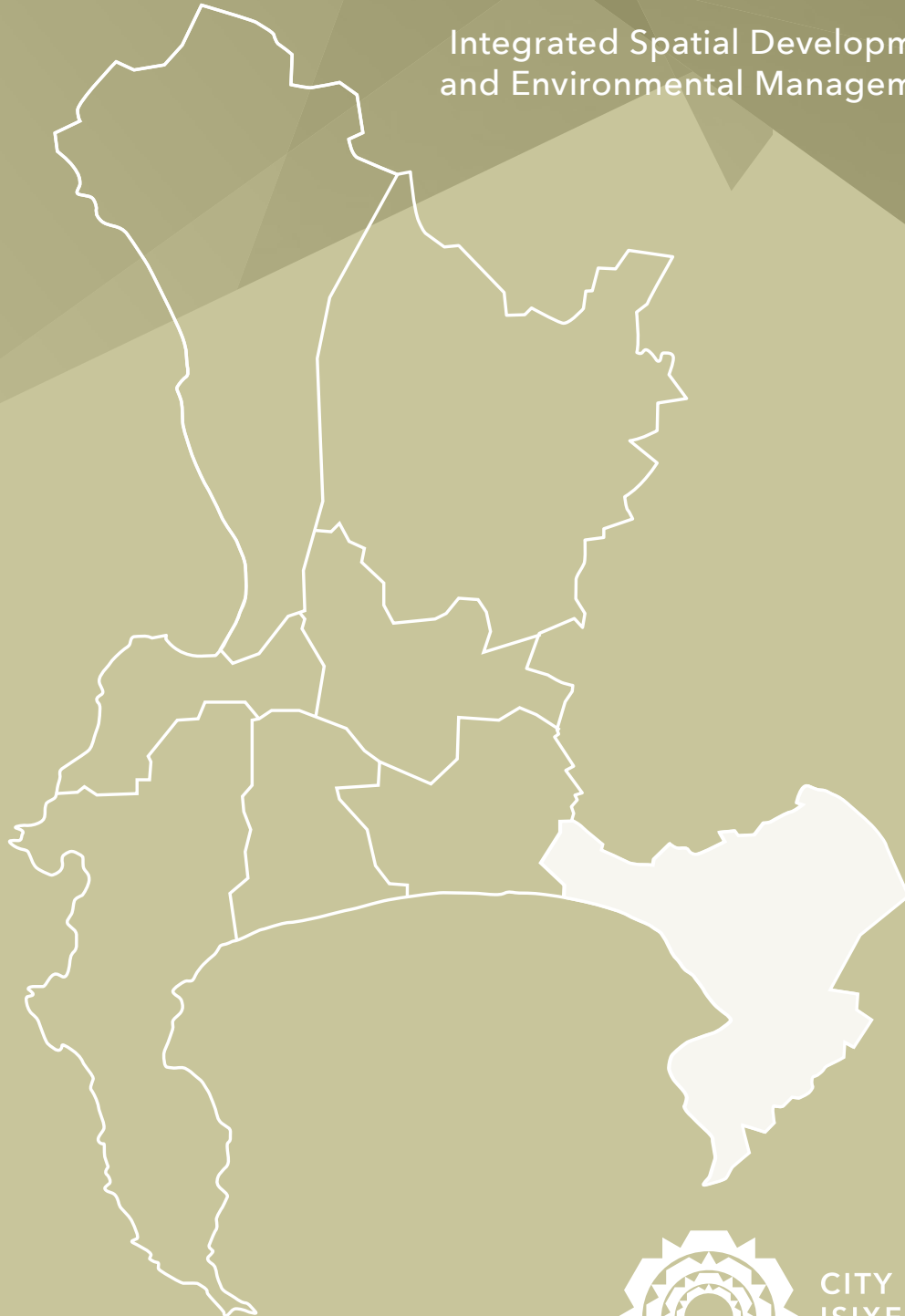


HELDERBERG DISTRICT PLAN VOLUME 2

TECHNICAL REPORT • JANUARY 2023

Integrated Spatial Development Framework
and Environmental Management Framework



CITY OF CAPE TOWN
ISIXEKO SASEKAPA
STAD KAAPSTAD

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MAKING PROGRESS POSSIBLE. TOGETHER.

JANUARY 2023



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

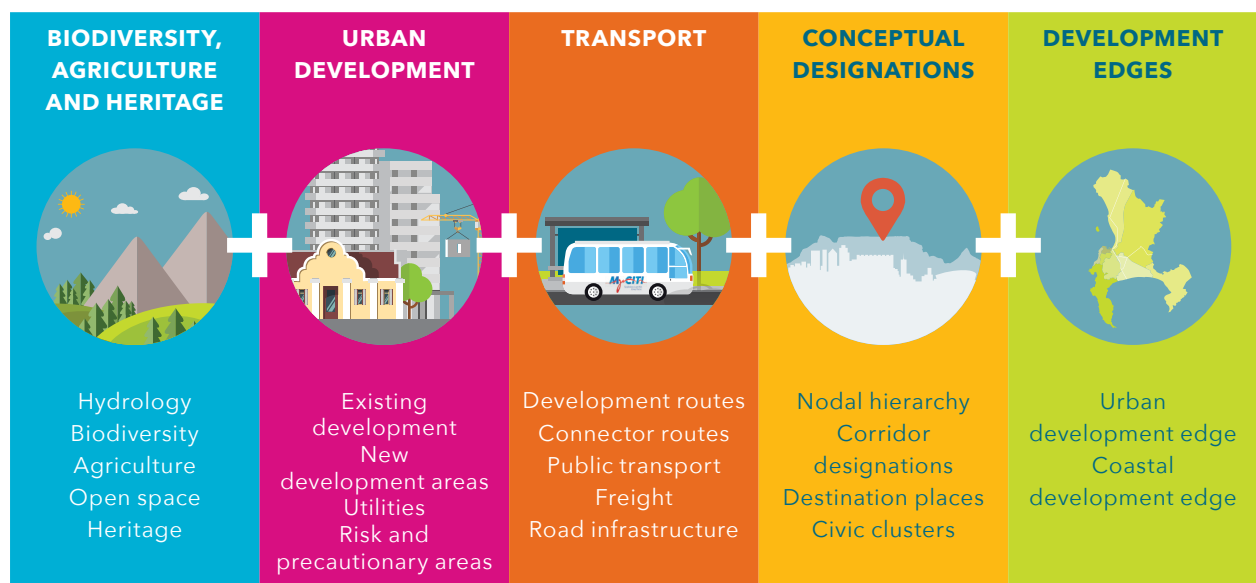
Please remember that this document deals with the long-term vision for your district and the related guidelines and projects to help us be in a position to achieve that vision. This document does not deal directly with maintenance aspects such as pipe bursts, the provision of street lights, etc. but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

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

The District Plan volume 2 document is structured as follows:

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

The components of the district development guidelines of the integrated DSDF and EMF document are shown below:



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

SECTION	PURPOSE AND FOCUS
1. INTRODUCTION	Outline of background and legislative status of SDF and EMF
2. SPATIAL OBJECTIVES	Sets out the overall direction, the principles and strategies governing the guidelines and proposals
2.1 Spatial Vision for 2030 and Beyond	The key structuring elements or spatial ideas for the structure and focus of interventions of the district
2.2 Spatial transformation areas (MSDF)	The four primary spatial transformation areas (STAs) that set out the basis for growth management through public investment
2.3 District spatial vision	Sets out the vision for the district
2.4 Role of the district	Explains the role of the district
2.5 Integrated district concept	Illustrates the main spatial ideas of the District Plan
2.6 Key interventions	Briefly describes the key interventions required to achieve the spatial objectives, as illustrated through the spatial vision and the spatial concept, and based on the role of the district
3. DISTRICT DEVELOPMENT GUIDELINES	- Application of the spatial concepts and structuring elements, as identified in section 2, to the district - Forms the 'broad level' guide to the desired future spatial form of the district and is supplemented by more detailed subdistrict land use guidelines in section 4
3.1 Spatial planning categories	- This includes development guidelines at a broad district scale for the major land areas in the district (e.g. natural, agricultural and urban areas). The categories are aligned to those adopted by the CTMSDF - Provides development guidance in relation to areas that may present a risk or limit land use or activities in the district (e.g. flood-prone areas, buffers associated with noxious uses)
3.2 Transport infrastructure and route designation	Provides direction to the desired positive functioning of land use/transport network to support the public transport network and the accessibility of social and economic opportunities in the district
3.3 Conceptual designations	Provides broad guidance in relation to spatial concepts that are not precisely spatially defined at the district scale (e.g. urban nodes, civic precincts, destination places). Land use and form implications may be detailed through local area plans
3.4 Urban development edges	Provides direction to urban growth in relation to the definition of development edges in the district

SECTION	PURPOSE AND FOCUS
4. SUBDISTRICT DEVELOPMENT GUIDELINES	- Supplements the SDF and EMF: district development guidelines with more detailed subdistrict development guidelines that provide further direction in terms of achieving desired spatial form at a local level - Reference is made to where more detailed local area plans exist and will continue to provide guidance to decision making

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

CONTENT ELEMENTS	GUIDE TO LOCATION OF CONTENT IN THE DISTRICT PLAN
- Identification of the area to which EMF applies - An indication of the conservation status of the area	Baseline information and analysis report
A description of how information was captured	Baseline information and analysis report
Identification of information gaps	Baseline information and analysis report
- Specification of the environmental attributes in the area as well as parts of the area to which attributes relate - Interrelationship and significance of the attributes	- Baseline information and analysis report - SDF and EMF report
Development pressures and trends, opportunities and constraints	Baseline information and analysis report
Description of the environmental (management) priorities in the area	District Plan report
- Information on activities that would have a significant impact on those attributes and those that would not - Information on activities that would be undesirable in the area or specific parts of the area	District Plan report
Management proposals and guidelines	District Plan report
The desired state of the environment	District Plan report
Revision schedule for the environmental management framework	District Plan report
A description of the public participation process including issues raised by I&APs	See public participation report in volume 4 to follow

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



1. INTRODUCTION AND BACKGROUND

This integrated District Spatial Development Framework (DSDF) and Environmental Management Framework (EMF) (hereafter referred to as the District Plan) form part of eight spatial plans developed for 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 Helderberg District Plan study area boundaries are based on the planning district boundaries and have not been amended.

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

It is made up of the towns of Macassar, Faure, Firgrove, Somerset West, Strand, Nomzamo, Lwandle, Sir Lowry's Pas's and Gordon's Bay, and is within easy driving distance from Stellenbosch and Hermanus. The Helderberg District study area boundaries are along Baden Powell Drive to the northwest, the boundaries of the jurisdictional area of CCT to the north and east, and the False Bay coastline to the south.

In general, the district is characterised by low-density residential suburbs, while higher-density housing developments are evident along the False Bay coast (Strand and Gordon's Bay) and in the lower-income areas of Macassar, Nomzamo and Lwandle, as well as Paardevlei (Heartlands area) and south of Somerset Mall (De Velde, etc.).



Figure 1: Helderberg 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.

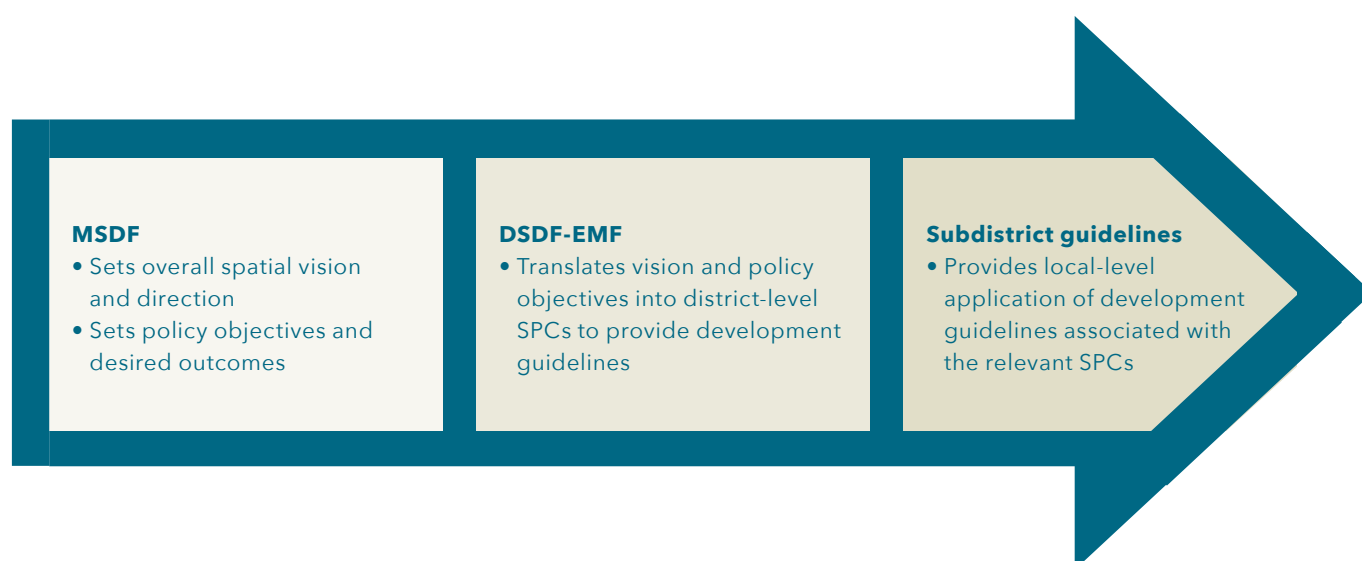


Figure 2: District SDF-EMF (District Plan) in relation to the MSDF and subdistrict guidelines

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

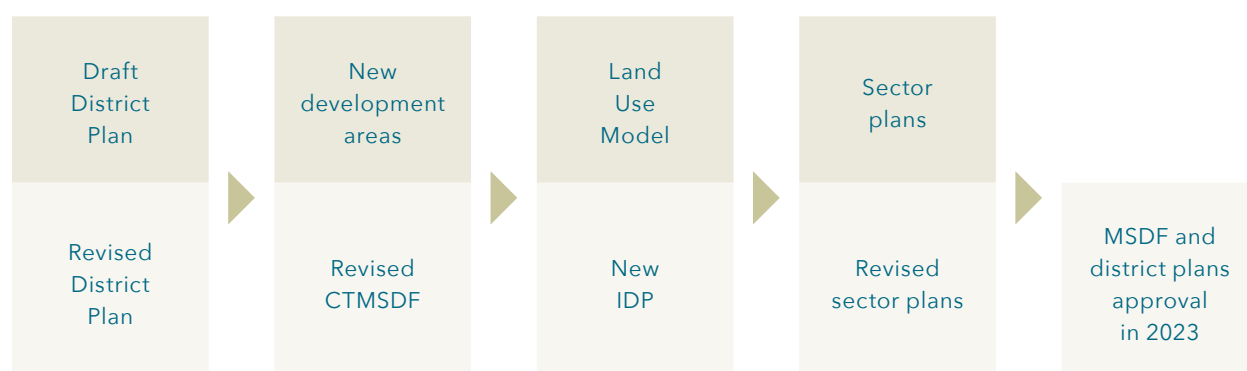
COMPONENT OF DISTRICT PLAN	SCOPE OF REVIEW	PERIOD
Integrated District SDF and EMF	Comprehensive	10 years
Spatial development framework: district development guidelines	Limited, focused on urban edge line	5 years (or annually to coincide with the annual IDP and CTMSDF technical reviews)
EMF (EIMZ)	Limited 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



THE HELDERBERG DISTRICT IS A VISUALLY STUNNING DISTRICT WITH THE MAGNIFICENT HOTTENTOTS HOLLAND AND HELDERBERG MOUNTAIN RANGES AS A BACKDROP AND THE BEAUTIFUL FALSE BAY COASTLINE TO THE SOUTH.

