preserve the PHA.

| SUBDISTRICT 4: PHILIPPI HORTICULTURAL AREA (PHA): CHANGES IN LAND USE AND FORM                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
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| SPATIAL DEVELOPMENT OBJECTIVES (WHAT)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | SUPPORTING LAND USE GUIDELINES (HOW AND WHERE)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| <b>Philippi horticultural area / PHA precinct</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| <p>Protect core Philippi horticultural area.</p> <ul style="list-style-type: none"> <li>a) Protect the integrity of the development edge and the core PHA.</li> <li>b) Discourage the conversion of high-potential agricultural/ horticultural land for urban land use.</li> <li>c) Plan towards mitigating the impacts of climate change to establish ecological corridors across the PHA.</li> <li>d) Facilitate appropriate development along the urban footprint edge and future public transport route (Strandfontein Road) to reinforce and enhance the urban-rural interface</li> <li>e) Ensure retention of rural/ agricultural character on farmlands.</li> <li>f) Retain core biodiversity areas within the PHA, and links between biodiversity areas within and outside the PHA.</li> </ul> | <ol style="list-style-type: none"> <li>1. Restrict encroachment and exclude conventional urban development (residential, commercial and industrial) within any portion of the core PHA.</li> <li>2. Restrict any subdivision of land within the precinct, with poor soil quality, size of the cadastral portion, or non-agriculture use (e.g. residential component) not being a motivation for subdivision or rezoning given the need to avoid fragmentation of the resource and non-agricultural use intrusion.</li> <li>3. Protect agriculture as the primary land use in the PHA. Maintain and enhance viable agricultural units and encourage sustainable farming practices in support of food-sensitive planning initiatives in the City.</li> <li>4. Carefully consider applications for consent uses within agricultural and rural use zones (in terms of the current Municipal Planning By-law) to discourage land uses that may set a precedent for future land uses that harm or undermine the horticultural significance of the PHA, e.g. farmworker dwellings that exceed the ratio of labourers required per agricultural activity or per hectare farmed land.</li> <li>5. Discourage intensive animal farming, free-range animal husbandry and feedlots that may contaminate the groundwater system or detract substantially from the distinctive horticulture character of the area.</li> <li>6. Encourage positive urban-rural interfaces with the horticultural area. This includes: <ul style="list-style-type: none"> <li>a) well-defined (clear) edges, preferably using an existing road.</li> <li>b) development 'fronting' onto the edge interface rather than 'backing' onto the edge.</li> <li>c) visually permeable edges rather than high walls onto horticulture.</li> </ul> </li> <li>7. Protect silica sand resources within the PHA and encourage more sustainable practices with regard to silica sand mining that could affect the aquifer.</li> <li>8. As far as possible, ensure the biodiversity /open space link between the PHA and the south-east core biodiversity areas (False Bay Nature Reserve, Strandfontein coastline) is retained.</li> <li>9. Support the relocation of all informal settlements within the core PHA area to adjacent urban areas.</li> </ol> |

<sup>6</sup> The PHA overlies the central portion of the Cape Flats Aquifer, but is situated within the main central bulk water supply wellfield owned by the City of Cape Town (CCT). The aquifer, due to its hydrogeological characteristics and physical proximity to anthropogenic activities, is classed as highly vulnerable. The CCT therefore developed a Groundwater Protection Scheme, which is made up of groundwater protection zones (GPZ) delineation, vulnerability mapping, and detailing preliminary existing potentially contaminating activities (PCAs). Activities are rated based on their level of risk. This, together with the risk matrix value, is used to generate a protection response number. The numbers generated from this are categorised into different classes, with each class having a different monitoring requirement or management strategy that is recommended to be included in an updated monitoring protocol for the CFA Management Scheme.

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|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | <ol style="list-style-type: none"> <li>10. Restrict any additional land uses to activities that support the primary use (i.e. horticulture) or represent economic diversification within the agricultural context (e.g. farmstay, guesthouse).</li> <li>11. Restrict agri-industry to processing, packaging and marketing of PHA produced products.</li> <li>12. Promote the horticultural precinct as a recreation and tourism destination (e.g. farmstays; biking and horse trails) and education venue (e.g. school visits).</li> <li>13. Monitor and manage 'on farm worker' accommodation standards and development by requiring clear motivation/proof of this proposed activity, and limiting additional units only to that permitted in terms of the MPBL.</li> <li>14. Promote the urgent need for the R300 freeway extension across the PHA to relieve the increasing east-west traffic congestion between Mitchells Plain and the southern suburbs Main Road corridor and adjacent work opportunity areas. As far as possible, ensure that no new development takes place within the planned road reserve alignment.</li> <li>15. The extension should include sufficient underpasses in support of retaining a functional horticultural area to both the north and south. The extension should also be considered as a future scenic route.</li> <li>16. Support the future integration of the 'Oaklands' area into the PHA core area as primarily horticulture (or recreational and tourism) area.</li> </ol>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| <b>Weltevreden wedge area/precinct</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| <ol style="list-style-type: none"> <li>g) To meet urban development demand on historically underutilised land.</li> <li>h) To assist with conservation and protect the PHA core (west of Weltevreden Road).</li> <li>i) To support development in the wedge, which strengthens the creation and maintenance of a buffer zone around the PHA (which protects the PHA).</li> <li>j) To meet the residential demand/needs in the area, and support employment opportunities.</li> <li>k) To support urban development north of the R300 (alignment) that maximises its access to the R300 freeway and Jakes Gerwel expressway, but which does not require close links to residential opportunities across this expressway.</li> </ol> | <ol style="list-style-type: none"> <li>1. Support a mix of urban development uses within the Weltevreden wedge area. This should include promoting primarily non-noxious industrial land uses north of the proposed R300 road interchange (to ensure economic sustainability in broader area), and primarily medium-high-density residential land use south of the proposed R300 road interchange (to meet the dire need for housing); <ol style="list-style-type: none"> <li>i. Encourage the inclusion of community facilities and commercial activity to sustain the communities within this precinct, thus minimising the need to cross over Jakes Gerwel Drive to access such opportunities.</li> <li>ii. The broad extent, nature and form of these proposals are to be guided by the WCG planning initiative in support of the development of extensive, affordable housing.</li> </ol> </li> <li>2. Discourage further linkage westwards from the wedge area through the PHA (barring the existing OR Tambo Drive semi-link to the existing Varkensvlei Road and the planned R300 extension).</li> <li>3. Limit access points onto Weltevreden Road and westwards. At a finer scale, encourage subdivision to promote north-south internal circulation routes (and 'dogleg') within the wedge area as opposed to east-west routes breaching the precinct, in order to reduce urban penetration from the east into the horticultural areas in the west.</li> <li>4. Support the consideration of Weltevreden Road as a future scenic route. Ensure that the urban development processes on erven adjacent to Weltevreden Road proactively make provision for a consistent positive (urban) interface with the PHA (e.g. encourage lower building heights towards Weltevreden Road, preservation of the blue gum trees, pedestrian walkways and cycle tracks along western boundary of the wedge area).</li> <li>5. Discourage industrial activities that pose environmental and social risks to the PHA and surrounding residential areas.</li> </ol> |

| SUBDISTRICT 4: PHILIPPI HORTICULTURAL AREA (PHA): CHANGES IN LAND USE AND FORM                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
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| SPATIAL DEVELOPMENT OBJECTIVES (WHAT)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | SUPPORTING LAND USE GUIDELINES (HOW AND WHERE)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| <b>Schaapkraal area/precinct</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| <ul style="list-style-type: none"> <li>l) Gradually transforming the Schaapkraal area from smallholdings to urban area; changes in land use in specific areas no longer considered core horticulture area.</li> <li>m) Put in place appropriate land use precinct plans to address current land use transformation and to facilitate a functional urban area and clearly definable horticultural area.</li> <li>n) Achieve urban containment and densification without compromising areas and resources of significance to the city.</li> <li>o) Integrate the Schaapkraal area with adjacent areas and maximise the benefits related to the Strandfontein Road 'development corridor'.</li> </ul> | <ul style="list-style-type: none"> <li>1. Support a range of medium-density residential development within the Schaapkraal area. Generally higher densities should be supported closer to Strandfontein Road and lower densities further away.</li> <li>2. Ensure that the urban development processes on erven adjacent to Strandfontein Road result in positive (urban) interfaces. Key is the orientation of development onto street frontages, the absence of long solid walls, etc. and surveillance over the street.</li> <li>3. Ensure that urban development on erven situated along the urban development edge proactively makes provision for a consistent positive (urban) interface with the PHA.</li> <li>4. An average gross density of 75 du/ha with a minimum height of three to five storeys should be targeted for new developments, which could occur through varying nett densities along, or in close proximity to, Strandfontein Road in particular. <ul style="list-style-type: none"> <li>i. The achievement of this target could occur via a range of housing typologies and varying nett densities across the area. The development of required community facilities and open space should be addressed as part of the development plan for this area.</li> </ul> </li> <li>5. Prioritise the coordinated planning for appropriate phasing of bulk infrastructure services upgrade in relation to development intensification. Industrial uses should generally not be supported within this area, given the often negative impacts thereof and the availability elsewhere for these uses. However, the demand for low-key temporary utilisation of underutilised areas should be taken into consideration. Where possible, these should be managed through consent uses. Decisions on this should be guided by the impact on surrounding residential areas and the PHA.</li> <li>6. Promote commercial-residential mixed use in the area between Schaap and Strandfontein Roads (east-west) and Ottery Road and 18th Avenue (north-south); <ul style="list-style-type: none"> <li>i. This should be primarily focused at major road intersections with Strandfontein Road. Generally, lower-intensity land uses should result in areas between these major intersection areas.</li> <li>ii. Support a positive urban interface with the existing urban areas in Ottery, Lotus River and Pelikan Park.</li> <li>iii. Facilitate the growth of public places in association with (or as part of) new developments around major Strandfontein intersections, including Ottery Road, Klip/Boundary roads (e.g. commercial), 5th Avenue/Schaapkraal (local node), 11th Avenue (e.g. commercial) and 18th Avenue (e.g. periodic fresh produce market, vegetable sales).</li> </ul> </li> </ul> |