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 10);
- 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	• More low-income households will need to be accommodated with less government funding for housing provided • Subletting of land for income generation will become even more prevalent • Significant increase in the growth of informality – 1 200 ha of new informal settlement areas assumed and new boarding house typologies included • Most new residential developments will likely be multistorey • Residential infill and densification will continue in spite of intentions to target corridor densification along public transport corridors • Residential intensification will continue in spite of diminished formal economic opportunities (people still need a place to stay)
Non-residential departure points	• The inertia and limited relocation potential of non-residential land use are accepted • New industrial floor area, by and large, takes place in existing industrial areas, with office development also following similar agglomeration trends in existing office-dominant Economic Areas Management Programme (ECAMP) zones • Retail response is stronger to population thresholds, and will thus follow residential infill and intensification patterns • Technological advancements will continue to negatively impact demand for office, retail and manufacturing space • Greater demand for warehousing, co-work, and business process outsourcing (BPO) is envisaged • A greater demand for mixed-use buildings due to a need for more sustainable, smart buildings that are occupied for longer parts of the day

POPULATION 2020-2040



±1 752 740

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

RESIDENTIAL DWELLINGS/HHS



±630 264

Formal, informal/backyard dwellings

NON-RESIDENTIAL

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

±1 007 727

Retail (m² GLA)

±1 481 951

Office (m² GLA)

±3 650 764

Industrial (m² GLA)



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

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

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

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

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

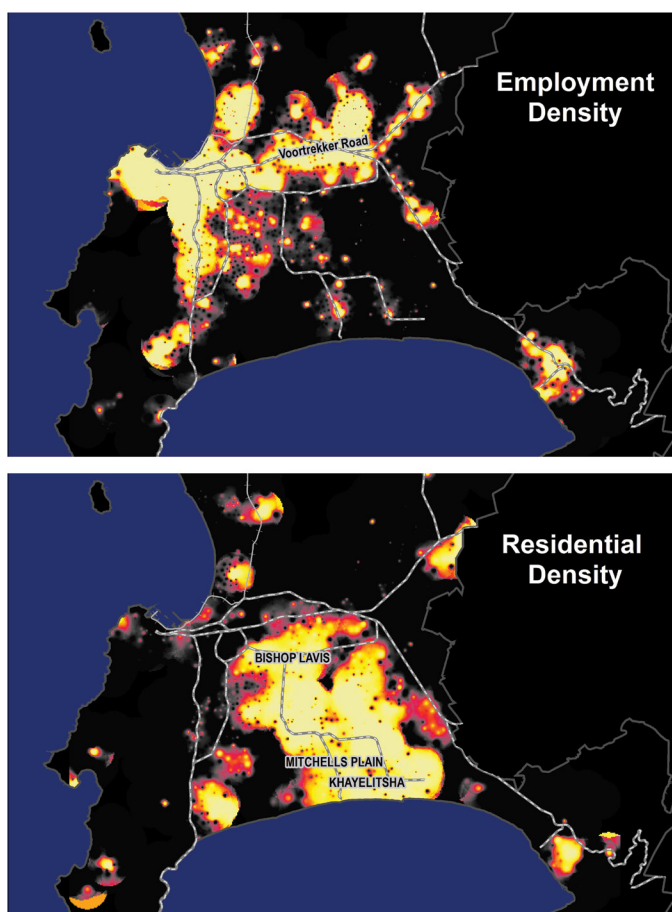


Figure 5: Employment density vs residential density

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

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

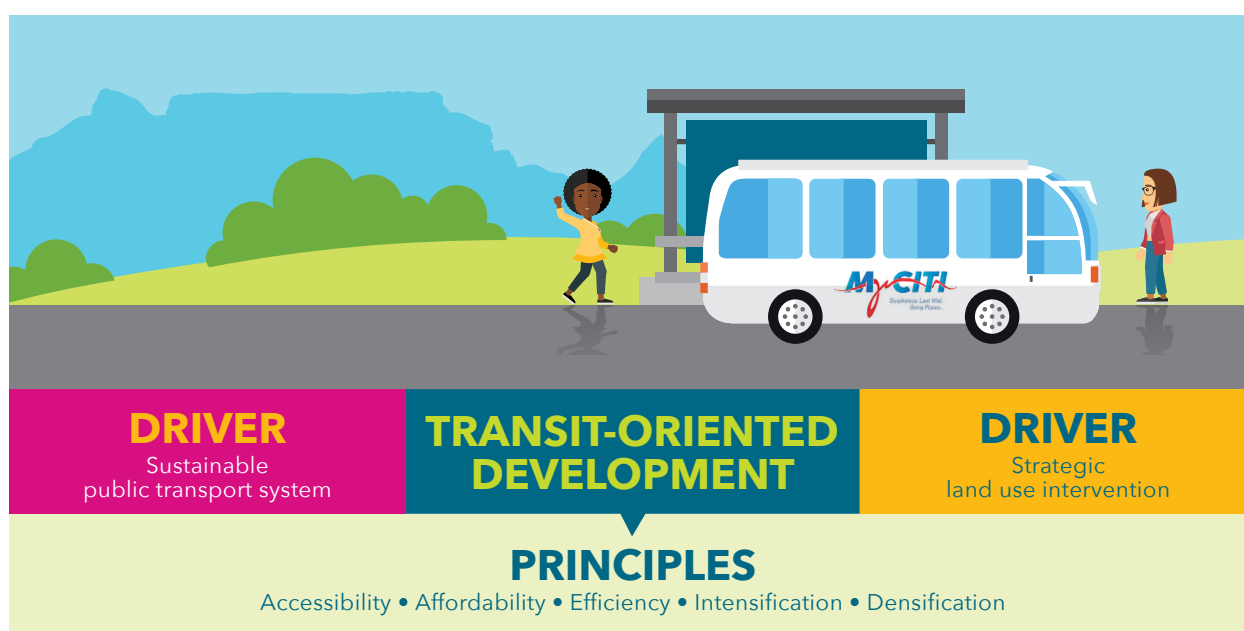


Figure 6: TOD principles adopted in the Cape Town Strategic Framework

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

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

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

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

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

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

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

Table 3: District Plan response to IDP objectives

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

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

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





2.

THE SPATIAL OBJECTIVES

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

2.1 MSDF spatial vision 2030 and beyond

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

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

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

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

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

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

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

2.2 MSDF spatial transformation areas

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

1) Urban inner core (UIC)

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

2) Incremental growth and consolidation areas (IGAs)

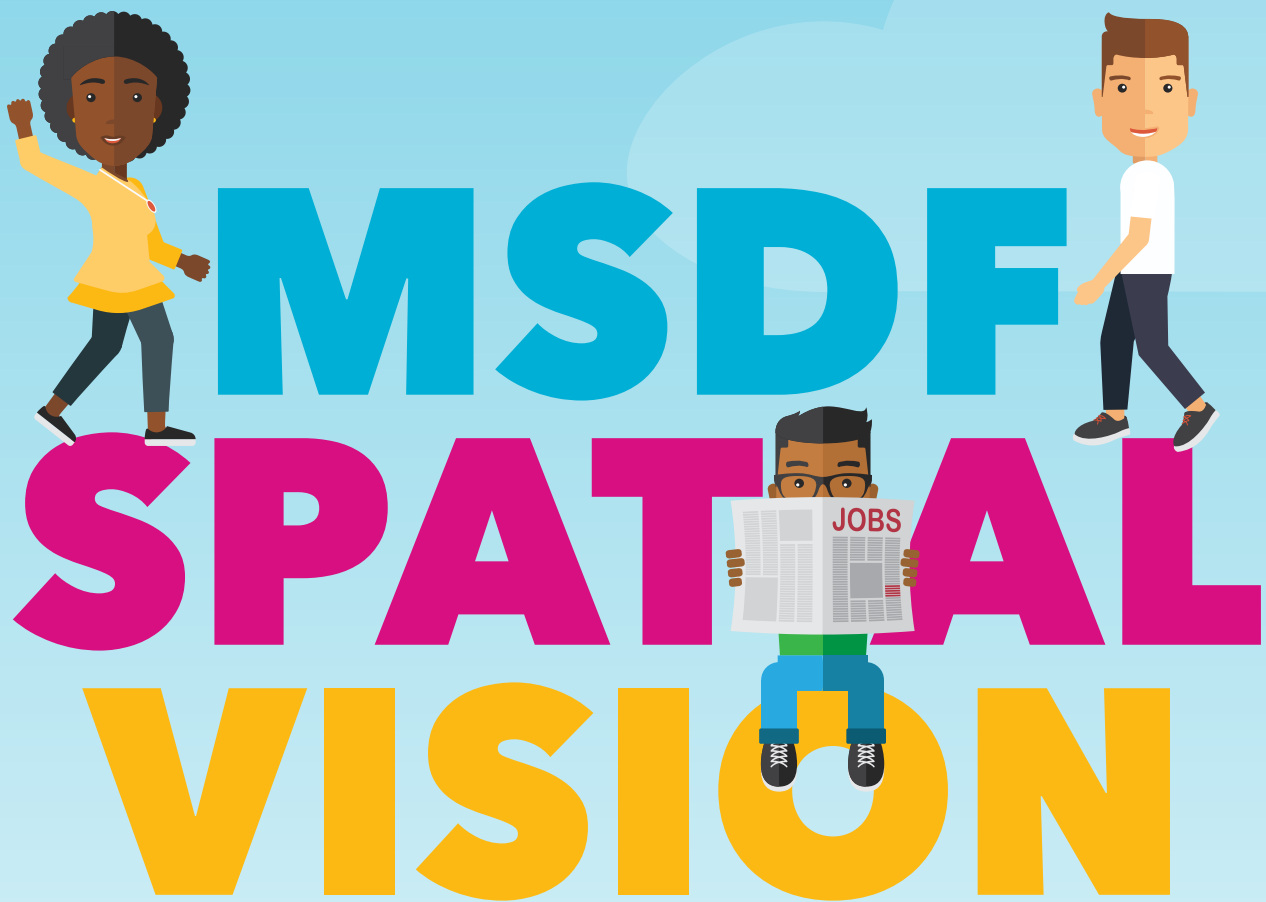
- These areas are where the City is committed to servicing existing communities, ensuring that backlogs are eradicated while new developments are also permitted.

3) Discouraged growth areas (DGAs)

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

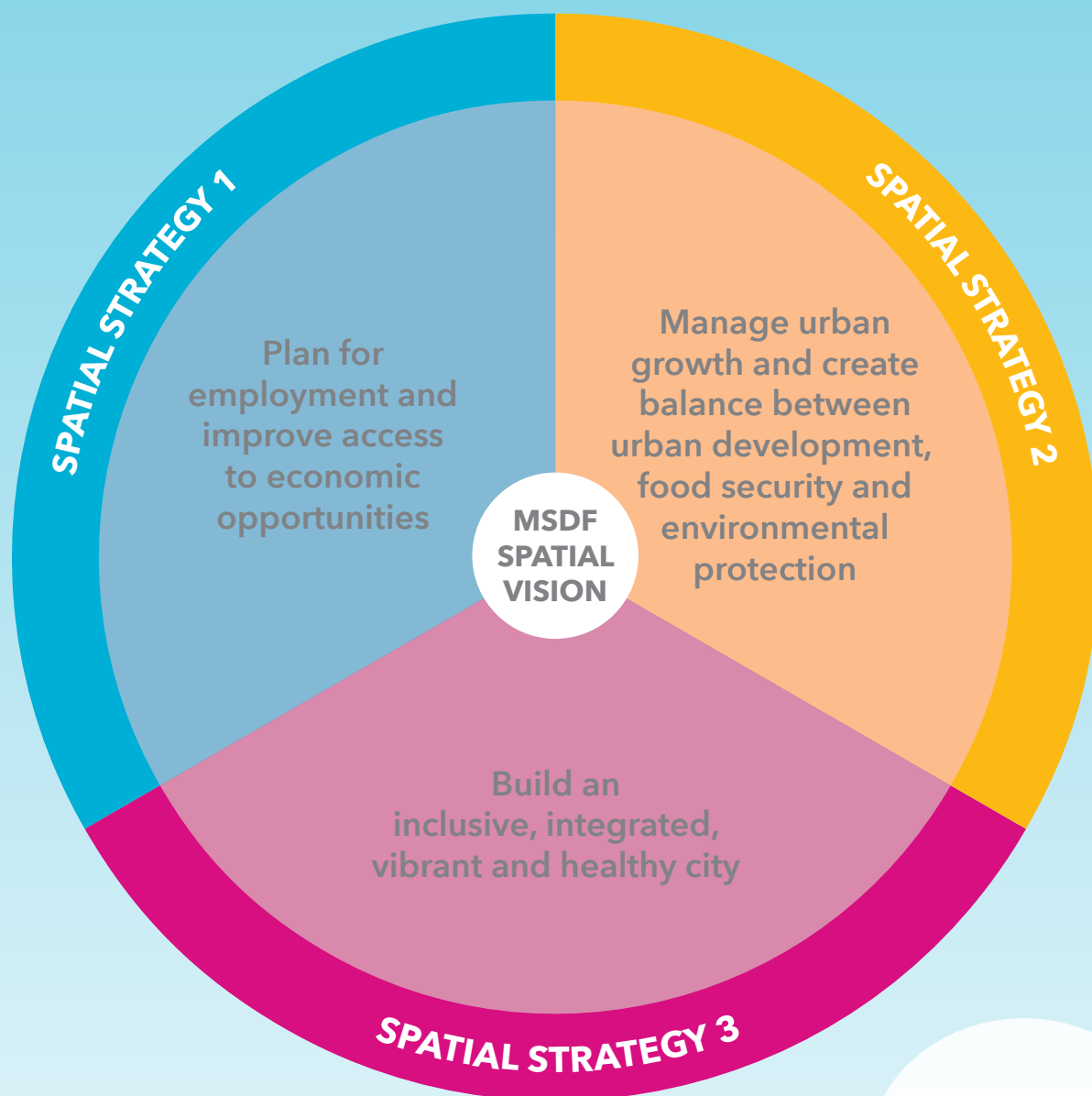
4) Critical natural assets (CNAs)

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

An illustration featuring three stylized human figures interacting with large, bold text. On the left, a Black woman with curly hair, wearing a yellow long-sleeved shirt and dark pants, is walking and waving her right hand. 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'. He is holding a newspaper with the word 'JOBS' printed 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
A) URBAN INNER CORE		
Principle	Emphasis/desired outcome	• Rail and stations • Roads (freeway/express, connector, development routes) • Scenic routes • Airports and harbours • Major rivers and 1:50-year floodline • Waterbodies • Smallholdings • Existing urban development • Mixed-use intensification • Industrial • NDAs (densities and use) • Cemeteries • Landfill sites • WWTW CONCEPTUAL DESIGNATIONS • Higher-order (and lower-order) development corridor • Nodes (M, D, L, N) • Civic clusters (regional, community, neighbourhood) • Destination place
City is committed to spatially targeting investment and development to spatially transform and integrate city form.	• Diverse and dense land uses in association with current and future public transport infrastructure provision.	
B) INCREMENTAL GROWTH AND CONSOLIDATION AREAS		
Principle	Emphasis/desired outcome	
City is committed to servicing existing communities. New development subject to capacity.	Diverse and dense, where infrastructure allows • Diversification of mono-use residential patterns • Incremental intensification via subdivisions/second and third dwellings and rezonings • Public sector investment in existing and future human settlements permitted • Maintenance of existing infrastructure and development according to infrastructure capacity and associated capex/ life-cycle costs.	

SPATIAL TRANSFORMATION AREA (STA)		RELEVANT DSDF SPC/ DESIGNATION
C) DISCOURAGED GROWTH AREAS		
Principle	Emphasis/desired outcome	• Urban development edge • Areas of agricultural significance CONCEPTUAL DESIGNATIONS • Destination place
No investment from City.	• The existence of soils with low agricultural potential is not sufficient reason to consider allocating urban development rights.	
D) CRITICAL NATURAL ASSETS		
Principle	Emphasis/desired outcome	• Protected and critical biodiversity • Urban development edge • Coastal edge CONCEPTUAL DESIGNATIONS • Destination place
City is committed to servicing, protecting, enhancing and extending critical natural assets.	• Enhance and connect the CNAs that support the city and the regional environment and ecology.	

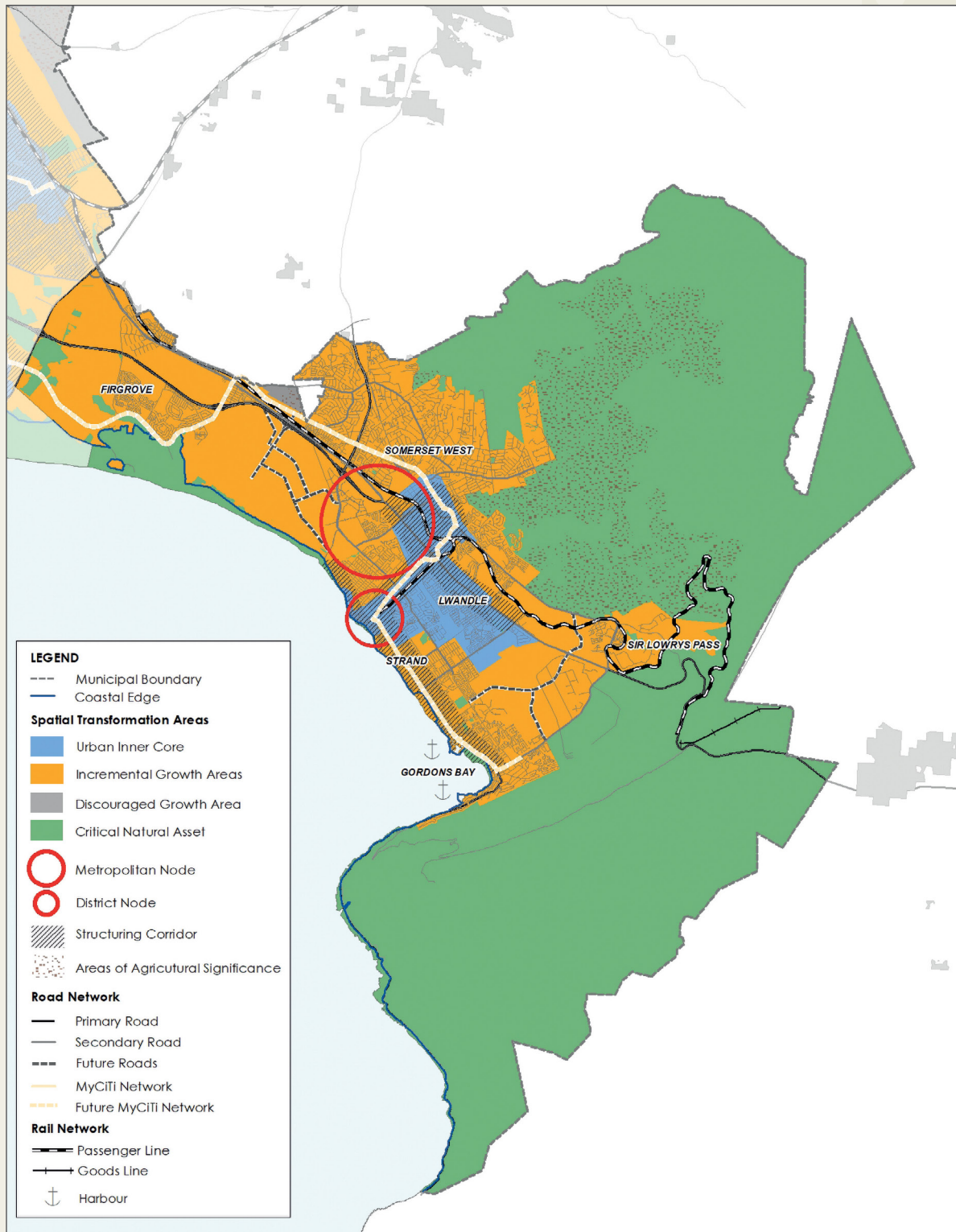


Figure 7: Consolidated MSDF spatial concept

2.3 District spatial vision

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

The vision statement for the Helderberg District is:

"A district that is defined by its pristine natural assets and a spectrum of social, economic and cultural opportunities. A district that encourages appropriate land use intensification within core areas, such as the Paardevlei precinct, in order to accelerate economic growth, create vibrant hubs and moreover, sustain the livelihoods of its inhabitants. A district that maximises connectivity for all by minimising the distance between places of residence, work, leisure and public facilities. A district that offers a range of high-standard healthcare facilities and also one which serves as a great place for leisure pursuits."