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|  | <ol style="list-style-type: none"> <li>7. Promote medium residential use in the area between Vlei and Schaap roads (west-east) and Ottery Road and 11th Avenue (Olieboom Road) and extending north-south; <ol style="list-style-type: none"> <li>i. Promote densification through second and third dwelling development, subdivision and denser urban built forms (e.g. group housing) along Schaap Road.</li> <li>ii. Effect streetscape enhancement/improvement through varying building setbacks being a subdivision condition. Introduce sidewalk tree planting to reinstate historic treed avenues, provide shade and improve urban definition.</li> <li>iii. Allow selective mixed-use to promote economic sustainability of the medium-density residential precinct (e.g. guesthouse, boarding house, conference/venue facility).</li> <li>iv. Encourage subdivision to promote north-south internal circulation routes as opposed to east-west routes breaching the precinct from Vlei to Schaap Roads in order to reduce mixed-use penetration from the west into the horticultural areas in the east.</li> <li>v. Provide, where possible, assisted housing opportunities for residents of informal settlements and backyard dwellings.</li> </ol> </li> <li>8. Reserve the area between the southern road reserve boundary of the R300 and Boundary Road (in the Schaapkraal precinct) for open space, utilities and community facilities. Ensure the following: <ol style="list-style-type: none"> <li>i. Installation/development of stormwater drainage management systems, employing existing wetlands and open canals to achieve flood attenuation and drainage for areas south of Klip Road.</li> <li>ii. Accommodation of future community facilities.</li> <li>iii. Accommodation of pedestrian/cycle link via a R300 underpass to link Knole Park and areas south of Klip Road, with such link also providing access to the community facilities.</li> <li>iv. Landscaping and maintenance of the open space as a community recreation area and R300 route interface.</li> </ol> </li> <li>9. Reserve the area bounded by Klip/Boundary, Boom, Schaapkraal and Vlei roads as a transformation of lifestyle living and micro-farming area. Ensure the following: <ol style="list-style-type: none"> <li>i. Minimum subdivision extent of 4 000 m<sup>2</sup> to ensure retention of rural character, and restricting built footprint in order to ensure future access to glass-sand deposit and aquifer recharge.</li> <li>ii. Restrict mixed use to activities supportive of lifestyle units and micro-farming units (e.g. bed and breakfast, home occupation and cottage industry to facilitate micro- scale agri-processing - honey bottling, dried fruit packaging, etc.).</li> <li>iii. Reinforce economic viability of units through allowing limited non-rural use compatible with objectives of the precinct.</li> </ol> </li> </ol> |
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PELICAN PARK IS AN INTEGRATED RESIDENTIAL DEVELOPMENT ON 80 HA NEXT TO ZEEKOEIVLEI.







| SUBDISTRICT 4: PHILIPPI HORTICULTURAL AREA (PHA): CHANGES IN LAND USE AND FORM                                                                                                                                                            |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| SPATIAL DEVELOPMENT OBJECTIVES (WHAT)                                                                                                                                                                                                     | SUPPORTING LAND USE GUIDELINES (HOW AND WHERE)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| <b>Highlands Estate - urban precinct</b>                                                                                                                                                                                                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| <p>p) Consolidate and improve Highlands Estate as a viable and functional urban area within the PHA.</p> <p>q) Support the transformation of this precinct from its original state as an 'agri-village' to an urban residential area.</p> | <ol style="list-style-type: none"> <li>1. Ensure no further encroachment into the PHA.</li> <li>2. Support provision of service upgrade in this area. Given its unique and challenging location (due to its isolation from other urban areas), opportunity exists to provide quality sustainable 'off-grid' servicing, which may act as a 'market-leading demonstration' municipal project and align with the vision of the PHA as a unique and large contributor to a future more sustainable, resilient city.</li> <li>3. Limit urban development to residential only, except for minor business activity in support of this residential area, and accommodate supporting community facilities such as a playground, a church and a crèche in this area.</li> <li>4. Restrict densification to second dwellings and home-based activities, given the small erf size (495 m<sup>2</sup>) and limited bulk infrastructure capacity.</li> </ol> |

| SUBDISTRICT 4: PHILIPPI HORTICULTURAL AREA NEW DEVELOPMENT AREAS                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |                                                                                                                                                                                                                                                                                                                                                                                                                                  |
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| SPATIAL DEVELOPMENT OBJECTIVES (WHAT AND WHY) IN TERMS OF THE DISTRICT SDP                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | SUPPORTING LAND USE GUIDELINES (HOW AND WHERE)                                                                                                                                                                                                                                                                                                                                                                                   |
| <b>The Lansdowne industrial-Lotus River Canal buffer area (map reference 8)</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| <p>a) <b>Development opportunities</b></p> <ul style="list-style-type: none"> <li>• Favourable location for industrial development given the location off Govan Mbeki Road and the established Lansdowne industrial area.</li> <li>• Area characterised by limited availability and poorer quality of groundwater, especially in the vicinity of the Lotus Canal.</li> <li>• This area is seen as a favourable location for industrial development (i.e. the southerly extension of the Lansdowne industrial area), with the potential of including agri-processing (vegetable canning, freezing) and agri-support sectors (e.g. agri-requisite suppliers and manufacturers, transport).</li> </ul> | <ol style="list-style-type: none"> <li>1. Promote the development of smaller service industries.</li> <li>2. No noxious industries should be considered.</li> <li>3. Service industrial use, which will not negatively impact on nearby residential developments, should also be promoted.</li> <li>4. Prevent the weakening or destruction of water sources through appropriate location and design of developments.</li> </ol> |



**Weltevreden Road 'wedge' (between Jakes Gerwel Drive and Weltevreden Road) (map reference 9).****a) Development opportunities**

- This area has been identified by the City for future urban development. The northern part of the wedge above the R300 is designated for future industrial development.
- The portions south of the proposed R300 connection are proposed for medium- to high-density residential development coupled with some commercial development.
- The location and nature of urban development in this area require detailed investigation.

**b) Development constraints**

- This urban development should not negatively affect the sustainable long-term viability of the adjacent Philippi horticultural area (west of Weltevreden Road), and should ideally support this area, and especially the interface area between the two (i.e. along Weltevreden Road).

**c) Key issues to be considered in future urban development within the area include:**

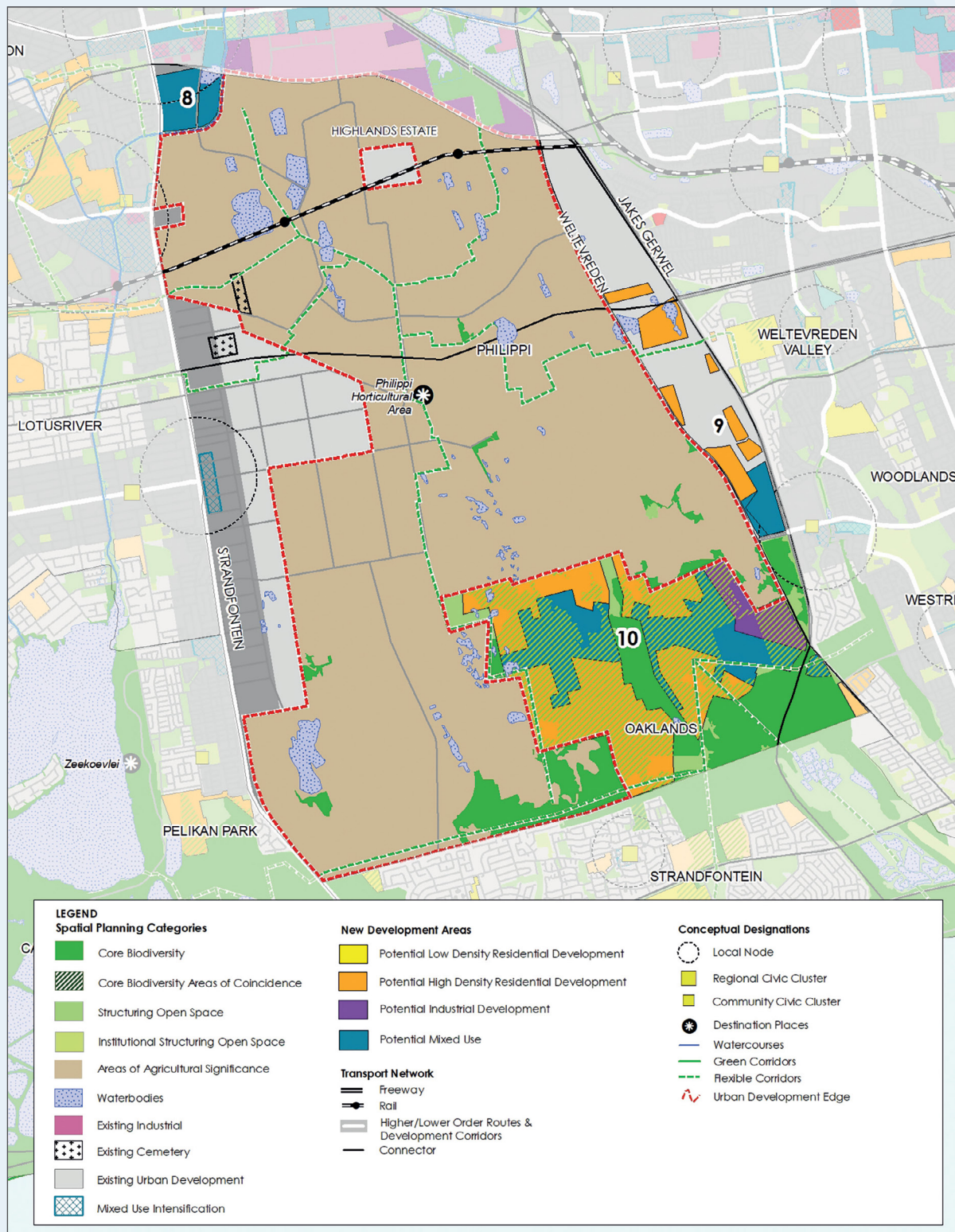
- Hydrological issues: Significant low-lying land, including seasonal wetlands, subject to flooding. Future urban development must acknowledge accordingly.

1. Support the WCG developing Precinct Area Plan for the Weltevreden wedge area.
2. Promote a predominantly industrial land use north of the proposed R300 interchange and a predominantly mixed-residential use south of the interchange.
3. Ensure a proactive positive urban interface with the PHA – considering Weltevreden Road as a clear urban development edge.
4. Ensure efficient accessibility into residential developments and to public transport facilities.
5. Ensure adequate bulk infrastructure provision in the area.
6. Accommodate public and recreation facilities within high-density residential developments.

- Road network constraints: Jakes Gerwel Drive is an expressway, precluding direct access from the road, except (possibly) from one or two major interchanges, potentially making the wedge area significantly isolated from adjacent urban areas to the east. Further to this, the proposed future R300 freeway extension across the Philippi horticultural area (PHA) and related interchange at Jakes Gerwel Drive will preclude any access between the northern and southern portions of the wedge area, except via Weltevreden Road.
- Ownership: Most land within the wedge area is privately owned. Attention should be given to coordinated land use development.
- Land use demand: This includes demand for low-income housing (state provided), as well as an industrial area.
- Horticulture: Significant intensively farmed horticulture area exists in the south of the wedge, which is also low lying. This suggests this should be seriously considered as a medium- to long-term land use.
- Biodiversity: A small area in the far south of this wedge area requires detailed investigation, and any future urban development in this area may need to respond accordingly.

#### **Oaklands area (map reference 10)**

An application for amendment of the applicable Spatial Development Framework (the Guide Plan) concerning the development edge and associated plan designations were approved in 2011. This decision was later incorporated into the final CTSDf, which was approved in 2012. Following this, a development framework for the area was approved in 2016. Subsequently, an application to the high court was submitted objecting to the proposed Oaklands development. Judgment on this matter was made by the High Court in February 2020. This judgment did not overturn the original SDF amendment or approval of the development framework (2012), but required that the rezoning and subdivision application refusal of appeal decision by the City's General Appeals Committee on 13 June 2017 be set aside and that any future application should adequately consider the matter of the aquifer in the context of climate change and water scarcity. As such, the Oaklands area is retained in the reviewed Cape Flats District Plan and MSDF as being inside the urban development edge and designated as potential mixed-use, industry and high-density residential (with associated core biodiversity/areas of coincidence designation areas).



**Figure 19:** Philippi horticultural area subdistrict



## 4.5 Subdistrict 5: Muizenberg East to Pelican Park

Subdistrict 5 is bound by Rooikrans Avenue towards the north, Strandfontein Road towards the east, the ocean towards the south and Prince George Drive towards the west. The subdistrict is characterised by the False Bay Nature Reserve (including Zeekoevlei, Rondevlei and the WWTW), Pelican Park residential

development towards the eastern edge and the suburban areas of Lavender Hill, Seawinds, Vrygrond and Muizenberg towards the western edge. Urban support focus areas identified within this subdistrict include Lavender Hill and Seawinds/Vrygrond.

| SUBDISTRICT 5: MUIZENBERG EAST - PELICAN PARK: CHANGES IN LAND USE AND FORM                                                                                                                                   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| SPATIAL DEVELOPMENT OBJECTIVES (WHAT)                                                                                                                                                                         | SUPPORTING LAND USE GUIDELINES (HOW AND WHERE)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| a) Protected and enhanced environmentally sensitive areas, including areas of biodiversity value and significant aquatic complexes in a manner that will facilitate public access and use of these resources. | <ol style="list-style-type: none"> <li>Promote the protection and enhancement of environmental resources incorporated in the False Bay Nature Reserve.               <ol style="list-style-type: none"> <li>Encourage the development of recreational and educational facilities that facilitate access to and experience of the nature reserve.</li> <li>Encourage the development of safe gateways/access points to open spaces adjacent to the nature reserve.</li> </ol> </li> <li>Encourage development to face green spaces.</li> </ol>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| b) Reinforcement and further development of the Lavender Hill/Vrygrond civic precinct, including the development of new public facilities/new parks.                                                          | <ol style="list-style-type: none"> <li>Future development and programmes for revitalisation in Lavender Hill should take cognisance and identify sites to accommodate the following facilities that are needed in this area: primary school, secondary school, regional library, and regional park.</li> </ol>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| c) Development that avoids hazardous areas related to the landfill site in False Bay Nature Reserve.                                                                                                          | <ol style="list-style-type: none"> <li>Restrict development to outside designated buffer area inside False Bay Nature Reserve. Land invasion inside this buffer zone needs to be resolved.</li> <li>Retain ecological corridor between Capricorn Park development and False Bay Nature Reserve.</li> </ol>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| d) Prevent deterioration of the natural environment and green open spaces and maximise green infrastructure potential in open spaces.                                                                         | <ol style="list-style-type: none"> <li>Limit extensive runoff as a result of excessive impermeable surfacing. Promote principles of sustainable urban drainage systems, as appropriate, and consider the opportunities of green spaces for stormwater attenuation as part of multifunctionality.</li> <li>Protect natural vegetation and encourage landscaping and appropriate plantings in developments.</li> <li>Avoid privatisation of open space and prevent encroachment of development into the biodiversity network or open spaces.</li> <li>Protect and enhance tree cover and encourage the retention of established trees.</li> <li>Maximise social value by improving management, connectivity and edge conditions.</li> <li>Support conversion of underused space into functional green and recreation space and accommodate community use of such, as appropriate.</li> <li>Protect, maintain and enhance green network linkages (corridors) and encourage these in association with new developments.</li> <li>Optimise open space value by making provision for active and passive recreational opportunities and improved landscaping in open spaces.</li> <li>Support waterway improvement and rehabilitation, where appropriate, in line with the principles and objectives of the Liveable Urban Waterway programme.</li> </ol> |