The raw beauty of the district is displayed through its stretch of coastal land, array of mountainous regions and its greenbelt network. These natural components are managed efficiently and, where appropriate, enhanced in order to catalyse the tourism sector, enable the establishment of new businesses and promote job employment."

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

2.4 Role of the district

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. **Leveraging unique economic opportunities to a maximum:** This district has distinct potential economic advantages in healthcare facilities, tourism and recreation, marine economy and defence, and the tech economy. It is important

that these advantages are appropriately exploited (i.e. maximised without compromising other key roles such as conservation, etc.).

- b. **Accommodating growth through targeted intensification:** This is primarily and almost exclusively in Faure Marine Drive, Main Road, Old Main Road, Sir Lowry's Pass, a section of Victoria Street, Broadway Boulevard, future T2 and N2. The district has an important role in providing access for as many people as possible to living, economic and social opportunities that are more attractive than most other parts of the city, and indeed most urban areas nationally. The Main Road corridor has arguably been the greatest potential in the district, and nationally, to support intensification in quality urban environments with good supporting movement infrastructure.
- c. **Conserving threatened habitats:** The Helderberg District reflects a range of district environment assets, including pristine nature reserves such as Helderberg Nature Reserve, Hottentots Holland Nature Reserve, Macassar Dunes East Conservation Area and Steenbras Nature Reserve. They play a significant role in bringing economic development to the district in terms of tourism opportunities. The natural assets should be enhanced and safeguarded from urban development to ensure the protection of valuable cultural and environmental landscapes (more than any other district in most respects), large tracts of nature reserves, beaches and rocky shores, vleis and inshore marine areas, and high-potential agricultural areas in close proximity to tourism routes and urban development. This includes many international, national and regional high-attraction destination areas of high economic potential. Environmental assets need appropriate protection and management in perpetuity to maximise associated benefits. All of these assets also need good access for users within the district, from elsewhere in the city and from further afield, nationally and internationally.
- d. **Providing a range of housing and job opportunities:** In light of rapid urbanisation, the district has an important role to play in addressing the CCT housing backlog by providing an integrated range of housing opportunities. This is especially important given its contribution historically in this respect. Moreover, in relation to this, a key role in this district is to provide adequate and appropriate support in identified urban crisis areas. The district has a key role in

providing a wider range of living environments that cannot be found in most other urban areas. This is attributable to the high visitorship potential in relation to tourism economy attractions, the ability to provide living opportunities that can accommodate significant numbers of high net worth individuals nationally and internationally, the ability to churn redevelopment of more updated living types to meet changing needs (e.g. smaller higher-quality units) due to high real estate values.

- e. **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 the economic and amenity value is maintained in the face of hazards and threats posed by climate change. Ecological areas need clear interfaces to reinforce boundaries. Urban design and green infrastructure methods and approaches can support the environmental protection and amenity of green spaces. Opportunities can be taken to enhance the connectedness and multifunctionality of a network of natural areas.

environmental processes) in areas where this could have been avoided.

b. **Biophysical risks**

1. Increasing threat of coastal processes. Certain areas are already at risk and significant further areas are predicted to be at risk. These are mainly low-lying urban areas on the False Bay coastline.
2. Other climate change-related impacts. Growing urban heat island effects, impacts on surface and groundwater, etc.
3. Fire: These are closely associated with the lifecycles of fynbos vegetation and their propensity (and necessity) to burn regularly. Mountain slopes and strong southeasterly winds result in some urban areas being particularly vulnerable to wildfire events. Mainly at risk are dense settlements with significant informal structures (in which fire is already a threat due to inadequate cooking/lighting facilities) and poor access for firefighting services, etc.

c. **Social discord risks**

1. Crime and grime. Resultant securitisation and isolationism (e.g. with higher boundary walls).
2. Land invasion. Medium- to longer-term risk of economic and social collapse.
3. Exclusionary development and activity. Increasing social and economic polarisation due to the increase in security estates, NIMBY actions, etc.

Thus, the key consideration of the revised District Plan is the extent to which it is able to address the above, broadly in relation to better supporting urban growth, environmental sustainability, and spatial integration and overall quality of life for all inhabitants.

2.4.1. Principal risk factors in the district

- a. **Economic stagnation risk**
 1. Weak economic conditions/cycles. Being experienced currently; resulting in little significant new development to support economic growth or population growth.
 2. High unemployment. Resulting in the alienation from formal work, residential, movement, and lifestyle opportunities.
 3. NIMBYism ('not in my backyard'). Resulting in severe limitations on development and economic growth processes.
 4. Bureaucratic (red tape) hindrances. Unnecessary regulatory requirements (e.g. road widening schemes, heritage or

2.5 Integrated district concept and key interventions

The district concept, as presented in figure 8 on pg 35, represents a synopsis of the strategic development strategies as described and unpacked in section 2.3 on pg. 33, 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.

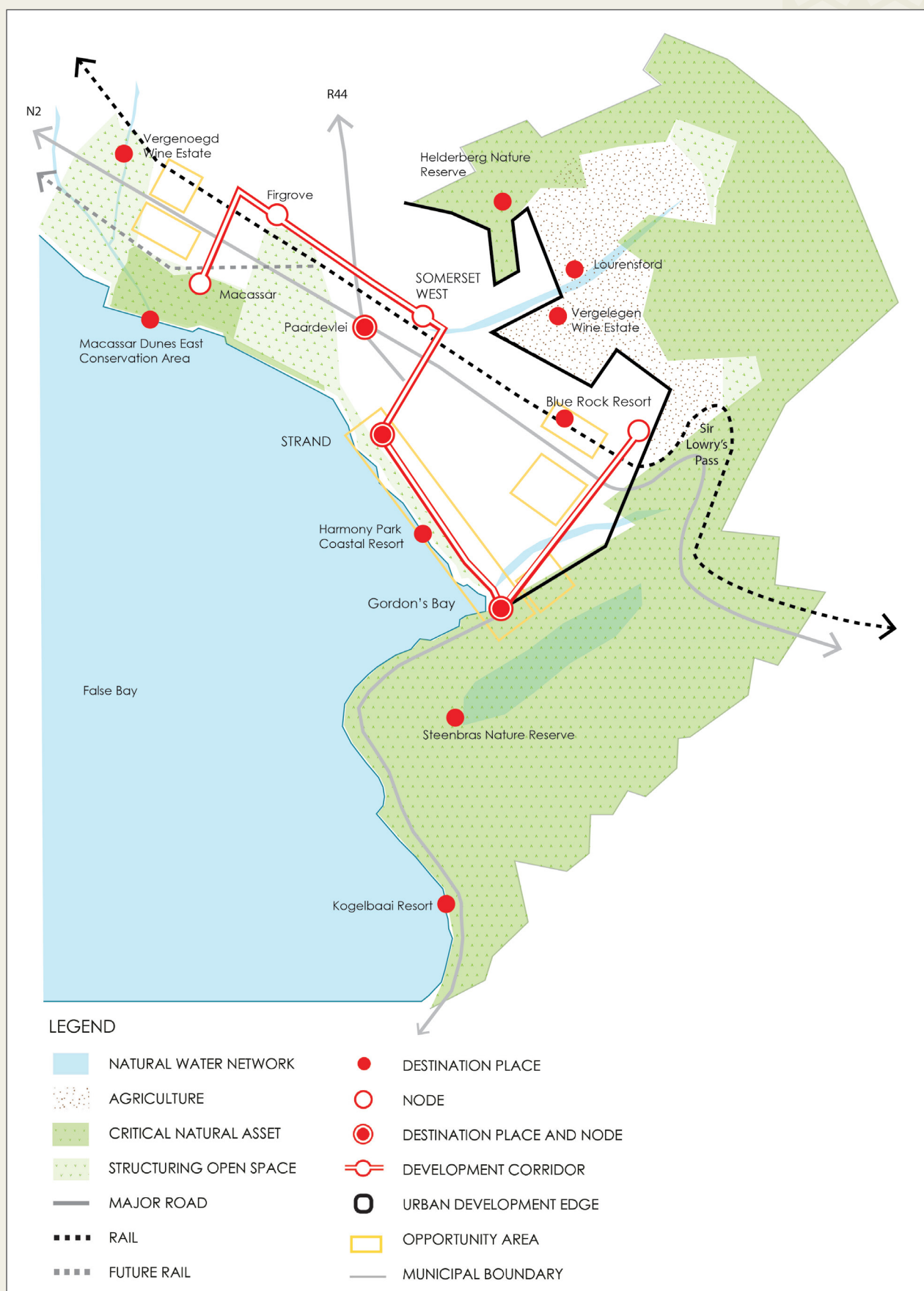


Figure 8: Integrated concept diagram for Helderberg District

2.5.1. Key elements and interventions

1. Encourage appropriate mixed land uses and medium- to higher-density development along high-accessibility and local activity streets such as Main Road, N2 and Broadway Boulevard.
2. Firgrove: Allow greater intensification of land use, including mixed-use development, along highly-accessible but underperforming sections of Main Road.
3. Paardevlei precinct: Support land use intensification within the precinct at the commercial node. Encourage the multifunctional use of social facilities, recreational spaces and public institutions.
4. Intensification along Sir Lowry's Pass corridor: Support redevelopment and intensification of mixed use along the corridor.
5. Support further intensification of the Broadlands industrial area by providing various opportunities for mixed-use light industrial and limited retail development.
6. Somchem industrial area: Support redevelopment for mixed-use development due to low performance of the area.
7. Support the functioning and enhancement of urban nodes and destination places through a range of urban and landscape design interventions, facility provision and redevelopment opportunities.
8. Support the intensification of development in infill sites and plan for affordable housing integrated into strategic infill opportunity areas.
9. Where infill development coincides with green infrastructure, plan for developments that are both pro-green and pro-urban, effectively integrating the two through innovative design.
10. Restore river corridors and support initiatives to clean and green rivers and earth underground water sources in the landscaping of public spaces.
11. Promote source-to-sea links along rivers, and plan for continuity across district boundaries, as applicable.
12. Pursue opportunities to enhance the connectivity and amenity value of green spaces, including those opportunities on private land. The recreational functionality, functional integrity and connectivity

of green spaces must be improved, and where possible, an interlinking network of linear parks with foot and cycle paths must be established and maintained to facilitate easy movement of people and fauna, and to support flora.

2.5.2. 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 of protecting and 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; and
- e. sustainable land management.

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

- a. Connectivity: The interlinking of green spaces, both functionally and physically, leads to added value.
- b. Multifunctionality: Aiming to enhance the capacity of green infrastructure to deliver multiple benefits concurrently. Further, that multiple functions from ecosystem services are explicitly considered rather than be a product of chance.
- c. Integration: Urban green is considered as a kind of infrastructure and this is sought to be integrated with other urban (grey) infrastructure, both physically and functionally.
- d. 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.



THE N2, ONE OF 17 NATIONAL ROADS IN SOUTH AFRICA, RUNS THROUGH THE HELDERBERG DISTRICT WHERE IT ENDS IN CAPE TOWN.



3. THE DISTRICT WIDE 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: biodiversity, agriculture and heritage management

- a) Hydrological features (flood-risk areas, watercourses, wetlands, estuaries and aquifers)
- b) Areas seaward of the coastal edge zones and at risk from coastal processes
- c) Biodiversity and structuring open space
- d) Cultural and heritage resources
- e) Areas of agriculture significance

3.1.2 Urban development

- a) Existing urban development
- b) Future urban development – new development areas
- c) Utility service infrastructure installations and networks

3.1.3 Transport route designations

- a) Freeways and expressways
- b) Integrated public transport
- c) Development routes
- d) Connector routes
- e) Non-motorised transport
- f) Harbours and other hubs

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

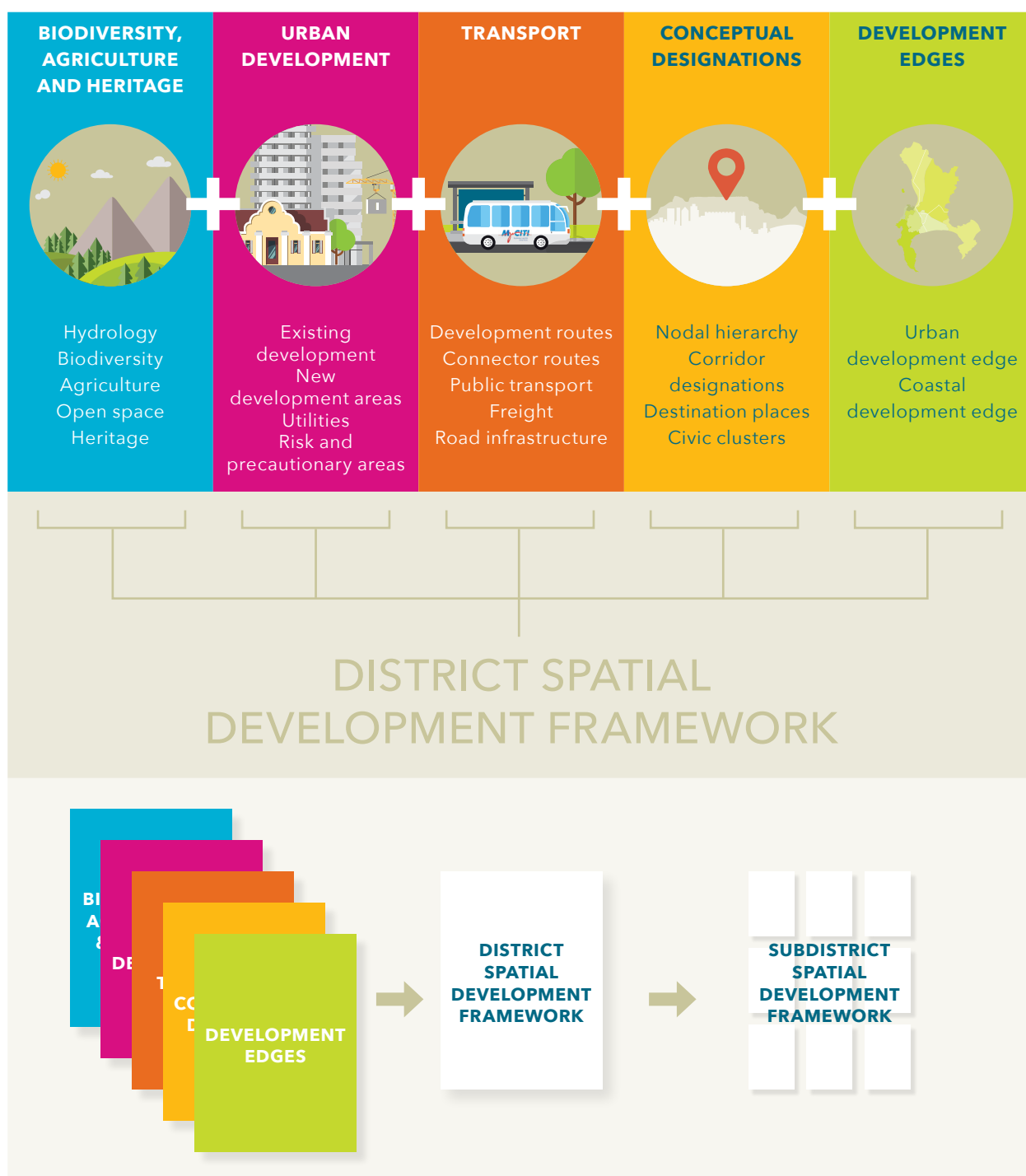


Figure 9: Development guidance in the District Plan

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.

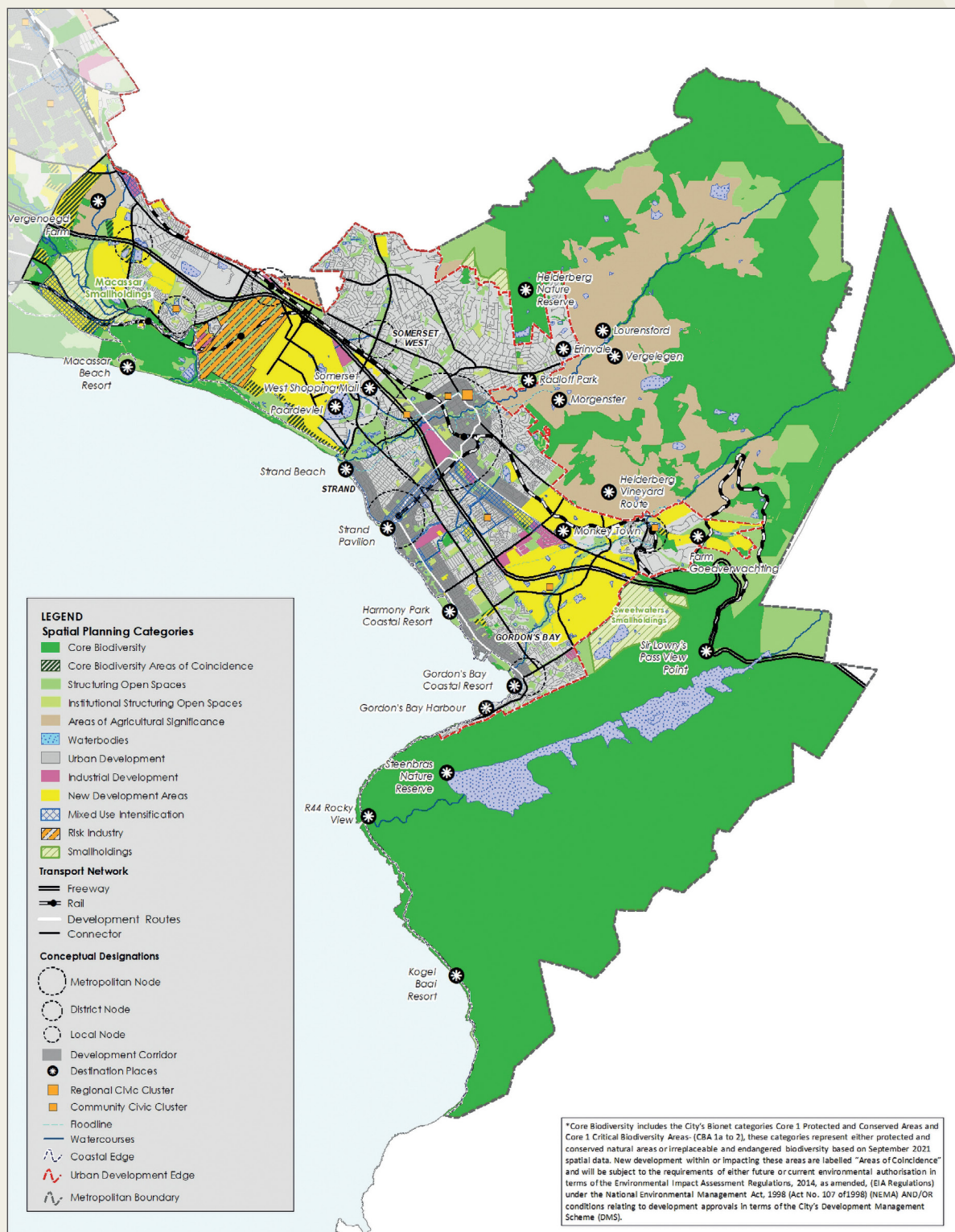


Figure 10: Helderberg Spatial Development Framework (SDF)

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.²

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 Helderberg 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.

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

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

The structuring open space category has been edited to reflect a desired future state, taking into account existing development proposals and the potential future use of different sites, for example, not all private sites are expected to remain structuring open space, though they may still provide ecosystem services. The GINet must therefore be consulted to inform how a proposal could best take 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, figures⁴ 11 and 12, which outline areas for natural resource conservation priority and heritage conservation priorities respectively.

Important note: To determine which activities will trigger the requirements for an environmental assessment process, reference must always be made to the NEMA EIA Regulations as well as the National Environmental Management: Waste Act (NEM:WA), the NEM: Integrated Coastal Management Act and the NEM: Air Quality Management Act. References should also be made to section 38 of the National Heritage Resources Act.

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

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

Table 5: Environment spatial planning category

RIVERS, 1:100-YEAR FLOODPLAINS, WATERCOURSES AND WATERBODIES	COMPONENTS AND DISTRICT ELEMENTS	GUIDELINES AND MANAGEMENT PRIORITIES
	HYDROLOGICAL ZONE (FLOOD RISK AREAS, RIVERS, WETLANDS, ESTUARIES AND AQUIFERS)	
	a) Flood prone areas Flood risk area 1 These constitute areas within the 1:50-year floodline, i.e. where floods of this magnitude are equalled or exceeded on average once in 50 years. Flood risk area 2 These constitute areas within the 1:100-year floodline, i.e. floods of this magnitude are equalled or exceeded on average once in 100 years. Flood risk area 3 These are areas prone to flooding. They are not necessarily associated with river or vleis systems, as flooding may originate from groundwater, collection of stormwater or runoff in low-lying areas. <i>Examples: Eerste River, Lourens River, Sir Lowry's Pass and Soet River.</i> Rivers, wetlands and their associated buffers For example, the wetlands around the Heartland site and Eerste River.	1. Conservation, public open space and associated recreation are appropriate uses in these areas. 2. These areas can play a valuable role in the NMT network. Allow for NMT movement, where practical. 3. Ensure connectivity of spaces is enhanced and not compromised by hard fencing or other structural barriers to movement. 4. Urban development is undesirable and at risk in the 1:50-year floodplain. 5. Tourism-related activities-such as campsites are possible in the 1:100-year floodplain. 6. Restrict building setback lines and maximise onsite water infiltration and permeability in relation to redevelopment initiatives in flood-prone areas. 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). 8. No agricultural activities should be approved within the 1:2-year floodline. 9. Urban development in 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. 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. 11. Areas for passive and active recreation to be considered in development adjacent to water courses. 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 terms of relevant legislation. 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. 14. Direct informal settlement dwellers away from risk areas, including below the 1:100-year floodline.

RIVERS, 1:100-YEAR FLOODPLAINS, WATERCOURSES AND WATERBODIES	a) Flood prone areas	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. 16. Incorporate stormwater quality and quantity management into redevelopment proposals in line with the City's Management of Urban Stormwater Impacts Policy regarding the treatment and management of water at source.
	b) Aquifers	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. 2. Aquifer recharge areas and sole-source aquifers should be protected from potential sources of pollution.
	c) Other water source areas These include springs, reservoirs, dams, well points, water storage facilities in developments	1. Protect water source areas and integrate into urban design. 2. Encourage the utilisation of localised water sources, where appropriate, for landscaping and maintenance of open spaces. Subject to a water use licence from the DWS. 3. Encourage onsite water storage integrated into design of new developments.
COASTAL ZONE		
AREAS SEAWARD OF THE COASTAL EDGE LINE AND AREAS EXPOSED TO RISK FROM COASTAL PROCESSES	a) Coastal protection zone (seaward of the coastal development edge line)	1. No urban development seaward of the coastal edge 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 (refer to annexure 1: acronyms and definitions). 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, 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.

COMPONENTS AND DISTRICT ELEMENTS	GUIDELINES AND MANAGEMENT PRIORITIES
COASTAL ZONE	
a) Coastal protection zone (seaward of the coastal development edge line)	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/or incremental erosion associated with climate change-induced coastal pressures, an approach that minimises adverse effects, using green infrastructure principles, should be considered. 10. Where possible, protect, rehabilitate and maintain remaining natural coastal 'green' infrastructure (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. 11. 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. 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.

AREAS SEAWARD OF THE COASTAL EDGE LINE AND AREAS EXPOSED TO RISK FROM COASTAL PROCESSES		Environmental authorisation considerations 1. 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. 2. Development of coastal nodes must consider the functioning of possible coastal ecological corridors and implement measures to retain this functioning. 3. The coastal edge will guide the determination of development typologies seaward of the coastal edge.
	b) Built areas exposed to coastal processes (see subdistrict maps)	1. Development or land uses should not create adverse effects on the functioning of coastal processes. 2. Prohibit major new urban development infrastructure and bulk services investment in coastal areas that are exposed to coastal processes. 3. Redevelopment (intensification) and new urban development proposed in these areas should reflect consideration of potential flood risks and include mitigation measures, where necessary. 4. 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.
BIODIVERSITY AND STRUCTURING OPEN SPACES	CONSERVATION AND BIODIVERSITY PRIORITY ZONE (Full extent together with GINet shown in figure 11)	
	a) Protected and conserved areas Core 1, e.g. • Helderberg Nature Reserve • Steenbras Nature Reserve • Harmony Flats Nature Reserve and Biodiversity corridor • Schapenberg conservation area • Morkel's Cottage conservation area • Silwerboomkloof section of Helderberg Nature Reserve • Macassar Dunes East conservation area	1. Only conservation-related activities/development in accordance with reserve management plans should be considered. 2. Consolidate and link existing protected areas.

COMPONENTS AND DISTRICT ELEMENTS

GUIDELINES AND MANAGEMENT PRIORITIES

CONSERVATION AND BIODIVERSITY PRIORITY ZONE

(Full extent together with GINet shown in figure 11)

**b) Critical biodiversity areas
(core 1 CBA 1a-2)**

1. New development proposed inside of the urban development edge could potentially impact on areas of high biodiversity importance.
2. Development should be sensitive to biodiversity considerations affecting these CBAs by enforcing environmental management programmes (that should include adequate botanical and faunal impact assessments) in relation to development or prohibiting inappropriate development.
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 impact assessments are undertaken timeously. Areas for rehabilitation include areas with sensitive and critical vegetation.
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.

c) Sites of coincidence where core biodiversity and new development areas co-exist (see SDF map and subdistrict maps)

1. 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 will be considered consistent with the District Plans. Core 1 protected areas are considered 'no-go' areas.
2. These areas will be subject to the requirements of environmental authorisation.
3. Conservation and sound environmental management principles must be demonstrably considered in the development plans.
4. Developments in these areas must provide evidence of environmental studies and processes undertaken that validate an evidence base of the environmental assets and mitigation measures.
5. Where existing development approvals are in place, agreed environmental management and mitigation measures must be adhered to.

d) Ecological support areas (core 2)

- Lourens River corridor and protected natural environment (PNE)
- Eerste River corridor
- Sir Lowry's Pass River corridor

1. Low impact activities (as per core 1/2) may be appropriate.
2. Extensive agricultural activities occurring in these areas, and which may impact on remnant natural vegetation should adopt low-impact practices (e.g. rotational grazing/resting cycles).
3. Maintain and enhance linkages between these areas.

e) Other natural areas (buffer 1)

Other ecological support areas (buffer 2)

1. Low-impact activities may be appropriate.
2. Development (e.g. structures) in support of both tourism and biodiversity conservation in agriculture and core areas should preferably be located in other natural areas and ecological support areas, if logistically feasible.
3. Agricultural use could be considered appropriate in these areas as well as uses or activities directly relating to the agricultural enterprise. This could include farm buildings and farm worker accommodation.
4. Further uses and activities could be considered where contextually appropriate, such as small-scale holiday accommodation, restaurants, farm stalls/shops and tourist facilities.
5. Non-agricultural uses (e.g. in support of those activities specified above) should be managed through spot rezoning or consent uses, and fragmentation of farm units should be discouraged.

EIA requirements and environmental management considerations for all biodiversity conservation categories

- i. New development that potentially impacts on areas of high biodiversity importance should only be considered under exceptional circumstances, subject to compelling motivation and in consultation with the City of Cape Town's Environmental Management Department.
- ii. Issues to be considered: vegetation, connectivity and access, fire control and land management issues, pollution, invasive alien vegetation and faunal species.
- iii. Areas of high biodiversity importance outside the urban edge should be regarded as 'no-go' areas for development.
- iv. A management plan must be drawn up and implemented for all activities approved in this zone.
- v. Protected areas should be regarded as 'no-go' areas for any form of development and no further development of any kind in these areas should be allowed without a detailed assessment of the impacts and reference to the Biodiversity Network.
- vi. A variety of different types of critical vegetation are included within the CBA 1 zone. For planning purposes, reference must be made to a detailed biodiversity map and consultation with the City of Cape Town's Environmental Management Department must take place.
- vii. Identify opportunities to permit low-impact sustainable development that contributes to a net increase in the protection of biodiversity and the establishment of functional biodiversity nodes and corridors.
- viii. Opportunities for sustainable, low-impact community utilisation of biodiversity resources should be identified.
- ix. Note that unless the Biodiversity Network is secured elsewhere, other natural vegetation areas may become increasingly significant to fulfill biodiversity targets or as biodiversity offset areas.
- x. The urban development edge was developed with consideration for the protection of properties from veldfire risk, where applicable. Changes in development rights and new development proposals must consider the avoidance of risk from fire as recommended in the City's Veldfire-related Planning Guidelines (2004).

BIODIVERSITY AND STRUCTURING OPEN SPACES	COMPONENTS AND DISTRICT ELEMENTS	GUIDELINES AND MANAGEMENT PRIORITIES
	CONSERVATION AND BIODIVERSITY PRIORITY ZONE (Full extent together with GINet shown in figure 11)	
	f) Structuring open spaces Parks, sports fields and other institutional open spaces <i>The GINet viewer can provide information on many of the structuring open spaces, which can help inform retention or enhancement of the ecosystem service value of these spaces.</i>	General structuring open space guidelines 1. Development adjacent to open spaces, or which rationalises these spaces, should be oriented towards the open space to encourage the use and passive surveillance of these areas. Design that compromises this condition (e.g. excessive blank walls and backing of development onto these spaces) should be discouraged. 2. Appropriate high- or medium-density development along open space interfaces could be considered to improve passive surveillance. 3. Safety and security should be considered in the upgrading, landscaping or development of open spaces. 4. Where contextually appropriate, consider commercial activities such as small cafes, kiosks and restaurants that will enhance the utilisation of public open space. 5. Where feasible, opportunities for low-impact sustainable use of open spaces by local communities should be considered (e.g. small-scale urban agriculture). The role of the site in the green infrastructure network will inform the feasibility of these initiatives. 6. Consider the impact of development on social and cultural uses of open spaces, guided by the GINet 7. Consider the green infrastructure and ecosystem function of open spaces by consulting the GINet mapping project. 8. Ensure that landscaping in new building projects is appropriate for local conditions and can sustain the impacts of weather events and climate change. 9. Promote urban cooling through plantings, retention of tree coverage and the surfacing of underground water. 10. Protect public pedestrian routes and public access to natural assets, including the coast, mountains, rivers and other public open space. 11. Optimise the uses and functioning of public parks and the role they play in pedestrian networks across the district. 12. These guidelines are for consideration to improve the quality of development and open spaces. In general, development related to the base zoning or existing approvals will not trigger a deviation from the District Plan.

f) Structuring open spaces

Parks, sports fields and other institutional open spaces

Guidelines for specific categories of open space institutions, school fields, and sports fields

13. School sites and institutional sites have been identified in their entirety as part of structuring open space where they contain fields or other green spaces. General open space guidelines apply only to the greened areas. Development related to the growth and functioning of these institutions and spaces will not trigger a deviation from the MSDF. New development on fields should consider the community role of the space and the surrounding context. In dense urban contexts with few open spaces, the retention of open space on school fields is to be encouraged.

Cultural landscapes

14. Developments in cultural landscapes to consider the visual impacts on the landscape and with reference to the City's Cultural and Heritage Management Policy.

Road and rail reserves

15. Development for transport purposes will not trigger a deviation from the DSDF. When expanding or developing in road reserves identified in the green infrastructure network, consider the connecting role of the reserve, particularly if it connects core biodiversity sites and whether some of these connective features can be maintained.
16. Road and rail reserve sites are not considered as part of formal community green spaces. Alternative sites will need to be considered when budgeting green space in densification proposals.

Extensive open space in neighbourhoods with multiple vulnerabilities

17. Infill may be necessary or in process in many undefined open spaces. Community involvement to encourage the utilisation or protection of a certain amount of open space is encouraged.
18. Development plans for infill of open spaces should consider the retention of green corridors for NMT and biodiversity movement as well as the inclusion of landscaping that contributes to public health and recreation, e.g. play parks, community garden space, shade.

Cemeteries

19. Open space qualities that add to the sense of place of cemeteries to be promoted, such as tree cover, views or other landscape qualities.

BIODIVERSITY AND STRUCTURING OPEN SPACES	COMPONENTS AND DISTRICT ELEMENTS		GUIDELINES AND MANAGEMENT PRIORITIES	
	CONSERVATION AND BIODIVERSITY PRIORITY ZONE (Full extent together with GINet shown in figure 11)			
	f) Structuring open spaces Parks, sports fields and other institutional open spaces Other open spaces	Agricultural areas 20. Developments related to the functioning of agricultural areas will not require a deviation from the District Plan. For new development and rezonings, the open space qualities, cultural landscape qualities and general open space guidelines must be considered. 21. Renewable energy infrastructure may be appropriate on extensive open space where the primary use is not recreational. This will generally be more appropriate in rural areas.		
AGRICULTURE, CULTURE AND HERITAGE	AGRICULTURAL			
	a) Agricultural areas of significance High potential and unique agricultural land includes areas that have been ploughed for orchards, vineyards, forestry plantations, annual crops, pastures and irrigations lands. Intensive agricultural land shall be protected against conversion to other land uses, particularly urban development, unless otherwise argued in the District Plan. • Lourensford Wine Estate • Vergelegen Wine Estate • Morgenster Wine Estate • Sir Lowry’s Pass environs, north of Sir Lowry’s Pass Road (M9) • Portion of Vergenoegd farm • Portions of Stellenbosch farm	1. Preserve and utilise high-potential agricultural land. 2. Adhere to identified urban development edges around the periphery of high-value agricultural areas to prevent urban intrusion. 3. Encourage activities that reinforce primary agricultural use of these areas. 4. Limit non-agricultural uses to ancillary rural activities that do not detract from the primary agricultural use and character of the area, but contribute to local character and associated recreational and tourism potential. 5. Discourage the subdivision of agricultural land.		
	b) Smallholdings Properties that came about primarily as a result of subdivision of former agricultural farmland and that still predominantly present a rural character. However, property sizes do not support extensive farming. • Macassar (Sandvlei) • Sweet Waters • Parel Valley smallholdings	1. Smallholdings outside of the urban development edge: Discourage the use of these properties for uses other than agricultural or related purposes to prevent undermining the predominantly rural character and potential decay of these areas as a result of establishing undesirable uses such as industries, including storage and warehousing. 2. Smallholdings inside the urban development edge: Encourage the redevelopment of these areas in a holistic and coherent manner in accordance with applicable, approved development frameworks that are consistent with the proposals of the District Plan.		

CULTURE AND HERITAGE ZONE

a) Provincial heritage sites Cultural landscapes

(Palaeontological sites, archaeological sites, burial sites)

- Vergenoegd farm
- Groot Paardevlei
- Parel Valley
- Somerset House Preparatory School
- Magistrate's Office
- Police Station
- Coachman's House
- Voorburg
- Dutch Reformed Church
- Predikants Square
- Old Dutch Reformed Church Parsonage
- Land-en-Zeezicht
- Morgenster Wine Estate
- Vergelegen Estate and camphor trees
- Old dovecote Onverwacht 811
- Lwandle Museum
- Hostel 33
- Sheikh Yusuf Kramat
- Dwelling and watermill, Knorhoek
- Quinan House
- Sweet Safraan Victorian House
- Railway station building
- Old Lourens river bridge
- San Gabriel farm
- Navarre
- Gantouw Pass
- Bredell House
- Police Station, Gordon's Bay

1. Promote the conservation of heritage resources in their authentic state as far as practically possible to reflect their historic and cultural value.
2. Evaluate heritage resources in their broader contexts when making conservation- related decisions.
3. Carefully consider how a place's character is protected and enhanced rather than just protecting individual sites.
4. Treat sites and places with heritage value as possible development opportunities that can add value to the urban environment.
5. Maintain and enhance green corridors from mountain to city.
6. 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.
7. Discourage the demolition or inappropriate alteration of historical sites where there is a possibility that these can be retained and integrated into a new development without undermining the viability or inclusive potential of the development.
8. Encourage appropriate and accurate interpretation of heritage resources and recognise and develop places of memory, particularly associated with the struggle against apartheid
9. Carefully consider whether alterations or changes are appropriate and do not derogate the heritage qualities of the places or area.
10. Encourage significant historical buildings and sites of memory or social significant to be identified as heritage indicators and conserved, restored and celebrated in accordance with appropriate heritage indicators in sites or areas that have been earmarked for redevelopment.
11. Encourage and enhance active interfaces with street and the public realm especially at ground floor and avoid blank and sterile boundary walls and boundary treatments to street and public realm.
12. Consideration should be given to the relationship between the building or site concerned and the adjacent buildings, or portions thereof, in regard to façade treatment and articulation, building height, massing and set of new development.
13. Encourage mitigation of heritage and visual impacts by means of landscaping that could inter alia include tree planting, screening elements or surface changes.
14. 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.
15. Discourage blank or over-scaled retaining walls that are visually obtrusive.