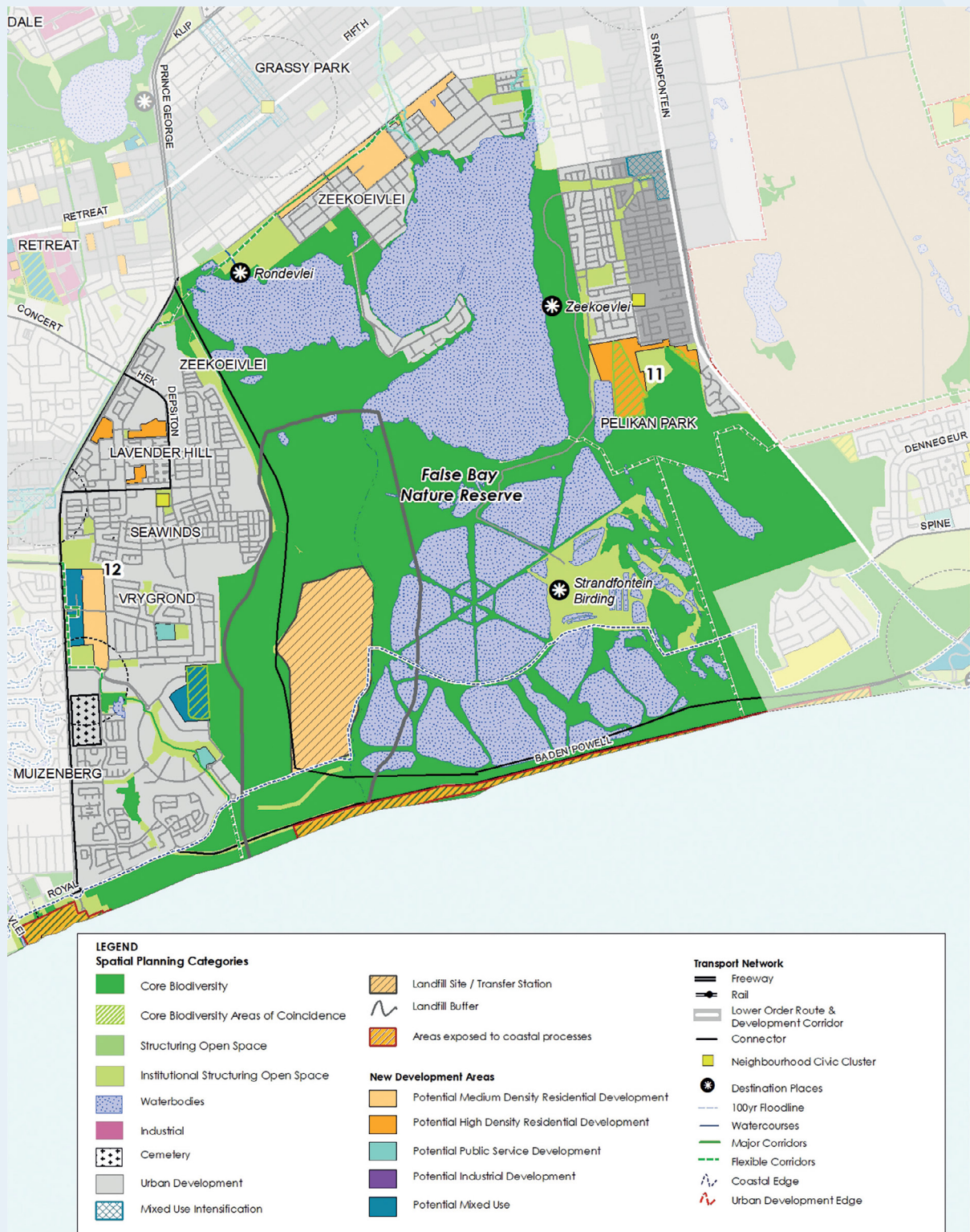
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| e) Ensure positive interface with parks and open spaces. | <ol style="list-style-type: none"> <li>1. Protect and maintain the green network linkages.</li> <li>2. Ensure positive interface between development and green open spaces and green corridors. Promote active edges and do not support blank facades onto the public open spaces.</li> <li>3. Prevent development encroachment into green open spaces.</li> <li>4. Protect public pedestrian routes and public access to natural assets, including the coast, mountains, rivers and other public open space.</li> <li>5. Protect aesthetics of a space and visual connection to natural features, and integrity of ridgelines.</li> </ol> |
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#### SUBDISTRICT 5: MUIZENBERG EAST TO PELICAN PARK: NDAS

| SPATIAL DEVELOPMENT OBJECTIVES (WHAT AND WHY) IN TERMS OF THE DISTRICT SDP                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | SUPPORTING LAND USE GUIDELINES (HOW AND WHERE?)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
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| <b>Pelican Park Phase 2 (map reference 11)</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| <p>a) A new mixed-use development (Pelican Park) comprising two phases is envisaged on portions of well-located land east of the False Bay Nature Reserve (FBNR) and adjoining Strandfontein Road; with phase 1 having been successfully completed, the planning for phase 2 has started.</p> <p>b) Phase 2 comprises a proposed development with a stronger residential character than Phase 1, with smaller concentrated mixed-use and commercial areas.</p> <p>c) <b>Development opportunities</b></p> <ul style="list-style-type: none"> <li>• High-density residential development and the site is well located along Strandfontein Road.</li> </ul> <p>d) <b>Development constraints</b></p> <ul style="list-style-type: none"> <li>• Environmental sensitivities have to be taken into consideration.</li> </ul> | <ol style="list-style-type: none"> <li>1. Development of Phase 2 of Pelican Park <ol style="list-style-type: none"> <li>i. Permit two- to three-storey medium-density development mixed uses.</li> <li>ii. Encourage positive interfaces with open space adjacent to False Bay Nature Reserve, including two- to three-storey development that fronts onto/faces open spaces adjacent to the vlei.</li> <li>iii. Promote erection of visually permeable fencing between developments and the open space.</li> <li>iv. Encourage gateways/public access points into open space from new development.</li> </ol> </li> <li>2. Encourage the creation of walkways and cycleways within open space corridor.</li> <li>3. Adequate open space should be provided for, and open space links are proposed between the False Bay Nature Reserve and the PHA (a positive interface should be created between these links and the adjacent residential and mixed-use development).</li> <li>4. Appropriate mitigation for the loss of endangered Cape Flats Dune Strandveld should occur.</li> </ol> |

| SUBDISTRICT 5: MUIZENBERG EAST TO PELICAN PARK: NDAS                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
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| SPATIAL DEVELOPMENT OBJECTIVES (WHAT AND WHY) IN TERMS OF THE DISTRICT SDP                                                                                                                                                                                                                                                                                                                                                                                                                                                      | SUPPORTING LAND USE GUIDELINES (HOW AND WHERE?)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| <b>Prince George Drive (Erven 82483, 82490, 82491, 82498, et al.) (map reference 12)</b>                                                                                                                                                                                                                                                                                                                                                                                                                                        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| <p>a) Significant opportunity is presented by the undeveloped and underutilised City-owned land adjacent to the M5 freeway and opposite the Marina da Gama development.</p> <p>b) Development opportunities</p> <ul style="list-style-type: none"> <li>• A mixed-use development of medium density is envisaged.</li> </ul> <p>c) Development constraints</p> <ul style="list-style-type: none"> <li>• Some environmental sensitivities and</li> <li>• hydrological aspects that will have to be taken into account.</li> </ul> | <ol style="list-style-type: none"> <li>1. New development is proposed that includes mixed- use and residential components.</li> <li>2. The location of a mixed-use zone is proposed along the highly exposed Prince George Drive edge and opposite the Capricorn Shopping Centre node.</li> <li>3. A medium-density residential component is proposed east of the proposed mixed-use development and west of the existing urban development.</li> <li>4. A north-south green corridor should be retained to perform important ecological functions as well as local recreation spaces and accommodate pedestrian linkages.</li> </ol> |





**Figure 20:** Muizenberg East to Pelican Park subdistrict

## 4.6 Subdistrict 6: Strandfontein and environs

The Strandfontein and environs subdistrict is bound by the edge of the PHA towards the north, the Rocklands residential area towards the east, the coastline towards the southern edge and False Bay Nature Reserve towards the western edge. It includes the Pelican Heights residential area and is then further bound by Strandfontein Road where it connects with the edge of the PHA. The area is predominantly characterised by medium-density residential and it has large pockets of important CBA. The subdistrict includes sections (or part thereof) of False Bay Nature

Reserve and natural dune systems. Strandfontein has also been earmarked as a coastal node, which is usually associated with forms of development that support their function as a point of attraction, without detracting from it. Spine Road has been identified as an important connector road in this subdistrict and appropriate urban development/densification along this route should be promoted. The subdistrict has multiple strategic sites that have been identified for potential urban development as well as human settlements projects.

### SUBDISTRICT 6: STRANDFONTEIN AND ENVIRONS: CHANGES IN LAND USE AND FORM

| SPATIAL DEVELOPMENT OBJECTIVES (WHAT)                                                                                                                                                                                                                                                                                                                                                    | SUPPORTING LAND USE GUIDELINES (HOW AND WHERE)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
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| <p>a) Improve access to, and the functionality and intensity of use of Strandfontein coastal node, 'meeting the coast' and the creation of a 'special place' destination.</p> <p>b) Greater diversity and intensity of land uses in areas immediately surrounding the Strandfontein coastal node (aligned with proposals contained in any approved more recent plans for this area).</p> | <ol style="list-style-type: none"> <li>1. Residential development is promoted in the proposed mixed-use urban node area south of Baden Powell Drive.</li> <li>2. A greater mix and intensity of land uses are encouraged within and surrounding the existing Strandfontein resort area as per the approved development area for this coastal urban node area.</li> <li>3. Encourage rationalising underutilised open space to improve its functionality (retain what is essential, but dispose of that which is unusable). Promote a hierarchy of functional open space (biodiversity conservation areas, sports facilities, local play parks and combinations of these functions).</li> <li>4. Retain the Strandfontein Sports Complex and encourage urban development adjacent to that facility to create a well-defined positive edge to the sports complex, and also encourage development to face onto the sports complex.</li> <li>5. Ensure any redevelopment adjacent to all open space and agricultural areas includes a positive urban interface. This includes development orientated towards these areas, visually permeable boundary walls or fences, and overlooking surveillance (i.e. preferably at least two storeys).</li> </ol> |
| <p>c) Reinforce Spine Road as the highest order and key 'connector' route through the Strandfontein area, by ensuring its mobility function is retained but encouraging greater development intensification at key points along the route.</p>                                                                                                                                           | <ol style="list-style-type: none"> <li>1. Further economic activity and residential densification, along with improved street interfaces, are encouraged along Spine Road.</li> <li>2. Intensification of economic activities and residential densification are encouraged at locations where access routes intersect with Spine Road.</li> <li>3. Service roads adjacent to Spine Road are encouraged so as to retain the mobility function of Spine Road.</li> <li>4. Concentrate future higher-order facilities in clusters along Spine Road.</li> </ol>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |

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| d) Increased residential densities and diversity of residential opportunities in specific locations within Strandfontein.                    | <ol style="list-style-type: none"> <li>1. Encourage more intense, medium-density developments around facilities and hubs and along key structuring routes such as Dennegeur Road.</li> <li>2. Permit greater densification to create a greater variety and choice of types of accommodation. Low-key densification throughout the area can occur through smaller erf sizes, subdivisions, double dwellings, and second and third dwellings.</li> </ol> |
| e) Protection of the coastal zone and related ecologically valuable areas, while allowing for nodal development within zones of opportunity. | <ol style="list-style-type: none"> <li>1. Restrict development south of Baden Powell Drive. Urban development will not be permitted south of Baden Powell Drive (except within the identified Strandfontein coastal node extent).</li> <li>2. Retain and enhance Baden Powell Drive as a scenic route. Future development in proximity to this route should be in line with proposals in the scenic drives policy.</li> </ol>                          |
| f) Retain east-west biodiversity/ ecological corridor.                                                                                       |                                                                                                                                                                                                                                                                                                                                                                                                                                                        |

#### SUBDISTRICT 6: STRANDFONTEIN AND ENVIRONS: NDAS

##### SPATIAL DEVELOPMENT OBJECTIVES (WHAT AND WHY?) IN TERMS OF THE DISTRICT SDP

##### SUPPORTING LAND USE GUIDELINES (HOW AND WHERE?)

#### Strandfontein East (Erven: 21202, 47731) (map reference 13)

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| <p>a) <b>Future use</b><br/>Proposed infill development.</p> <p>b) <b>Development opportunities</b><br/>The proposed infill development should have mixed-use of medium density residential, commercial and community facilities.</p> <ul style="list-style-type: none"> <li>• Vacant land</li> <li>• State-owned (City of Cape Town)</li> <li>• Direct access to Spine Road</li> <li>• Single residential development to the east, west and south of the site – existing infrastructure.</li> </ul> <p>c) <b>Development constraints</b></p> <ul style="list-style-type: none"> <li>• A vast portion of the site is a biodiversity site of coincidence and green infrastructure network.</li> <li>• Vesuvius Way Conservation Area lies north of the site.</li> </ul> | <ol style="list-style-type: none"> <li>1. Support a mixed-use development to include medium-density residential and some commercial and community facilities fronting Spine Road.</li> <li>2. The biodiversity corridor should be included with location and width to be determined through detailed application assessment processes. It should then be ensured that an appropriate development interface adjacent to this corridor is achieved (re-visually permeable boundary walls or fences, and overlooking surveillance (i.e. preferably at least two storeys).</li> <li>3. The extent of development to be considered will be determined by the applicable planning processes inclusive of specialist studies such as EIA, TIA, HIA, bulk service capacities, etc.</li> <li>4. The buffer area of the applicable sites may have an impact on the extent of the developable portion of the site, as there is a conservation area north of the site and multiple protected areas with significant environmental value, which needs to be taken into consideration.</li> </ol> |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|



| SUBDISTRICT 6: STRANDFONTEIN AND ENVIRONS: NDAS                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| SPATIAL DEVELOPMENT OBJECTIVES (WHAT AND WHY?) IN TERMS OF THE DISTRICT SDP                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | SUPPORTING LAND USE GUIDELINES (HOW AND WHERE?)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| <b>Strandfontein (Erven 1212-RE, 21168) (map reference 14)</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| <p>a) <b>Future use</b></p> <ul style="list-style-type: none"> <li>The envisioned opportunity is the delivery of full, A-grade civil engineering services and electrical reticulation to establish an integrated urban environment enhancing social and economic opportunities in an area located far away from such opportunities.</li> </ul> <p>b) <b>Development opportunities</b></p> <ul style="list-style-type: none"> <li>Establishing a greater diversity and intensity of land uses on underdeveloped state-owned land.</li> <li>Reinforcing Spine Road as the highest order and key development route.</li> <li>Supporting Baden Powell Drive as a scenic route with the protection of valuable ecological areas.</li> <li>Providing formal housing opportunities to the residents currently living in informal structures on the housing development site, but not to them only.</li> <li>Developing appropriate residential densities and diversity of residential opportunities: market, GAP, incremental, etc.</li> </ul> <p>c) <b>Development constraints</b></p> <ul style="list-style-type: none"> <li>Capacity of bulk services (including narrow southern Strandfontein Road link)</li> <li>Environmental: Predicted future increased sea storm surge and sea levels along the coastline part of the site. This may also seriously impact Baden Powell Drive in future. Extensive dynamic wind-blown dune area east of the resort.</li> <li>Lack of public transport provision to an isolated site.</li> </ul> | <ol style="list-style-type: none"> <li>Maintain an east-west biodiversity corridor north of Baden Powell Drive by limiting any urban development north of this road and south of the sports fields complex, erf 21168, and the eastern extent of erf 1212-rem adjacent to Spine Road.</li> <li>Restrict urban development south of Baden Powell Drive except within an approved Strandfontein urban node extent.</li> <li>New development is proposed that should include mixed-use and residential components.</li> <li>Where possible, encourage private sector development of these areas, provided that key demands of the area (e.g. residential segment demands) and broad development parameters for public areas are generally met.</li> <li>The extent of development to be considered will be determined by the applicable planning processes. The location, nature and scale of these future development components are to be guided by an approved development framework and site development plan for this specific area (inclusive of specialist studies such as EIA, TIA, HIA, bulk service capacities, etc.)</li> </ol> |

### Strandfontein coastal node (map reference 15)

#### a) Future use

- Mixed-use urban development including primarily recreation-orientated commercial and residential development.

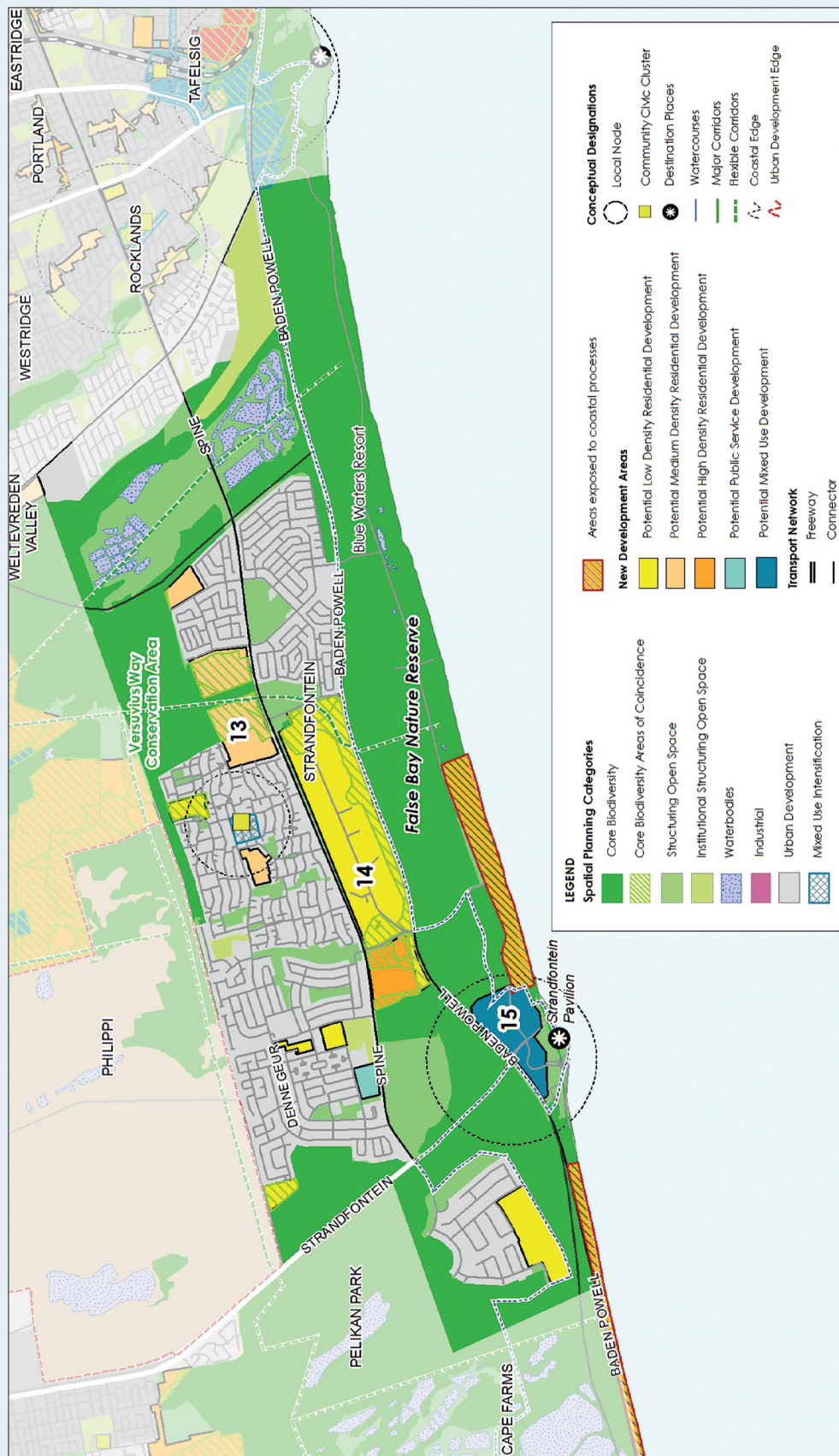
#### b) Development opportunities

- Buy-in from the local community (including the wider district area).
- Opportunity to create the thresholds for a viable and vibrant coastal node, integrating coastal resort with other parts of Strandfontein.

#### c) Development constraints

- The NDA is situated within the coastal edge, currently indicated as a notional line. This coastal edge amendment (from the 2012 District Plan) is endorsed by the City's Environmental Management Department, and will eventually be submitted to the Provincial Government for approval (the DSDF and MSDF will then be retrospectively adjusted again, once the gazetted CE is available, as more information will become available pertaining to;
  - significant environmental, social and economic challenges;
  - market conditions continuously evolving; and
  - infrastructure requirements (the site is isolated from surrounding development).

1. The location, nature and scale of these future development components are to be guided by an approved development framework and site development plan for this specific area.
2. The realignment of the coastal edge should be supported to include sustainable mixed-use urban development opportunities within the urban fabric as informed by specialist environmental and infrastructure studies.
3. Potential mixed-used development should seek to find a balance between –
  - i. maximising mixed-use development opportunity with a cohesive landscape intervention in service of ecology and recreation.
  - ii. dense housing opportunities for the GAP to middle- income families.
  - iii. a walkable environment – where parking is accommodated in basement arrangements and clear linkages with surrounding urban areas.
  - iv. integration of the site's infrastructure with ecologically driven landscape.



**Figure 21:** Strandfontein and environs subdistrict





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



| TERM              | DEFINITION                                                     |
|-------------------|----------------------------------------------------------------|
| <b>dBA</b>        | Noise level measured in decibel                                |
| <b>DEA&amp;DP</b> | Department of Environment Affairs and Development Planning     |
| <b>DGA</b>        | Discouraged growth areas as per the MSDF                       |
| <b>DMS</b>        | Development Management Scheme                                  |
| <b>DOT</b>        | Department of Transport (National)                             |
| <b>du/ha</b>      | Dwelling units per hectare (density measure)                   |
| <b>DWS</b>        | Department of Water and Sanitation                             |
|                   |                                                                |
| <b>ECAMP</b>      | Economic Areas Management Programme                            |
| <b>ECD</b>        | Early childhood development                                    |
| <b>EIA</b>        | Environmental impact assessment                                |
| <b>EIMZ</b>       | Environmental impact management zone                           |
| <b>EIP</b>        | Environmental implementation plan                              |
| <b>EMF</b>        | Environmental Management Framework                             |
| <b>EMP</b>        | Environmental Management Plan (in terms of section 11 of NEMA) |
|                   |                                                                |
| <b>FLISP</b>      | Finance-Linked Individual Subsidy Programme                    |
|                   |                                                                |
| <b>GABS</b>       | Golden Arrow Bus Service                                       |
| <b>GIS</b>        | Geographic information system                                  |
|                   |                                                                |
| <b>HIA</b>        | Heritage impact assessment                                     |
| <b>HSS</b>        | Human Settlements Strategy                                     |
|                   |                                                                |
| <b>ICMA</b>       | Integrated Coastal Management Act                              |
| <b>ICT</b>        | Information and communication technology                       |
| <b>IDA</b>        | Incremental development areas                                  |
| <b>IDP</b>        | Integrated Development Plan (in terms of the MSA)              |
| <b>IDZ</b>        | Industrial development zone                                    |
| <b>IEM</b>        | Integrated environmental management                            |
| <b>IGA/IGCA</b>   | Incremental growth and consolidation areas as per the MSDF     |
| <b>IHSF</b>       | Integrated Human Settlements Framework                         |
| <b>IKNEP</b>      | Integrated Koeberg Nuclear Emergency Plan                      |
| <b>IPDF</b>       | Infrastructure Planning and Delivery Framework                 |
| <b>IPPs</b>       | Independent power producers                                    |
| <b>IPTN</b>       | Integrated Public Transport Network                            |
| <b>IRDPA</b>      | Integrated Residential Development Programme                   |

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

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



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

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

| TERM                                                            | DEFINITION                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
|-----------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>ACTIVE INTERFACE</b>                                         | 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.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| <b>ADAPTATION</b>                                               | 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.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| <b>AFFORDABLE HOUSING</b>                                       | 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. |
| <b>ALTERNATIVE ENERGY</b>                                       | 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.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| <b>AQUIFER</b>                                                  | 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.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| <b>AQUIFER PROTECTION ZONE (OR GROUNDWATER PROTECTION ZONE)</b> | 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                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
|-------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>AREAS OF AGRICULTURAL SIGNIFICANCE</b> | 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. |
| <b>AREAS OF COINCIDENCE</b>               | Areas where there are compelling urban efficiency, social and economic reasons to pursue development and where core biodiversity may be impacted as a result.                                                                                                                                                                                                                                                                                                            |
| <b>BACKYARD DWELLING</b>                  | 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.                                                                                                                                                                                                                                                                 |
| <b>BIODIVERSITY</b>                       | 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.                                                                                                                                                                                                                                                |
| <b>BIODIVERSITY NETWORK (BIONET)</b>      | 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.                                                                                                                                                                                                                                                 |
| <b>BIOREGION</b>                          | 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).                                                                                                                                                                                      |
| <b>BIOREGIONAL PLAN</b>                   | 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.                                                                                                                                                                       |
| <b>BIOSPHERE RESERVE</b>                  | 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.                                                                                                                                                                                                                            |
| <b>BROWNFIELD INTENSIFICATION</b>         | 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.                                                                          |
| <b>BULK ENGINEERING SERVICES</b>          | 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).                                                                                                                                      |
| <b>BUSINESS NODE</b>                      | 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                                                                                                                                                                                                                                                                                                                                                                                                                           |
|----------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>CARBON NEUTRAL</b>            | 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.                                                                                                  |
| <b>CARBON SEQUESTRATION</b>      | The process by which carbon sinks remove carbon dioxide (CO <sup>2</sup> ) from the atmosphere.                                                                                                                                                                                                                                                                                                                                      |
| <b>CARBON SINK</b>               | Anything that absorbs more carbon from the atmosphere than it releases, including plants, the ocean and soil.                                                                                                                                                                                                                                                                                                                        |
| <b>CEMETERY</b>                  | 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.                                                                                                                                                                                                                                                                                       |
| <b>CHARACTER (OF A PLACE)</b>    | 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                                                                                                                                                                                                                                                               |
| <b>CIRCULAR ECONOMY</b>          | 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). |
| <b>CIVIC CLUSTERS</b>            | 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.                                                                                                                                                                                                                                    |
| <b>CIVIC PRECINCT</b>            | Concentration of public facilities (e.g. schools, clinics, hospitals, parks, city hall, courthouses, post offices, etc.) located in close proximity.                                                                                                                                                                                                                                                                                 |
| <b>CLIMATE CHANGE</b>            | 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).                                                                                                                                                                                                                                                                                |
| <b>CLIMATE CHANGE ADAPTATION</b> | 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).                                                                                                             |
| <b>CLIMATE CHANGE MITIGATION</b> | A human intervention to reduce emissions or enhance the sinks of greenhouse gases in the context of climate change.                                                                                                                                                                                                                                                                                                                  |
| <b>COASTAL DEFENCE</b>           | 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.                                                                                                                                                                                                               |
| <b>COASTAL EDGE</b>              | 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                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
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| <b>COASTAL INUNDATION AREAS ON CLIMATE CHANGE MAP</b> | 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.                                                                                                                                                                                                                                                                    |
| <b>COASTAL NODE</b>                                   | Concentrated development at a specific coastal location.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| <b>COASTAL PROCESSES</b>                              | 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.                                                                                                                                                                                                                                                                                                                                                                                                                      |
| <b>COMMERCIAL</b>                                     | 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.                                                                                                                                                                                                                                                                     |
| <b>COMMUNITY FACILITIES</b>                           | 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.                                                                                                                                         |
| <b>COMMUNITY PARK</b>                                 | 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.                                                                                                                                                                                                                                                                                                                                                                                                 |
| <b>CONNECTIVE INFRASTRUCTURE</b>                      | Network infrastructure and services that enhance the accessibility and growth potential of nodes, including public transport, broadband and bulk infrastructure.                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| <b>CONNECTOR ROUTE</b>                                | 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. |
| <b>CONSTRAINED LAND</b>                               | 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.                                                                                                                                                             |
| <b>CONTEXT</b>                                        | 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.                                                                                                                                                                                                                                                                                                                                              |
| <b>CRITICAL BIODIVERSITY AREA (CBA)</b>               | 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                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
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| <b>CRITICAL ECOLOGICAL SUPPORT AREA (CESA)</b> | 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.                                                                                                                                                                                                                         |
| <b>CRITICAL NATURAL ASSET (CNA)</b>            | 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.                                                                                                                                                                                                                                                                            |
| <b>CULTURAL LANDSCAPE</b>                      | Sites, areas, places, settlements and urban and rural landscapes of historical significance, vistas and scenic beauty and places of spiritual, cultural and historic significance.                                                                                                                                                                                                                                                                                                                                                                                                  |
| <b>DECARBONISATION</b>                         | 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.                                                                                                                                                                                                                                                                                                                                                             |
| <b>DENSIFICATION</b>                           | 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.                                                                                                                                                                                                                                                                                                                                                                               |
| <b>DESTINATION PLACE</b>                       | 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.                                                                                                                                                                                                                                                                                          |
| <b>DEVELOPABLE LAND</b>                        | Land falling inside the urban edge of 2016, which was neither developed nor constrained.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| <b>DEVELOPMENT CHARGES (DCS)</b>               | 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. |
| <b>DEVELOPMENT CORRIDOR</b>                    | 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                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
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| <b>DEVELOPMENT FOCUS AREAS (DFAs)</b>                | 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).                                                                                                                                                                                                                    |
| <b>DEVELOPMENT MANAGEMENT SCHEME (DMS)</b>           | A scheme consisting of scheme regulations and a register with (or without) a zoning map.                                                                                                                                                                                                                                                                                                                                                                                                   |
| <b>DEVELOPMENT ROUTE</b>                             | 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.                                        |
| <b>DISTRICT NODE</b>                                 | 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).                                                                                                          |
| <b>DISTRICT/ REGIONAL PARK</b>                       | 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. |
| <b>DISTRICT SPATIAL DEVELOPMENT FRAMEWORK (DSDF)</b> | 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).                                                                                                                                                                                                                                                    |
| <b>DIVERSIFICATION OF LAND USE</b>                   | Refers to a mixture of land uses in an area. Refer to Technical Supplement B.                                                                                                                                                                                                                                                                                                                                                                                                              |
| <b>ECOLOGICAL BUFFER</b>                             | Strip of land adjacent to a watercourse, wetland or vlei, required for the protection and enhancement of aquatic and riparian ecosystem integrity and functioning.                                                                                                                                                                                                                                                                                                                         |
| <b>ECOLOGICAL SERVICES</b>                           | 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.                                                                                                                                                             |
| <b>ECONOMIC AGGLOMERATION</b>                        | 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                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
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| <b>ECONOMIC POTENTIAL AREAS</b>         | Areas anchored by 'opportunity' or 'growth' business nodes that exhibit an above-average location potential, and typically characterised by economic agglomeration.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| <b>ECOSYSTEM</b>                        | A dynamic complex of animal, plant and micro-organism communities and their non-living environment, interacting as a functional unit.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| <b>ECOSYSTEM SERVICES</b>               | <p>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.</p> <ol style="list-style-type: none"> <li>1. Provisioning services are the benefits to people that can be extracted from nature, e.g. food and water.</li> <li>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.</li> <li>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.</li> <li>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.</li> </ol> |
| <b>EMPLOYED</b>                         | Persons who work for pay; profit or family gain in the reference period.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| <b>ENVIRONMENTAL FOCUS AREAS (EFAs)</b> | 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).                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| <b>EXTERNAL ENGINEERING SERVICE</b>     | 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.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| <b>FIRE RISK LINES</b>                  | 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.                                                                                                                                                                                         |
| <b>FLOODLINE</b>                        | A line on a map depicting water levels likely to be reached by a flood having a specified recurrence interval.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |



| TERM                                                    | DEFINITION                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
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| <b>FLOOR FACTOR (FF)</b>                                | 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.                                                                                                                                                                                                                                                                                                                         |
| <b>FOOD SECURITY</b>                                    | 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]. |
| <b>FOOD SECURITY ASSETS</b>                             | Any space, resource or process that contributes to achieving food security.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| <b>FOOD-SENSITIVE PLANNING</b>                          | 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. |
| <b>FORM</b>                                             | The layout (structure and urban grain), density, scale (height and massing), appearance (materials and details) and landscape of development.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| <b>FUNCTIONAL AREA (FOR THE PURPOSE OF THE CITP)</b>    | 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.                                                                                                                                                                                                                                                |
| <b>FUNCTIONAL AREA (FOR THE PURPOSE OF THE GCMRSIF)</b> | Functional area to be defined in terms of the Greater Cape Metropolitan Regional Spatial Implementation Framework.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| <b>GAP HOUSING</b>                                      | 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.                                                                                                                                                                                                                                                                                                                                                                                                               |
| <b>GATEWAYS</b>                                         | 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.                                                                                                                                                                                                                                                                                                    |
| <b>GREEN ECONOMY</b>                                    | 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                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
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| <b>GREEN INFRASTRUCTURE (GI)</b>            | 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.                                                                                                                                                                                                                                                                                                                                 |
| <b>GREEN INFRASTRUCTURE CORRIDORS</b>       | 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.                                                                                                                                                                                                                                 |
| <b>GREEN INFRASTRUCTURE NETWORK (GINET)</b> | 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. |
| <b>GREEN INFRASTRUCTURE PROGRAMME (GIP)</b> | 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.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| <b>GROSS BASE DENSITY</b>                   | 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.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| <b>GROSS LETTABLE AREA (GLA)</b>            | 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: <ul style="list-style-type: none"> <li>(a) all exclusions from the definition of floor space;</li> <li>(b) toilets;</li> <li>(c) lift shafts, service ducts, vertical penetrations of floors;</li> <li>(d) lift motor rooms and rooms for other mechanical equipment required for the proper functioning of the building;</li> <li>(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</li> <li>(f) interior parking and loading bays.</li> </ul>                                                                                                   |