COMPONENTS AND DISTRICT ELEMENTS	GUIDELINES AND MANAGEMENT PRIORITIES
CULTURE AND HERITAGE ZONE	
Avenue to be protected • Parel Vallei Road from Irene Avenue to Ledbury Avenue (i.e. entrance to Parel Vallei School) – Somerset West • Helderberg College Road from Old Stellenbosch Road to Silwerboomkloof Road – Somerset West • Andries Pretorius Street from Pastorie Road to Coronation Avenue – Somerset West • De Beers Avenue from WR Quinan Boulevard (Paardevelei site) to the N2/T2 – Paardevelei, Somerset West • Old Paardevelei Road from the R44 intersection to the N2 – Paardevelei, Somerset West	16. The design and materials selected for retaining walls and structures should be in keeping with the character of the existing structures of the area. 17. Development activities to consider and take a precautionary approach in areas identified as archaeologically sensitive. Note: <i>Development impacting on heritage sites will be referred to comment from the City's Heritage Management Department and will be subject to the NHRA processes. Heritage categories are informants to decision making that must be considered, but do not necessarily exclude urban regeneration or land use changes.</i> <i>The relevant heritage authority in terms of the NHRA may make site-level recommendations on conserving worthy architectural or setting details that need to be preserved prior to site alterations taking place.</i>
b) 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, e.g. Somerset West and Strand	1. Development in these areas may be referred for comment to the Heritage Management Department and be 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 should be given to significant historical buildings and sites of memory or social significance – these buildings and sites must be 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

- Lourensford Road
- Old Sir Lowry's Pass Road
- Sir Lowry's Pass Road

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 redevelopment along scenic drives and routes should include the addressing of 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 and along scenic drives is enhanced.
6. Comply with the comprehensive set of guidelines for visual design.

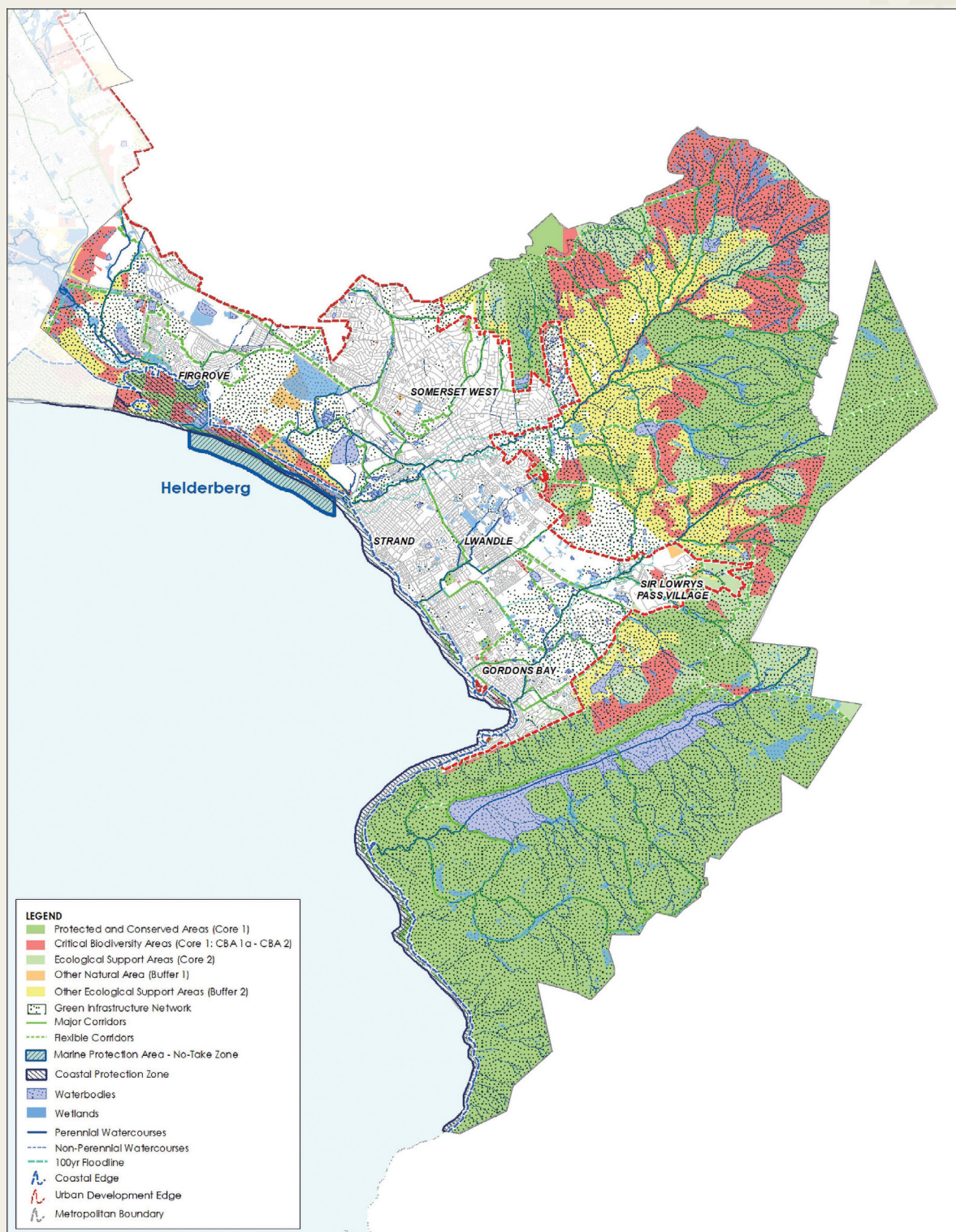


Figure 11: Green infrastructure and biodiversity map

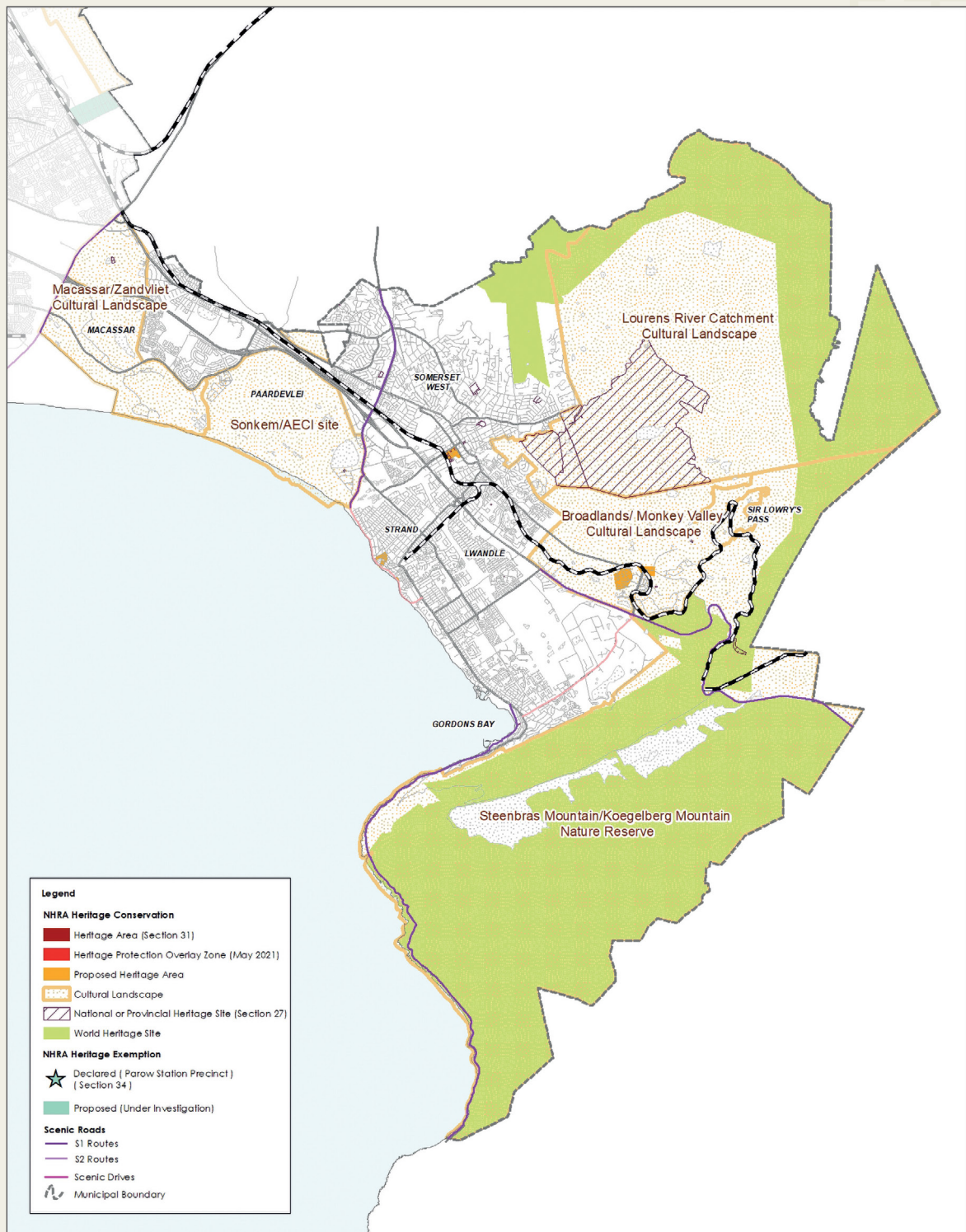


Figure 12: Cultural and heritage map



THE LOURENS RIVER IS ABOUT 23 KM LONG, FLOWING FROM THE
HOTTENTOTS HOLLAND MOUNTAINS INTO FALSE BAY AT STRAND.



3.2.2 Urban development

The District Plan proposes various types and forms of residential and non-residential development to support the functioning of a sustainable and integrated community. The section below will unpack the district development guidelines for existing and new residential, non-residential and mixed land uses, 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 commercial, farm, smallholdings and tourism land. Areas with the highest agglomeration of commercial activities are Somerset West, Paardevelei and, to a lesser degree, Strand.

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 Helderberg 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 and commercial and institutional). This can be achieved within existing areas or new development areas with an increased number of residential dwelling

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

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 (m²). This included proposals to further intensify existing land uses along corridors and in nodes in the district. The combination of NDAs and areas where major intensification is proposed will inform planning

around the capital investment requirements discussed in the urban restructuring and upgrading section found in volume 3.

The following 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 Helderberg 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 integrated District Plan.

Table 6: Estimated supply of formal residential opportunities

TYPOLGY	HELDERBERG DISTRICT
Main formal dwellings	46 983

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:

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

c) Non-residential development

General guidelines regarding the form and type of development are described in chapter 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 that include manufacturing, warehousing and logistics
- iii. public services that include social, community, education and health facilities

Many of the NDAs have a component of non-residential development, which 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 around the Firgrove Station, Paardevlei and Somerset Mall.

Table 8: Estimated supply of non-residential opportunities

NON-RESIDENTIAL LAND USE	CAPE FLATS DISTRICT (GLA M ²)	CITYWIDE (GLA M ²)
Health	111 083	31 238
Industrial	798	3 650 764
Office	1 349	1 481 951
Retail and wholesale	24 650	1 007 727

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
A) SUBCATEGORY: EXISTING URBAN DEVELOPMENT	
Urban development - General (all subcategories)	1. These areas should be considered for a wide variety of urban uses such as housing development, public open spaces, community facilities, mixed-use/business development (where appropriate), but should not include noxious industrial uses. 2. Sites indicated for urban development, but which also fall within identified precautionary areas should take associated district development guidelines into account (tables 5 and 7). 3. Support the incremental intensification of urban areas where appropriate. This should be guided by suitability of the area for land use intensification, such as surrounding neighbourhood character and density; access to public transport; proximity to places of employment, services and social facilities; proximity to public open space, and infrastructure availability (existing and planned). In this regard, the provisions of the approved Densification Policy also apply. 4. Consider the existing character and heritage areas of significance (as may be reflected in detailed policies) as an informant to development proposals. 5. Encourage resource-efficient design and promote carbon-neutral buildings and precincts in alignment with the Urban Design Policy. 6. Promote an appropriate interface between mixed-use areas and adjacent spatial designations (such as low-density residential, agricultural, critical natural assets, public open spaces, etc.) through the use of sensitive design as informed by local-level guidance and spatial development plans, where applicable. 7. Encourage the provision of basic services, amenities and design considerations to support informal economic activity and to reduce negative externalities associated with unregulated business activity. This includes hard and soft landscaping, sufficiently wide pavements to accommodate trading space in high-footfall areas, structures as context appropriate, storage facilities, ablution facilities, waste collection/recycling, streetlights, water and electricity connections. This applies to all areas, but may be most relevant in high-volume pedestrian areas such as nodes, transport interchanges, civic precincts, destination places and other busy places. 8. Support the design of public space to create multifunctional internal public squares and linear spaces that can accommodate informal trading. These areas should be demarcated for trading, in line with the provisions of the City of Cape Town Informal Trading By-law. 9. Encourage the design of new developments and commercial centres to accommodate space for markets and less formal businesses in central and high-footfall parts of the development.

Urban development - General (all subcategories)	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. 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. 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. 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).
B) SUBCATEGORY : RESIDENTIAL DEVELOPMENT	
General - Existing residential development	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. 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. 3. Encourage the provision of adequate service ratios needed to support incremental densification. 4. Support the incremental upgrading and formalisation of areas where informal units are widely prevalent.
New development areas	General (all residential market types) 5. 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. 6. Support the implementation of new development areas subject to infrastructure availability and the provision of associated community facilities and recreational space requirements. 7. 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. 8. 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. 9. Encourage development plans for new development and infill areas to set aside sites for POS, commercial and non-residential uses, including supporting community uses within the new settlement.

TYPOLOGIES AND DISTRICT ELEMENTS	DISTRICT DEVELOPMENT GUIDELINES
B) SUBCATEGORY : RESIDENTIAL DEVELOPMENT	
New development areas	10. When considering the scale and location of NDAs, consider the location of the property within the urban network and the scale of development that could be developed by the private sector. Processes should be put in place to ensure that these sites are allocated or released to the market within a reasonable timeframe to limit the risk of unlawful land occupation. Subsidised and partially subsidised 11. 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. 12. Encourage and support hostel redevelopment with increased infrastructure capacity and family-appropriate sized units within areas of intensification. 13. 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). 14. 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. 15. State-subsidised housing programmes should include innovative and alternative typologies and design to support the City's densification and sustainability targets. Mixed market 16. 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). 17. 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. 18. 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. 19. Promote and prioritise development of appropriately diversified densities of affordable housing on state-/City-owned land. 20. Mixed-market developments should promote integration through the use of tenure blind design.

Informal settlements (and TRAs), e.g. • Nomzamo • Lwandle • Sir Lowry's Pass	21. 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). 22. 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). 23. 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. 24. 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. 25. 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. 26. 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. 27. Support in-situ upgrading of informal settlements, where possible, and deliver high-density typologies to achieve to minimise relocations. 28. Support the City's goals to transform informal settlements by facilitating incremental and micro-developments. 99. Support suitable temporary land uses where informal settlements have been relocated to prevent resettlement of informal dwellers.
C) SUBCATEGORY: NON-RESIDENTIAL DEVELOPMENT	
Informal sector includes the following areas: • Public transport corridors • Public transport interchange • Precinct development • Mixed-use development • High-density developments • Nodes • Civic precincts	1. Support the provision of basic services and amenities to support informal economic activity and to reduce negative externalities associated with unregulated business activity. This includes hard and soft landscaping, structures as context-appropriate, storage facilities, ablution facilities, waste collection/recycling, streetlights, water and electricity connections. This applies to all areas, but will be most relevant in high-volume pedestrian areas such as nodes, transport interchanges, civic precincts and other busy places. 2. Support the design of public space to create multifunctional internal public squares and linear spaces that can accommodate informal trading. These should be in areas demarcated for trading, in line with the provisions of the CCT Informal Trading By-law. 3. Encourage the design of new developments to accommodate informal business zones and places for markets in centrally located core areas and along activity corridors. 4. Support flexibility of land use rights on residential properties along development routes and public transport corridors to promote township home-based enterprises to facilitate local economic development. 5. Encourage flexible zoning to facilitate informal sector activities.

TYPOLOGIES AND DISTRICT ELEMENTS	DISTRICT DEVELOPMENT GUIDELINES
C) SUBCATEGORY: NON-RESIDENTIAL DEVELOPMENT	
Industrial: Existing and new development areas, e.g.	- General industrial areas should be supported in industrial designated areas and allowances should be as per the Municipal Planning By-law. - Support the prioritisation of public-private sector investment in identified growth areas within the industrial nodes, ports and primary freight infrastructure. - Provide incentives to encourage appropriate industrial development close to areas of socio-economic need. - 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. - 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. - 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. - 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. - No activity or use that includes onsite storage (or management) of hazardous substances shall be permitted without the submission and Council approval of a risk management and prevention plan. - Promote an appropriate interface between light industrial areas and adjacent residential development through the use of sensitive design and informed by local-level guidance and spatial development plans, where applicable. Risk industry - No urban development (i.e. residential development, community services and retail services) should be permitted within or in close proximity to heavy/noxious industrial zones, solid waste disposal and wastewater treatment sites and transfer sites. - Existing developments in the above areas may require mitigation measures and limits on the further enhancement of development rights. - These areas should be reserved for noxious trade, and risk activities. Consent for other uses outside of this zoning should be discouraged or, where considered appropriate, should take into account the potential negative impacts.