| TERM                                           | DEFINITION                                                                                                                                                                                                                                                                 |
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| <b>GROWTH NODE</b>                             | A business node that exhibits above-average market performance and above-average location potential as measured by the City's ECAMP Diagnostic Model.                                                                                                                      |
| <b>HERITAGE CONSERVATION AREA</b>              | 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).                                   |
| <b>HERITAGE EXEMPTION AREA</b>                 | 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.                                                                                   |
| <b>HERITAGE INVENTORY</b>                      | Compiled by the local authority (in this case the City) and contains all heritage resources within its area of jurisdiction.                                                                                                                                               |
| <b>HERITAGE PROTECTION OVERLAY ZONE (HPOZ)</b> | 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.                                                                    |
| <b>HERITAGE REGISTER</b>                       | 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.                                                                                    |
| <b>HERITAGE RESOURCE</b>                       | 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.             |
| <b>HISTORIC URBAN LANDSCAPE</b>                | An urban landscape that has been formed over time and that is characterised by historical layering of architectural features and cultural values.                                                                                                                          |
| <b>HOUSEHOLD</b>                               | 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.                                            |
| <b>INCLUSIONARY HOUSING</b>                    | 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.) |
| <b>INCREMENTAL DENSIFICATION</b>               | 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.                                                                                                     |
| <b>INSTITUTIONAL OPEN SPACE</b>                | 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.          |
| <b>INTERNAL ENGINEERING SERVICES</b>           | 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                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
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| <b>INWARD GROWTH</b>                   | Urban development that occurs within the existing urban footprint and infill development of developable land within the current urban periphery.                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| <b>IRT FEEDER ROUTE</b>                | A secondary and usually smaller carrying route of an integrated rapid transit system that feeds the main trunk route.                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| <b>IRT TRUNK ROUTE</b>                 | A primary carrying route of an integrated rapid transit system with a higher than average large travel demand.                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| <b>LABOUR ABSORPTION RATE</b>          | Employed persons as a percentage of the working age population.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| <b>LABOUR FORCE</b>                    | Employed persons plus unemployed persons.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| <b>LABOUR FORCE PARTICIPATION RATE</b> | Labour force as a percentage of the working age population.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| <b>LAND CONSUMPTION</b>                | The rate of conversion from developable to developed land, premised on the definition of each.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| <b>LAND DEVELOPMENT</b>                | 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.                                                                                                                                                                                                                                 |
| <b>LAND REDISTRIBUTION</b>             | 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.                                                                                                                                                                                                                                                                                                                                                                                                |
| <b>LAND REFORM</b>                     | Encompasses three interrelated components, namely land restitution, land tenure and land redistribution.                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| <b>LAND UNIT</b>                       | 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'.                                                                                                                                                                                                                                                           |
| <b>LAND USE INTENSIFICATION</b>        | 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.                                                                                                                                                                                                                                          |
| <b>LOCATION POTENTIAL</b>              | 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                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
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| <b>MARGINALISED AREAS</b>                    | 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.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| <b>MARINE PROTECTED AREA/NO-TAKE ZONES</b>   | 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.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| <b>MARKET FAILURE</b>                        | 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. |
| <b>MARKET PERFORMANCE</b>                    | 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.                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| <b>METROPOLITAN NODE</b>                     | 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).                                                                                                                                                                                                                                                                                                                |
| <b>METROPOLITAN OPEN SPACE SYSTEM (MOSS)</b> | 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.                                                                                                                                                                                                                                                            |
| <b>MITIGATION (CLIMATE CHANGE)</b>           | In the context of climate change, mitigation is a human intervention to reduce emissions or enhance the sinks of greenhouse gases.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| <b>MIXED LAND USE</b>                        | 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.                                                                                                                                                                                                                                                                                                                                                                                         |
| <b>MOBILITY</b>                              | The ease with which people can travel with minimal delay on a route.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| <b>MULTI-FUNCTIONAL</b>                      | 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                                                                                                                                                                                                                                                                                                                                                                                                                                             |
|---------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>MUNICIPAL FINANCIAL SUSTAINABILITY</b>   | 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.                                                                                                              |
| <b>NEIGHBOURHOOD PARK</b>                   | 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.                                                                                                                                                                                                          |
| <b>NET-ZERO CARBON BUILDING</b>             | 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.                                                                                                                                                                                               |
| <b>NEW DEVELOPMENT AREA (NDA)</b>           | 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. |
| <b>NODAL DEVELOPMENT</b>                    | Significant and concentrated development in terms of scale, location, impact, diversity and agglomeration of functions (facilities, services and economic activities).                                                                                                                                                                                                                                                                                 |
| <b>NON-MOTORISED TRANSPORT (NMT)</b>        | Transport modes that are not motorised, e.g. walking and cycling.                                                                                                                                                                                                                                                                                                                                                                                      |
| <b>NOT ECONOMICALLY ACTIVE</b>              | Persons who are neither employed nor unemployed (e.g. full-time students, retired persons and homemakers who do not want to work).                                                                                                                                                                                                                                                                                                                     |
| <b>NOXIOUS INDUSTRY</b>                     | 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.                                                                                               |
| <b>OPPORTUNITY NODE</b>                     | A business node that exhibits above-average location potential, but below-average market performance as measured by the City's ECAMP Diagnostic Model.                                                                                                                                                                                                                                                                                                 |
| <b>OTHER ECOLOGICAL SUPPORT AREA (OESA)</b> | Transformed (e.g. extensive agriculture) sites with conservation importance.                                                                                                                                                                                                                                                                                                                                                                           |
| <b>OTHER STRUCTURING OPEN SPACE</b>         | 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                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
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| <b>OVERLAY ZONE</b>                            | 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.                                                                                                                    |
| <b>PACKAGE-OF-PLANS</b>                        | 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.                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| <b>PERIOD</b>                                  | Refers to a period of time (date) when a place or area was established or developed.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| <b>POPULATION DENSITY</b>                      | The number of people per given area, e.g. square kilometre.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| <b>POPULATION GROWTH</b>                       | 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.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| <b>PRIORITY LOCAL FACILITATION AREA (PLFA)</b> | 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).                                                                                                                                                                                                                                                                                          |
| <b>PROPOSED HERITAGE OVERLAY ZONE (PHOZ)</b>   | 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." |
| <b>PUBLIC OPEN SPACE</b>                       | 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.                                                                                                                                                                                                                                                                                                         |
| <b>PUBLIC TRANSPORT INTERCHANGE (PTI)</b>      | Supports the transfer of public transport users between modes (rail/bus/taxi) but also functions to support economic activity.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |

| TERM                               | DEFINITION                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
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| <b>RESILIENCE</b>                  | 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.                                                                                                                                                                              |
| <b>RESORTS</b>                     | A place that is frequented for holidays or recreation or for a particular purpose.                                                                                                                                                                                                                                                                                                                                                                                                 |
| <b>RESOURCE EFFICIENCY</b>         | The rate at which finite and scarce resources are consumed relative to economic and population growth.                                                                                                                                                                                                                                                                                                                                                                             |
| <b>RISK ACTIVITY</b>               | 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.                                                                                                                                          |
| <b>RIVERS</b>                      | Include all quantities of water sources and courses and/or water sources as mentioned in both the Metropolitan and District Spatial Development Framework.                                                                                                                                                                                                                                                                                                                         |
| <b>ROOFSCAPE</b>                   | 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.                                                                                                                                                                                                                                                                                                                          |
| <b>RURAL LIVING ESTATES</b>        | Extensive land units (ranging in size) located inside the urban edge.                                                                                                                                                                                                                                                                                                                                                                                                              |
| <b>SCENIC DRIVE</b>                | 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.                                                                                                                                                                                                                                                                  |
| <b>SCENIC ROUTES</b>               | 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. |
| <b>SEA-LEVEL RISE</b>              | 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).                           |
| <b>SETTING</b>                     | 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.                                                                                                                                                                                                                                                                |
| <b>SIGNIFICANT NEGATIVE IMPACT</b> | 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                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
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| <b>SMALLHOLDING</b>               | 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.                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| <b>SPATIAL CONCEPT</b>            | A concept used to describe a particular set of spatial features (e.g. urban node, civic precinct).                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| <b>SPATIAL EFFICIENCY</b>         | The private and public benefit of urban development and attendant infrastructure, relative to its lifecycle cost.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| <b>SPATIAL TARGETING</b>          | 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.                                                                                                                                                                                                                                                                                                                                                                |
| <b>SPATIAL TRANSFORMATION</b>     | 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. |
| <b>SPECIAL/ DESTINATION PLACE</b> | A landmark or a location that forms a significant point or area of attraction that contributes to the unique identity of Cape Town.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| <b>STORM SURGE</b>                | An abnormal rise of water generated by a storm, over and above the predicted astronomical tides ( <a href="http://www.nhc.noaa.gov/surge/">http://www.nhc.noaa.gov/surge/</a> ).                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| <b>STREETSCAPE</b>                | 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.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| <b>STRIP DEVELOPMENT</b>          | Mixed-use development usually located along activity routes and activity streets and some developmental routes.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| <b>STRUCTURING ELEMENT</b>        | Spatial aspect that provides structure or form to urban development (e.g. a main road provides structure to which land uses respond).                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| <b>SUBPLACE</b>                   | 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.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| <b>SUBSIDISED HOUSING</b>         | Housing supplied in terms of the national Department of Housing's housing subsidy scheme.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |

| TERM                                      | DEFINITION                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
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| <b>TENURE BLIND DESIGN</b>                | 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.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| <b>TOURISM DEVELOPMENT AREAS</b>          | Refers to tourism areas that were identified in the 2004 Tourism Development Framework, which indicated where tourism activities took place (nodal hierarchy).                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| <b>TOWNSCAPE</b>                          | The distinguishing character of an urban area or urban landscape, usually relating to a neighbourhood or defined geographical area.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| <b>TRANSIT CORRIDORS</b>                  | 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.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| <b>TRANSIT-ORIENTED DEVELOPMENT (TOD)</b> | 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.                                                                                                                                                                                    |
| <b>UNEMPLOYED</b>                         | Persons who do not work, but who look for work and are available to work in the reference period.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| <b>UNEMPLOYMENT RATE</b>                  | Unemployed persons as a percentage of the labour force.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| <b>URBAN DEVELOPMENT</b>                  | 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. |
| <b>URBAN DEVELOPMENT EDGE (UDE)</b>       | 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                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
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| <b>URBAN DEVELOPMENT ZONE (UDZ)</b>         | 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.                                                                                                                                                                                                                                                         |
| <b>URBAN FOOTPRINT/ BUILT-UP/BUILT-AREA</b> | The total spatial extent of existing urban development.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| <b>URBAN HEAT ISLAND EFFECT</b>             | Where a metropolitan area is significantly warmer due to the heat absorbed by hard surfaces.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| <b>URBAN MANAGEMENT</b>                     | 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.                                                                       |
| <b>URBAN NODE</b>                           | 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).                                                                                                                                                                                                                                                                                                                                                                                                      |
| <b>URBAN RESTRUCTURING ZONE</b>             | 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.                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| <b>URBAN SUPPORT FOCUS AREAS (USFAs)</b>    | 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).                                                                                                                                                                                                                                                                   |
| <b>VULNERABILITY</b>                        | The degree to which a system or population is susceptible to, or unable to cope with, adverse events.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| <b>WATER-SENSITIVE CITY</b>                 | 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                                                                                                                                                                                                                                                                     |
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| <b>WATER-SENSITIVE URBAN DESIGN</b> | 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. |
| <b>WORKING-AGE POPULATION</b>       | Persons aged 15-64 years.                                                                                                                                                                                                                                                      |
| <b>WORLD HERITAGE SITE</b>          | A natural or man-made site, area, or structure recognised as being of outstanding universal value to humanity as recognised by UNESCO.                                                                                                                                         |
| <b>ZONING</b>                       | 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.                          |
| <b>ZONING SCHEME</b>                | 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