D) SUBCATEGORY: MIXED USE

Mixed-use intensification areas and mixed-use new development areas

- All business areas associated with identified urban nodes
- Business strip areas, including along Kramat Road, N2, Old Main Road, Baden Powell Drive, Broadway Boulevard, intersection of Onverwacht Road, T2, Faure Marine Drive (from intersection of Strand Main Road to Beach Road), Main Road (through Somerset West CBD to Strand CBD), Victoria Road and T2 to Gordon's Bay (the northwest of the Sir Lowry's Pass corridor)
- Urban nodes
 - Somerset West CBD
 - Strand CBD
 - Gordon's Bay CBD
 - Macassar
 - Firgrove
 - Sir Lowry's Pass Village
- Civic precincts
Higher-order civic precincts:
 - Generally associated with metropolitan and sub-metropolitan urban nodes, including Somerset West/Strand.
 - Complemented by a local system of clusters and includes Nomzamo and Macassar.

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

3.2.4 Utility service infrastructure installations and networks

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

Table 10: Utility service infrastructure installations and networks SPC

PRECAUTIONARY AREAS AND UTILITY SERVICE INFRASTRUCTURE INSTALLATIONS	DISTRICT ELEMENTS	DISTRICT DEVELOPMENT GUIDELINES
b) Risk installations, e.g. landfill sites and tank farms		1. Environmental conditions related to these installations should be monitored to assess the need for appropriate buffer areas around risk activities/ installations.
c) Wastewater treatment works (WWTW)	Macassar WWTW	- Support the re-use of water with the highest potential in areas close to WWTW. - No permanent activities or structure to be approved within the prescribed buffer area around WWTW except for the designated infrastructure and bulk services activities/ structures.
d) Cemeteries	Cemeteries in the district are found in: - Somerset West - Strand - Goedenhoop - Lwandle - Rusthof - Gordon's Bay - Sir Lowry's Pass	- Support the continued use of cemeteries. - Identify location and support the establishment of other interment options to supplement or compliment the traditional in-ground burial. Promote combining these with other activities, e.g. parks and gardens, to promote its safe usage. - Prioritise the identification of additional cemetery development in the short-medium term, in addition to cater for urban growth in the district. This should take cognisance of the health regulations in this regard.
e) Broadband/ IT/Wi-Fi cabling (also refer to utilities section)	All areas – but primarily the following: - All nodes - All development corridors	- In all developments, support and promote the continued roll-out of the City's Broadband Project by expanding the City's optic fibre infrastructure. - The above needs to also look at including free provision of broadband fibre into all business areas and nodes (as part of transport infrastructure investment) in future. In support of the City's CTOD (Comprehensive Transit Oriented Development) objective, this should be prioritised, most particularly to business areas in the peripheral city and areas furthest from primary urban opportunity areas.

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.

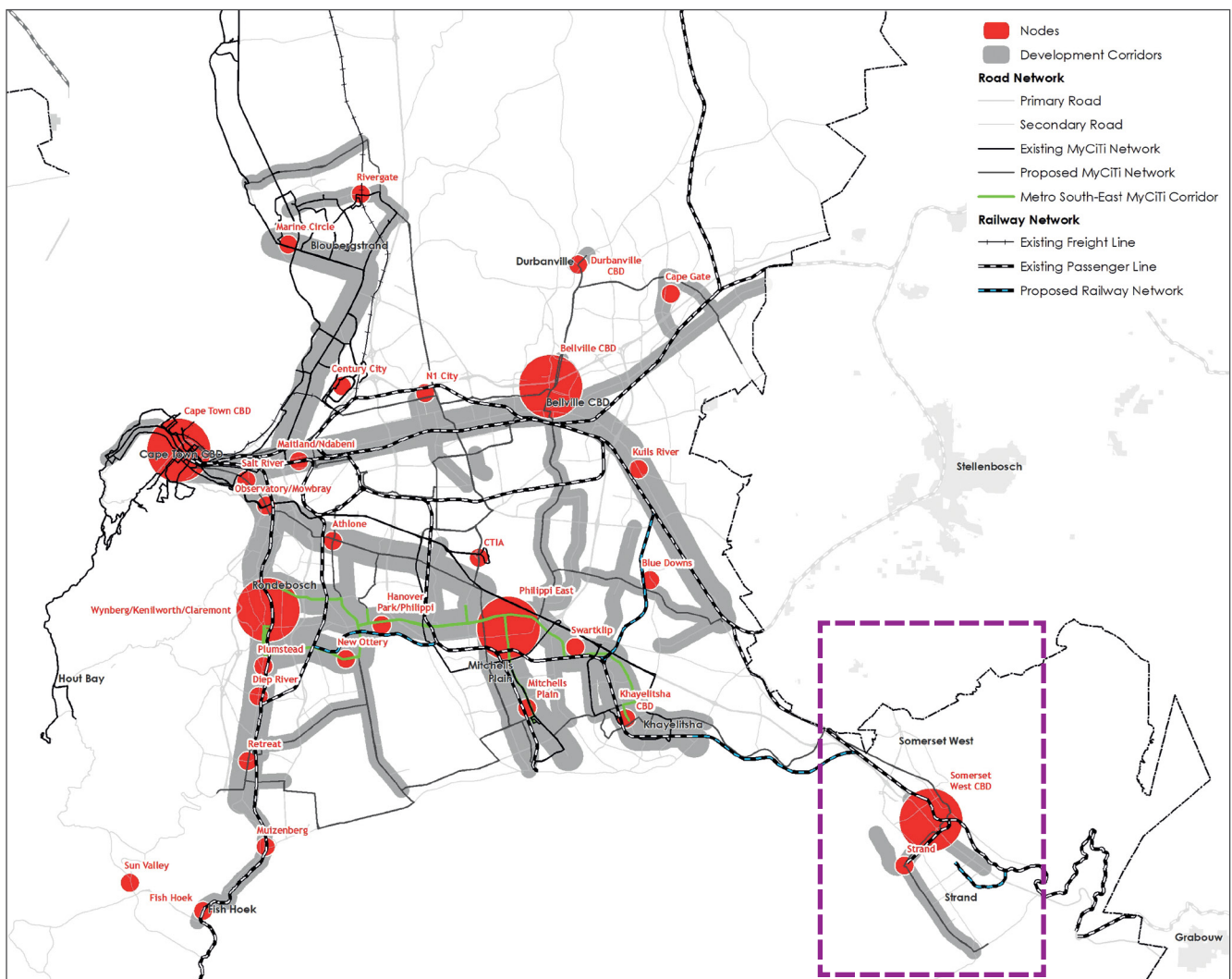


Figure 13: Structuring corridors

In alignment with the CTMSDF, the Helderberg 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	1. Promote public transport and NMT by supporting the development of safer streets throughout the district, but especially along key routes serving schools, colleges and community facilities as a means to reduce peak-hour traffic congestion and improve urban living. This should include ensuring improved surveillance from adjacent buildings (re-building setbacks, height, orientation, and visually permeable property boundaries), pedestrian-friendly/-focused road intersections, 'drop-and-ride' areas, safety officers along key routes at peak periods along key routes, and creativeness with street trading/restaurant street seating, etc. with regard to the design and construction materials. 2. Encourage the retention of green infrastructure ecosystem services, particularly where transport routes are adjacent to or intersect with open spaces, green corridors and along NMT routes.

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

b) Freeways	Freeways: • N2 • R44 • T2 • M9 (from Somerset West/ Sir Lowry's Pass Village) • Victoria Street interchange • Firlands interchange • (i.e. Sir Lowry's Pass and N2 intersection) • De Beers interchange (i.e. R44 and N2) • Baden Powell Drive and R102	1. The mobility role of these routes should not be compromised. 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. 3. The development guidelines for existing proclaimed scenic routes should be considered generally for application along all freeways/expressways in the district. 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).
c) Rail	Only one rail line in district, i.e. Bellville/Strand line. The district has five rail stations: • Faure • Firgrove • Somerset West • Van der Stel • Strand	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. 2. Support medium-density residential densification within ± 400 m of all rail stations subject to other local area guidance. 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. 4. Ensure that all new development around stations supports improved NMT and safety and security of streets and public areas. 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. 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. 7. Support development above railway lines, where appropriate, to reduce barrier effects, integrate areas, and leverage economic development and development intensification opportunity.

SDF ROUTE DESIGNATIONS	DISTRICT ELEMENTS	DISTRICT-WIDE DEVELOPMENT GUIDELINES
d) Development routes 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 areas further away from the development route)	Metro-scale / high order (high-frequency and -volume public transport routes within MSDP development corridors – e.g. IRT trunk routes) • N2 • T2 • Old Main Road • Baden Powell Drive • Broadway Boulevard • Intersection of Onverwacht Road • Faure Marine Drive (from intersection of Strand Main Road to Beach Road) • Main Road (through Somerset West CBD to Strand CBD) • Victoria Road and T2 to Gordon's Bay (the northwest of the Sir Lowry's Pass corridor) District scale/ lower order (high-frequency, low-volume public transport routes) • Main Road • Victoria Road • Broadway Boulevard • Faure Marine Drive	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. 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. 3. Areas between urban nodes, civic precincts, or (the extent of) existing commercial areas should generally be restricted to residential development only. 4. Ensure ongoing alignment between relevant departments in ensuring the appropriate location of major public transport stations/stops along these development routes, and consistency of design guidelines for incorporation into road reserve development and adjacent property development proposals. 5. Any future redevelopment of these roads, associated pavement areas, and land uses fronting these should take place with the planned IRT, other public transport, and NMT infrastructure improvements in mind, and especially at BRT and taxi stations and stops. 6. Civic upgrades, landscaping and NMT provision should be a key consideration and be made as and where appropriate to ensure quality streetscapes. Special focus should be on creating high-quality attraction areas at strategic locations (e.g. around PTIs, at public squares, encouraging private redevelopment to create semi-public parts of their sites for eateries/coffee shops, etc.). 7. In general, development should front onto these roads, and active street interfaces should be encouraged and large extents of blank wall avoided by encouraging visually permeable property boundaries, pedestrian-friendly/-focused active streets. 8. Where open spaces intersect with these roads, the former should be retained and enhanced in order to develop the 'green' network, and provide open space relief in intensively developed areas. 9. Mitigation of the impact of the road's mobility function (including design efforts to slow traffic) may be appropriate at high-intensity, mixed-use nodal areas where frequent pedestrian movement across the street is necessary. Therefore, provide/allow for road access in urban nodal areas according to development needs rather than road classification requirements. Routes through residential areas between these nodes should generally be mobility orientated, with appropriate street and pavement design and adjacent development and landscaping, and adherence to section 136B (boundary walls) of the Municipal Planning By-law, etc. to ensure NMT safety and security.

d) Development routes		10. Ensure the enhancement and protection of scenic qualities and heritage resources along these routes, where necessary, especially where these have been recognised and protected through policy and legislation. 11. Reinforce the functioning of these roads as public transport routes through encouraging future highest-order facilities along high-order routes, and local community service provision along lower-order routes. 12. Direct access onto these streets from abutting properties is generally supported, but should be consolidated, where possible and appropriate. 13. Direct-access, perpendicular parking across the erf frontage should not be permitted along these routes.
e) Connector routes	Higher order (higher mobility-orientated routes, but with some public transport, supporting development routes or linking more distant urban nodes to urban corridor areas) • Baden Powell Drive • Macassar Road • Kramat Road • Sir Lowry's Pass Road M9 (from Somerset West/ Sir Lowry's Pass Village) • Proposed Bloubos Road • Onverwacht Road • Portion of Faure Marine Drive (from Gordon's Bay to Kleinmond) • Old Main Road (main road link between Kuilsriver to Somerset West) Lower order (Low-mobility routes serving only a local area) • Local neighbourhood roads	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. 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. 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. 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. 5. The role of these routes as significant community-service, public transport routes should be reinforced. 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. 7. Civic upgrades, landscaping and NMT provision should be made as and where appropriate to ensure quality streetscapes. 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. 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).

SDF ROUTE DESIGNATIONS	DISTRICT ELEMENTS	DISTRICT-WIDE DEVELOPMENT GUIDELINES
f) Scenic routes	Scenic Drive Network Management Plan, 2003 (approved) • Baden Powell Drive (only a small portion affecting Helderberg District) • R44/Beach Road (up to Lourens River bridge crossing) • Beach Road (Lourens River bridge crossing) to Faure Marine Drive • N2/Sir Lowry's Pass • (Broadlands Road to district boundary) • Sir Lowry's Pass Road (N2 to Faure Marine) • Faure Marine Drive (Gordon's Bay Beach Road to district boundary) Review Scenic Drive Network Management Plan, 2013 (draft) • Sir Lowry's Pass Road – Faure Marine Drive • Old Sir Lowry's Pass Road • N2 in Broadlands • Baden Powell Drive	1. Any redevelopment along scenic drives and routes should include the addressing of 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. 2. The need to update the Scenic Drive Network Management Plan (volume 3, 2003) to increase alignment, where necessary, with policy guidelines of the Draft Scenic Drive Network Management Plan 2013 impacting on land development applications and decision making. 3. Enhancement of existing rights, only if no detrimental impact on the scenic drive is envisaged. Massing and location of built form, even if within existing rights, is to be subject to Urban Design Branch comments. 4. Existing tree-belts, windbreaks and mature tree specimens forming part of the rural amenity to be retained. 5. Access points off the drive serving future development to be limited, subject to local area plans and Urban Design Branch comments. 6. The ratio of open space should exceed built form, with planted and functional open space to dominate any development proposal. 7. Protect views looking east from the scenic drive over farmland towards mountain and foothill ridge and ridge baselines. Structures located below the scenic drive to be set back from the ridge road edge to protect views of the sea/mountains. 8. The extent of the setback and any additional measures such as a possible height restriction will be determined by site-specific conditions. 9. Access points off the scenic routes serving future developments are to be limited and subject to area-specific proposals. Preferably, no departures from the Road Access Guidelines (2002) (RAG) spacing guideline of 270 m for both sides of the drive, from the future Bloubos Road to the urban development edge to the west. 10. Instruments that may be required to mitigate impacts may include, inter alia, an Environmental Management Programme (EMPr), landscape plans, and method statements.

g) NMT routes	Higher order (‘destination’ promenades, cycle routes, and closed streets that are high attractors from across the metro) • Strand beachfront, Beach Road • Gordon’s Bay main beach • Bikini beach • Harmony Park beach Lower-order NMT 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	1. Any nearby development should contribute to the enhancement of these routes (including associated management), where possible. Support investment (public or private) of these metro attraction routes as key recreation and tourism destinations. 2. 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 routes. 3. All transport routes should aim to be NMT-friendly (with a zero death objective), and the roadways themselves, as well as adjacent pavements (or road reserve areas), property parking areas and associated pedestrian access areas should be planned and developed to this end. 4. Plan for increasing micro-mobility, including more pedestrian, more bicycle and motorised bicycle trips, etc. to support greater localisation (less need for longer intra- and interdistrict trips) and walkability associated with more integrated urban development and reducing the city’s overall carbon footprint. 5. Planned NMT links should be steadily formalised/upgraded to provide for not only safer movement but an enhanced NMT experience and better-quality urban environments. Development and management partnerships should be encouraged, where possible. 6. Particular focus should be on improved pathways around (or along) district public open space areas (as significant amenity attractions), including Jan Burger Park. Again, development and management partnerships, should be encouraged, where possible. 7. A key focus in areas with significant development informality must be on ensuring that planned NMT routes are not encroached upon. 8. 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.
h) Harbours and other freight hubs	Harbours • Strand Harbour • Gordon’s Bay Harbour	1. Encourage the 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. 2. Ensure that major storage, break of bulk, etc. facilities do not negatively impact on surrounding development areas, especially in high visual impact areas. 3. Support increased service-related economic activities (e.g. tourism and recreation) and multi- use in harbours aligned with their strategic role as major marine access points and destination places. 4. Ensure that heritage, visual impact and climate change resilience issues are adequately considered in any harbour (re-)development.

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 MSDP) 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

DESIGNATION: DEVELOPMENT CORRIDORS (see route designations section for development route)	
DISTRICT ELEMENTS	DISTRICT-WIDE DEVELOPMENT GUIDELINES
a) Metro scale/Higher order Wide development intensification areas on either side of: • Main Road (through Somerset West CBD to Strand CBD) • Victoria Road - Somerset West • Broadway Boulevard to N2 • Sir Lowry's Pass Road (MR108) from the T2 to Gordon's Bay • Section of Broadlands Road (i.e. from T2 to Broadway) and with other parallel alternative access or mobility routes within, bounding or close to these • N2 realignment route through Nomzamo/Lwandle • Old Main Road • Main Road	1. Support higher-intensity development within development corridors than in surrounding urban areas. In general, support highest-intensity development in urban node areas (see guidelines for urban nodes) and properties abutting development routes. 2. Within these areas, generally restrict commercial development, other than neighbourhood convenience land uses, only to urban nodes and other existing business precincts or mixed-use areas. In exceptional circumstances within residential areas directly adjacent to the above areas or higher-order roads, appropriate business use (re- type, scale, design, etc.) may be considered. 3. In areas between nodes along 'higher-order' development corridors, generally support medium-high-density residential development within the broadly defined primary extent area within 400 m ($\pm$ 5-min walk) of the development route, and medium-density residential development within the secondary extent areas further away between 400-800 m (i.e. $\pm$ 10-min walk). However, these are not definitive extents and must be considered a guide dependent on local area circumstances. 4. In areas between nodes along 'lower-order' development corridors, generally support medium-density residential development within 400 m ($\pm$ 5-minute walk) of the development route.

b) District scale/Lower order (somewhat less accessible, higher-intensity urbanstrips linking other urban nodes, with development routes as 'spines') • Section of Faure Marine Drive • Bright Street in Somerset West • Beach Road in Strand and Gordon's Bay • Section of Broadlands Road (i.e. from T2 to Broadway) • Solomon/Michael streets in Lwandle and Nomzamo	
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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, enabling species dispersal, limiting animal and plant population isolation due to habitat fragmentation, and increasing habitat for species. Green corridors can assist with climate change adaptation by reducing the urban heat island effect, improving urban ventilation, assisting in flood prevention and enabling water infiltration. They have a positive effect on human health and improve liveability in the city by providing spaces for recreation, social engagement and community connection. 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.⁵

Two green corridor concepts are presented:

- 'Major green corridors' are represented by a thick, solid green line and indicates existing connections associated with conserved areas or features (e.g. watercourses, road reserves, utility servitudes, tree-lined streets).
- 'Flexible green corridors' are represented by a dashed green line and indicate where a link can be created (through new development/ redevelopment) or maintained through various options.

⁵ 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.

Table 13: Green corridor guidelines

GREEN CORRIDORS	DEVELOPMENT GUIDELINES
a) Green corridors - major green corridors Solid-line corridors follow existing open green corridor opportunities conserved areas and specific linear features, e.g. rivers and non-motorised transport links. Corridors have been defined that link between urban areas and Helderberg Nature Reserve, but not within the park as the scale of the park provides for a functional ecological corridor.	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. 2. Enhance the green infrastructure provisions of linkages between open spaces by developing connections through public space. 3. Maintain and enhance green corridors along rivers. 4. Look for opportunities to link between the mountain and the coast, especially where opportunity exists for 'source to sea' corridors along coastlines. 5. Landscaping of developments should consider the enhancement of corridors, and the suitable vegetation or landscape types should be considered with endemic vegetation preferred in corridors linking biodiversity areas. 6. Promote the development NMT networks in alignment with green corridors to create multifunctional spaces. 7. Where applicable, encourage restoration of canalised or underground river segments, promote the restoration of the river to a non-canalised or partially canalised state, and encourage landscaping on canal edges. 8. Protect treelined corridors and expand planting to support the movement of species where opportunities arise, as well as to provide shade. 9. Where possible and appropriate, look to integrating multiple functions within corridors.
b) Flexible green corridors These are connections that represent options for potential linkages and are conceptual in nature. These connections can become major corridors over time as their delineation is clarified.	1. In developments/redevelopments along flexible corridors, encourage landscaping and the protection of green space assets. 2. Identify land for the establishment of corridors, where needed. 3. Encourage the integration of green corridors into NMT improvement opportunities. 4. Consider the broader spatial context of the corridor to ensure that corridor delineation through a space ties up and links outside of the space.



THE RICH NATURAL ENVIRONMENT OF THE
HELDERBERG NATURE RESERVE IS HOME TO A
WIDE VARIETY OF PLANT AND ANIMAL LIFE.

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	NOTES REGARDING NODAL DEVELOPMENT GUIDELINES - 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. - 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. - Refer to section 3.2.2.5 for density targets and guidelines applicable to new development areas. - The considerations in section 3.2.2.5(b) should be taken into account when applying the density thresholds as indicated in this table. - Encourage mixed land use intensification in nodal areas with the level of intensity guided by the scale of the node as indicated below. - Encourage residential intensification and clustering of public services dependent on the scale and local context of the node. - Support the development or upgrading of social facilities to be multifunctional to ensure space is utilised optimally. - Support the development of NMT infrastructure to improve accessibility between nodal areas, public transport routes and public facilities/services. - The design of areas in and around PTIs and demarcated informal trading areas should improve opportunities for commercialisation (formal and informal). - Support the provision of park and ride facilities (including shared parking opportunities) at stations such as Athlone, Crawford, Ottery and Nyanga, subject to local needs assessments. - Support redevelopment and conversion of areas with underutilised infrastructure to capitalise on existing infrastructure and attract investment.
b) Metropolitan node Example: Somerset West	- Encourage mixed land use intensification within a radius of approximately 2,5 km. - Encourage a mix of commercial, recreational spaces, higher-order public facilities appropriate for level 1 civic clusters (refer to figure 10), and high-density residential, including a range of housing typologies and affordable housing. - Promote development at higher residential densities than those which exist in the surrounding area and encourage net densities of 400 du/ha and above with due consideration of the local context and its urban character and form. - Encourage the conversion of functionally obsolete building stock to affordable housing.

c) District node Example: Strand	1. Encourage mixed land use intensification within a radius of approximately 2 km. 2. Encourage a mix of land uses including office, retail, community facilities appropriate for levels 2 and 3 civic clusters (refer to figure 10), recreational facilities, and medium- to high-density residential, including a range of housing typologies and affordable housing. 3. Promote development at higher residential densities than those which exist in the surrounding area and encourage net densities ranging between 150 – 400 du/ha with due consideration of the local context and its urban character and form.
d) Local node Examples: • Strand CBD • Gordon's Bay CBD • Macassar • Macassar (intersection of Kramat Road and N2) • Firgrove • Sir Lowry's Pass Village • Somerset West (Broadway Boulevard/ Main Road)	1. Encourage mixed land use intensification within a radius of approximately 800 m. 2. Encourage a mix of retail, local offices such as medical surgeries and estate agents, low- to medium-density residential, and community facilities appropriate for levels 3 to 5 civic clusters (refer to figure 10). 3. Support the integration of medium-density residential typologies on vacant and underutilised land in close proximity to public transport access points (NDAs). 4. Promote development at higher residential densities than those which exist in the surrounding area and encourage net densities ranging between 75 – 150 du/ha with due consideration of the local context and its urban character and form. 5. Promote micro-enterprises on residential properties at high-accessibility nodes and along local development routes serviced by public transport.
e) Neighbourhood node Examples: • Gordon's Bay (Sir Lowry's Pass Road) • Gordon's Bay (Faure Marine Drive) • Lwandle (taxi rank civic N2/Hlathi Drive) • Nomzamo (N2/ Onverwacht Road) • Faure Station • Somerset West (Vergelegen) • Somerset West (Helderberg Hospital/ Lourensford Road) • Somerset West (Heldervue/Abelia Street) (only indicated at subdistrict scale)	1. Encourage a mix of land uses, including local shops and services such as medical surgeries and hair salons within a radius of approximately 400 m. 2. Promote the development of community facilities appropriate for levels 4 and 5 civic clusters (refer to figure 10). Where existing civic clusters are established, opportunities for further enhancement of facilities and land use intensification should be explored. 3. Encourage a change in land use rights on residential properties at high-accessibility points to accommodate micro-enterprises. 4. Promote incremental densification through subdivision of larger properties.

3.4.3 Civic clusters

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

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

A detailed study led by the Council for Scientific and Industrial Research (CSIR) has been undertaken to review the social facility baseline and sufficiency for 2020 and estimate the anticipated facility requirements for 2040. Based on this study, a hierarchy of social service nodes (five levels in total) have been developed in accordance with figure 13 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 an efficient and spatially just distribution of different facility types at acceptable distances. All nodes should be serviced with basic facilities and as the node level moves up from level 5 (lowest order) to level 1 (highest), additional facility types are added at each level. Higher-level nodes should provide a full range of higher- and lower-order services, but lower nodes only provide lower-order services.

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

For the purposes of the District Plan, the hierarchy of civic clusters as identified through the forward planning (2040) for community facilities and service points will be incorporated as indicated in figure 13 and associated with the guidelines in table 15 below. The civic clusters in the District Plan will be categorised in three levels, namely regional, community and neighbourhood in order to ensure that the level of services provided are integrated at the appropriate scale. Further details pertaining to the methodology and classification specifically relating to the study referenced can be obtained in annexure 8 in volume 4.

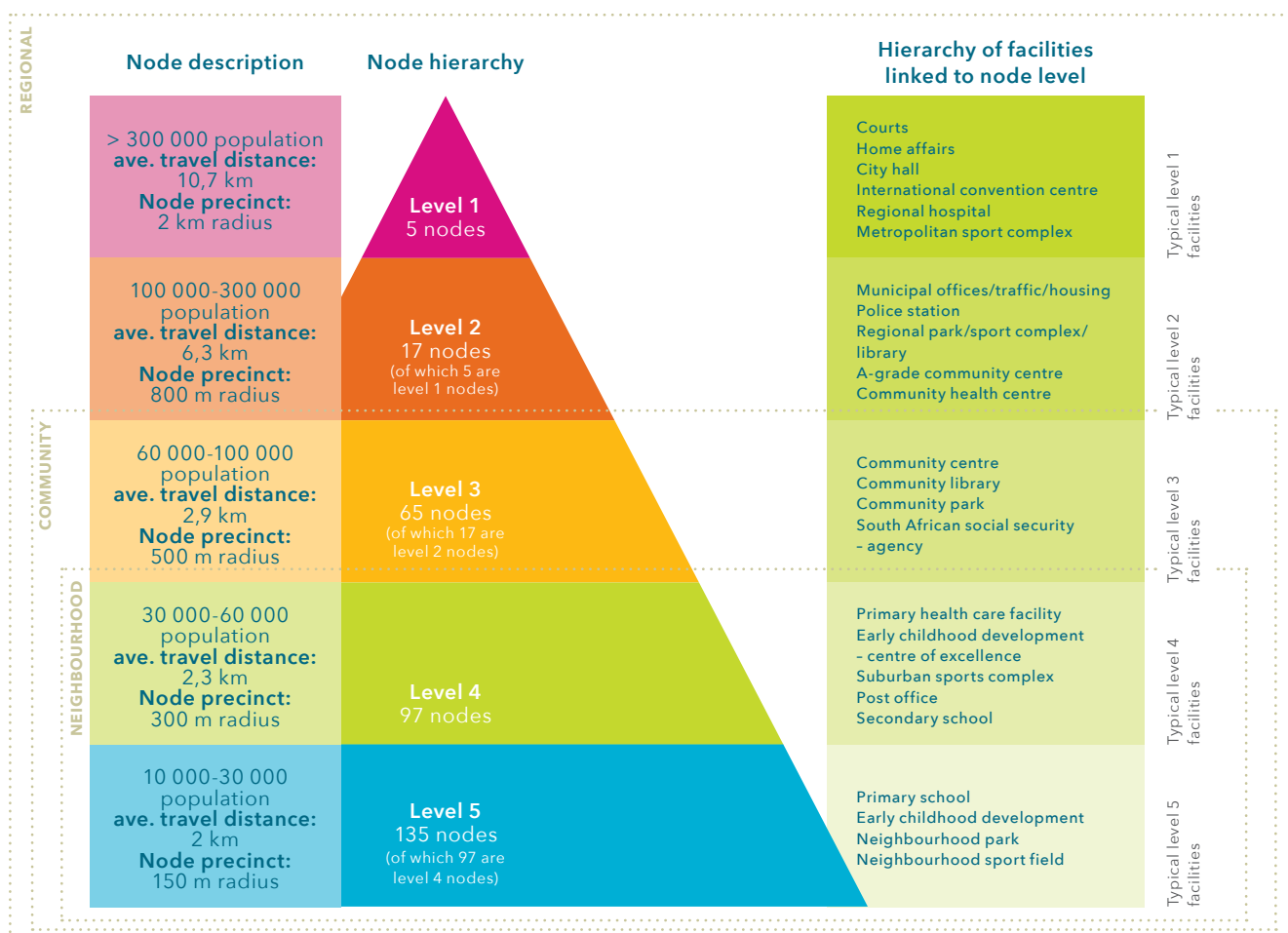


Figure 14: Civic clusters as integrated into District Plan

Table 15: Civic cluster guidelines

DESIGNATION	DEVELOPMENT GUIDELINES
a) General	1. Encourage the optimal use of existing social facilities and clustering to improve access, especially for non-motorised transport. 2. Promote the development of multifunctional facilities that could be shared and use space optimally.
b) Regional civic clusters	3. 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. 4. Well-established multifunctional clusters in close proximity to public transport and highly accessible locations. 5. Serve a catchment area larger than the immediate district with travel distances up to 15 km. 6. Guideline: Precinct radius ranging between 800 m to 2 km.
c) Community civic clusters	7. Include facilities such as community parks, community centres and libraries, which could be clustered with small-scale commercial activities. 8. Approximate catchment area of up to 5 km. 9. Guideline: Precinct radius of approximately 500 m.
d) Neighbourhood civic clusters (subdistrict maps)	10. Include localised facilities such as primary healthcare, schools/ECD centres and neighbourhood parks. 11. Approximate catchment area of up to 3 km located within walking distance of the communities served. 12. Guideline: Precinct radius ranging between 150 m and 300 m.

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
1. Coastal based • Strand beach area • Strand pavilion • Gordon's Bay coastal resort and beach • Gordon's Bay harbour • Bikini beach • Harmony Park beach • Macassar beach	1. Protect conservation areas and ensure appropriate interfaces with the surrounding areas. 2. Support the protection and enhancement of recreational and tourism opportunities at high visitor-attractor destination places. 3. Ensure that smaller-scale destination places not suitable for high visitor numbers are maintained and supported in terms of their contribution to the recreation and tourism economy. 4. Encourage appropriate development in areas surrounding the destination place and ensure that interfaces are treated sensitively.
2. Nature based • Helderberg Nature Reserve • Steenbras Nature Reserve • Macassar Dunes East conservation area (the conservation land bank) • Silwerboomkloof section of the Helderberg Nature Reserve • Lourens River protected nature environment • Dick Dent bird sanctuary • Harmony Flats Nature Reserve • Morkel's Cottage conservation area • Schapenberg conservation area • Kogel Baai resort	5. Support private and public sector investment for redevelopment and upgrading of coastal areas and public open space areas (upgrading landscaping, litter bins, ablution facilities). 6. 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). 7. Promote synergies between the various economic sectors and tourism. Where feasible, a link can be made between creative industries and tourism, nature and tourism, food/beverage and tourism, etc. through correct zoning, allowing land use activities such as restaurants spilling out on the pavement, allowing commercial pop-ups and so forth; increasing the scope of land use rights to ensure universal access and infrastructure along routes.
3. Special cultural landscape • Lourensford Estate • Vergelegen Estate • Schapenberg Wine • Morgenster Estate • Erinvale golf course • Radloff Park • Paardevelei • Sir Lowry's Pass view point • R44 Rocky View • Monkey Town • Sir Lowry's Pass Station • Other smaller wine industries/ estates located along the Helderberg Wine Route • Goedverwachting farm	8. 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. 9. In general, development in Macassar (Sandvlei) should take into consideration high hazard and 1:50- and 1:100- year floodlines. 10. Ensure maintenance of green streetscapes and corridors that link from the Helderberg Nature Reserve, Steenbras Nature Reserve, through the urban context of the district.
4. Monumental • Kramat of Sheikh Yusuf Al-Makassari • Lwandle Migrant Labour Museum	

3.5 Guidelines related to development edges

- i. 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.
- ii. 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 ensuring 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.

- iii. 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 timeous 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 Helderberg District Plan delineates a detailed development urban development edge and coastal edge and provides detailed associated development guidelines.

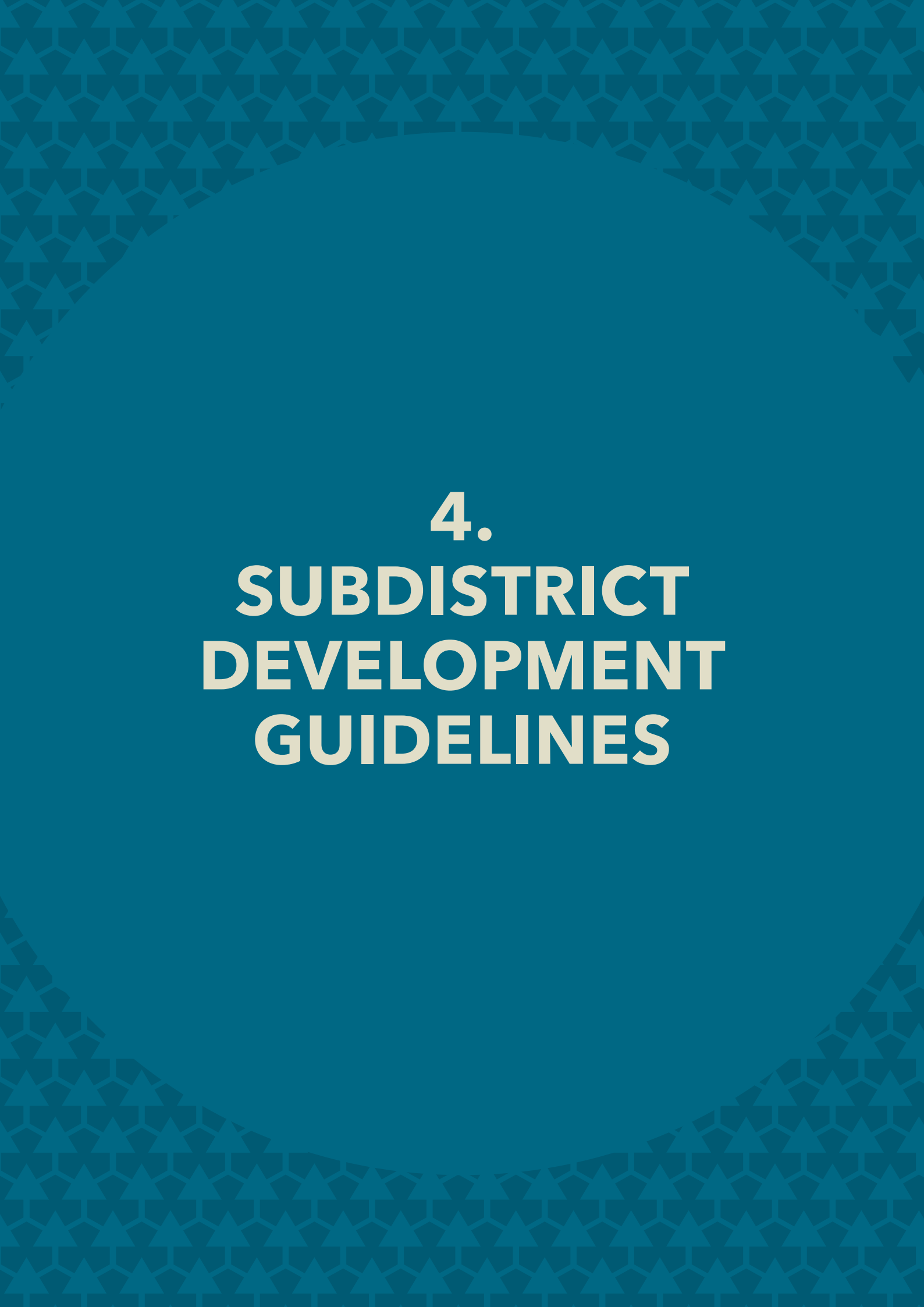
Table 17: Urban development edge guidelines

URBAN DEVELOPMENT EDGE	
ELEMENTS/AREAS	DEVELOPMENT GUIDELINES
Generic guidelines applicable across all eight districts	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. 2. In these areas, support non-urban development and activities supportive of the recreational or tourism economy. However, limit the scale of such development and restrict any subdivision to maintain and consolidate the long-term integrity of these areas. 3. Ensure any development is of limited visual impact from all significant roads, neighbours and wider cultural landscape, with location, scale, form and screening key in this regard.
Urban development inside the urban-development edge abutting natural, agricultural, and rural areas/cultural landscapes	4. 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).
Possible future urban development areas outside the urban development edge	5. The only possible exceptions to guidelines 1-3 above are: • Planned future large-scale utilities (which include renewable energy utilities such as solar farms) that cannot be accommodated inside the urban development edge.

COASTAL EDGE	
ELEMENTS/AREAS	DEVELOPMENT GUIDELINES
All areas seaward of the coastal edge	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. 2. Only limited site-related non-urban development and activities supportive of the recreational or tourism economy should be permitted within the coastal protection zone (e.g. footpaths and, where appropriate, benches, toilets, parking). In very limited (pre-identified) unique locations, this could also include conservation facilities, small-scale temporary or 'touching the ground lightly' refreshment facilities/restaurants, or picnicking/braaiing facilities. 3. Any development seaward of this line must respond appropriately to coastal processes, visual impact, public coastal access, and biodiversity considerations. Reference should be made to the EMF's coastal and dune guidelines for further guidance.
Destination places in natural areas (identified resort areas)	4. 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.
Proposed new urban nodes on the coast	5. 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. 6. Subject to more detailed local area study, the coastal edge line in proposed new coastal development may be subject to amendment. 7. 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.
Urban development inside the coastal edge abutting the coastal protection zone	8. 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). 9. 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').
Entire coastline, but especially at urban nodes and where there are urban areas between these nodes	10. Coastal public access should be ensured and enhanced to and along the entire coastline. 11. 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.



**LAND IN THE COASTAL PROTECTION
ZONE) SHOULD NOT BE USED FOR ANY
URBAN DEVELOPMENT.**



4. SUBDISTRICT DEVELOPMENT GUIDELINES

The purpose of subdistrict guidelines is to provide greater detail to the guidelines contained in chapter 4 and link these to policy objectives for defined areas. Subdistrict guidelines provide a bridge between the broader district imperatives and local area planning.

The review of subdistrict guidelines takes into consideration emerging priorities from changes in land use policies and trends, including a greater focus on maintaining and improving the function of high-value industrial and logistics land, inclusive development priorities and a greater focus on maintaining character areas.

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.

Note: 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.

Helderberg is divided into six subdistricts and guidelines for the subdistricts are grouped by area.

Subdistricts

The Helderberg District comprises six subdistricts (see figure 14), namely:

- Subdistrict 1: Macassar/Vergenoegd
- Subdistrict 2: Paardevlei
- Subdistrict 3: Strand
- Subdistrict 4: Gordon's Bay
- Subdistrict 5: Greater Somerset West
- Subdistrict 6: Sir Lowry's Pass

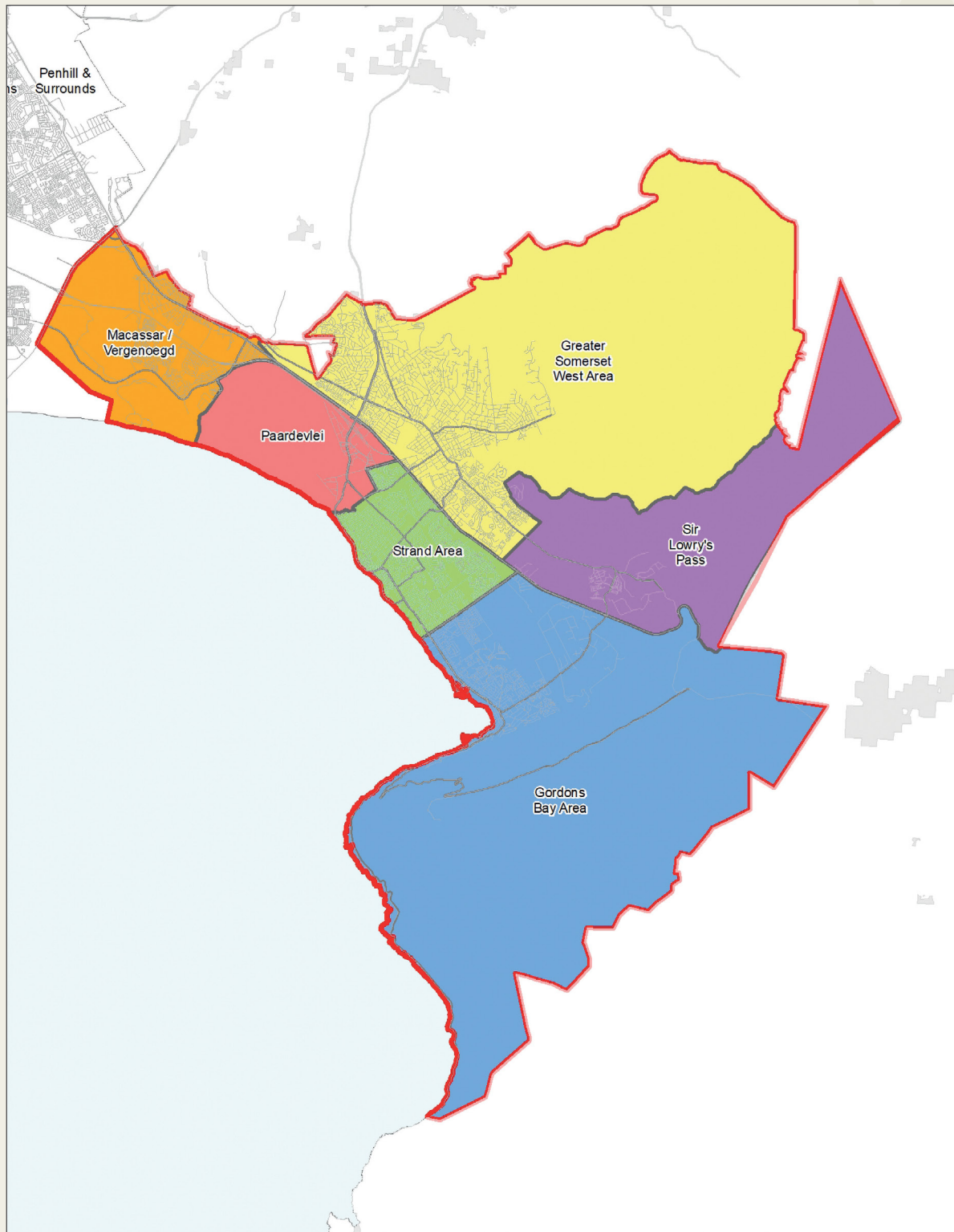


Figure 15: Helderberg subdistricts

4.1 Subdistrict 1: Macassar/Vergenoegd

Subdistrict 1 includes the areas of Vergenoegd farm, Faure, Croydon, Firgrove, Macassar and Macassar/Sandvlei smallholdings, and is bounded by Baden Powell Drive to the west, the municipal boundary to the north, the Somchem cadastral boundary to the east and the coastline and Macassar Dunes conservation area to the south.

Vergenoegd farm is located in a key position, at the transition between the metro southeast and the more

rural Helderberg and Stellenbosch areas. The area has recently been subjected to development pressures with a significant number of planning approvals being granted that have accelerated levels of development (e.g. the Cape Town Film Studios, Croydon Vineyard Estate, Croydon Olive Estate, Sitari Fields and Kelderhof Country Village). As a result of the recent developments, the character of the area is changing from a semi-rural character to a more urban mixed-use character.

SUBDISTRICT 1: MACASSAR/VERGENOEGD: URBAN DEVELOPMENT	
SPATIAL DEVELOPMENT OBJECTIVES	SUGGESTED RESPONSE/GUIDELINES/POLICY STATEMENTS
Vergenoegd farm and surrounds	
a) This is an area of significance due to the natural, heritage and cultural characteristics that exist. Vergenoegd farm is a transition area between the rural Helderberg and Stellenbosch area, and must therefore be a suitable, sensitive transition between the rural characters of both locations. b) Planning to take cognisance of Vergenoegd farm being recognised as natural destination place in the district. There is a need to strengthen its tourism potential, while ensuring the protection of the natural environment. c) Protect the historical heritage value that Vergenoegd farm offers by ensuring the retention of the unique visual character of the area as well as ensure environmental conservation. d) Ensure a positive interface between developments and scenic routes (N2 and R310). The view of the Helderberg mountains from these routes need to be protected and promoted.	1. The area is located in a key position at the transition area between the existing Helderberg District and Stellenbosch Municipality, which is located outside the district's edge. Any future development should take cognisance of conservation areas and the heritage value of the farms, and ensure appropriate interfaces with the surrounding areas. 2. Promote an appropriate interface with the Macassar Dunes East conservation area, by ensuring that any new development is undertaken in a manner that encourages features such as roads to act as a buffer between development and the nature reserve as opposed to the rear of residential properties. 3. Ensure that vehicular access for firefighting and maintenance is according to the prescribed regulations. 4. Any proposed future development must treat the historic Vergenoegd farm with care in order to retain and celebrate the heritage value of the farm. This should include: a) retaining viticulture activity as an active element within the farm precinct and b) enhancing retention of the homestead and tree lanes as distinct elements in the landscape. 5. Ensure the necessary heritage compliance (NHRA and MPBL) is followed for any future development. 6. Any future developments must ensure a suitable biodiversity offset and long-term biodiversity management that will benefit and reduce negative biodiversity impacts to an acceptable level. 7. Ensure compliance with urban design guidelines, environmental impact assessments (EIAs) and traffic impact assessments (TIAs) conducted for future developments, if necessary, or for approved development application conditions, as per the regulations and by-laws. 8. Enhancement of existing rights, only if no detrimental impact on the scenic drive is envisaged. Massing and location of built form, even if within existing rights, are subject to Urban Design Branch comments. 9. Any development proposals on the Vergenoegd farm should be of a very limited nature in order to retain the rural or agricultural amenity, and with a minimum visual impact on the scenic drive.

SUBDISTRICT 1: MACASSAR/VERGENOEGD: URBAN DEVELOPMENT	
SPATIAL DEVELOPMENT OBJECTIVES	SUGGESTED RESPONSE/GUIDELINES/POLICY STATEMENTS
Vergenoegd farm and surrounds	
	- Any future redevelopment along the scenic drive (i.e. Baden Powell Drive) should include the addressing of 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. - Ensure heavy and quality landscaping along edges to mitigate against potential visual impact.
e) Retain the residential character of Faure residential	Densification can be further encouraged in the residential area of Faure, where appropriate.
Macassar	
a) Retain the residential character of Faure residential	Densification can be further encouraged in the residential area of Faure, where appropriate.
- Promote opportunities for mixed-use intensification in the local node in Macassar to strengthen its character as a vibrant node. - Promote intensification of available industrial land in Macassar. - Ensure the development of sustainable communities with access to appropriately located economic activities.	- Promote mixed-use intensification in the form of commercial/ business, medical practices and light industrial opportunities in proximity to local civic precinct in Macassar. - Identify opportunities for the establishment of SMMEs at appropriate locations displaying local business energy along activity streets and restructuring routes in Macassar. - Reinforce industrial development in the unutilised industrial land in Macassar located at the corner of Albatros Street and Macassar Road.
e) Protect and conserve heritage-significant areas found in Macassar.	- Any proposed new development adjacent to the Kramat to be carefully considered and development that is non-institutional and/or not complementing to the character of this heritage area should be discouraged. - Investigate new heritage site in Macassar previously known as Slave House located along Kramat Road.
f) Support the provision of access via the N2 onto Kramat Road.	Investigate the establishment of a transport interchange via N2 to Kramat Road to facilitate increased local accessibility to the Macassar area and to facilitate increased development potential of mixed-use development proposed at the corner of Kramat Road and Mandela Street.
g). Restrict and discourage any further mining rights in Macassar.	- No additional mining rights should be encouraged north of Macassar Road to protect the valuable environment and the smallholding area. - All existing mining rights or previously mined areas to be rehabilitated prior to closure of the mines.

Firgrove

- | | |
|---|---|
| <ul style="list-style-type: none"> a) The area has shown a positive growth in terms of medium- to high-density developments due to its great location and access to public transport. Therefore, there has been a recent demand for development in the area. This may be due to the Sitari Country Estate, The Huntsman, and mixed-use development around the Firgrove Station. b) There is an uptake of industrial development around the Firgrove Station, Faure Station, and Firlands for storage facilities purposes. Firgrove Station is earmarked for mixed-use residential, commercial, social/institutional development as well as provision for inclusionary housing. c) There is a need for higher-density, mixed-use development to the north of the station. However, this land is currently outside the Helderberg District jurisdiction. The area around the Firgrove Station poses potential for upgrading, as there are underutilised parcels of land. The proximity of these land parcels to the rail station, Main Road and Old Main Road presents an opportunity for mixed-use development intensification. A need for readjustment of municipal boundaries is required to allow the transport-accessible precinct to reach its suitable development potential. This includes the area south of the station for higher-density development and inclusionary housing to be accommodated. d) There is a great need for community facilities in the area. Ensure provision of adequate community facilities for any future development. | <ul style="list-style-type: none"> 1. The guidelines provided in the Firgrove Train Station Catalytic Precinct Project should form the basis for consideration of development applications and upgrades to the core area. 2. Intensify and diversify urban development in close proximity to the Firgrove station precinct. 3. Promote an appropriate mix and form of residential, social and economic activity between local nodes along N2. 4. Promote the principles of facility clustering and co-location and promotion of integrated precincts in the investment of social facilities in future developments. 5. Any new future development along N2 must consider the nature of access roads, therefore, additional traffic impacts assessment may be required. |
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**HOUSING DEVELOPMENTS CONTRIBUTE ACTIVELY TOWARD
ECONOMIC GROWTH IN THE HELDERBERG DISTRICT.**



SUBDISTRICT 1: MACASSAR/VERGENOEGD: URBAN DEVELOPMENT	
SPATIAL DEVELOPMENT OBJECTIVES	SUGGESTED RESPONSE/GUIDELINES/POLICY STATEMENTS
Macassar smallholdings	
a) Promote the preservation of the Macassar (Sandvlei) smallholdings area.	1. Development within this area to be carefully considered over and above existing development rights. 2. The opportunity for accommodating urban agriculture should be investigated. 3. A land use management policy to be put in place to manage activities within the Macassar smallholding area.
SUBDISTRICT 1: MACASSAR/VERGENOEGD: NEW DEVELOPMENT AREAS	
SPATIAL DEVELOPMENT OBJECTIVES	SUGGESTED RESPONSE/GUIDELINES/POLICY STATEMENTS
NDA 1: Mixed use (Macassar north the N2)	
Economic and high-density opportunities a) Ensure sustainable development, retention of the unique visual character of the area and appropriate environmental conservation. b) Promote integrated visioning and planning as opposed to fragmented planning and decision making for any potential future development on Vergenoegd farm and surrounds. c) Promote opportunities for mixed-use intensification in the local node in Macassar to strengthen its character as a vibrant community node. d) Promote intensification of available industrial land in Macassar.	1. Portion 15 of farm 653, portion of Vergenoegd farm property presents an opportunity for land use intensification. Proposals should include medium-density mixed land uses inclusive of employment-generating opportunities. 2. Erf 5541 Eerste River offers opportunity for land use intensification and the expansion of the land use activities to support the Vergenoegd farm development and the industrial area along Old Main Road. 3. Ensure that future proposals encourage mixed land uses, inclusive of employment-generating opportunities. 4. Any future development along the scenic drive (i.e. Baden Powell Drive) should seek to protect the scenic views according to the Scenic Drive Network Management Plan of 2003. 5. Only if there is no detrimental impact on the scenic drive, enhance existing rights by massing and location of built form, which is subject to comments from the Urban Design Branch. 6. Discourage enhancements of existing building envelope rights, with particular reference to height and setback controls. Massing and location of built form, which is subject to comments from the Urban Design Branch. 7. Future developments are to be undertaken in a manner that will not negatively affect the character of the farm and surrounding areas. Details of the scale and form of development to be appropriate to the unique setting of the site.
NDA 2: Mixed use (Macassar north the N2)	
Mixed land use opportunities a) Retain the character of Kramat Road and support intensification of mixed land uses.	1. Support mixed-use intensification in the form of businesses to support the residential component at the corner of Kramat Road and the N2, extending towards Old Main Road. 2. Residential and mixed-use development should take cognisance of the 1:50-year floodline. Furthermore, detailed site planning and environmental impact studies should determine the appropriate development footprint for the area. 3. Future proposals should be guided by EMF's requirements on conservation and biodiversity priority areas to limit development footprint.

NDA 3 and NDA 5: Mixed use (Macassar south the N2)**Medium-density opportunities (NDA 3)**

- a) Promote medium-density residential development with mixed-use opportunities at the corner extending along Kramat Road and the N2.

1. Support medium-density residential development of an appropriate scale to enhance the character of the area west of Kramat Road.
2. Medium-density residential development should take cognisance of the 1:50- year floodline. Furthermore, detailed site planning and environmental impact studies should determine the appropriate development footprint for the area.
3. Support the development of necessary and required community and social facilities and recreational spaces to support the residential development and surrounding communities.

Medium- to high-density opportunities (NDA 5)

- a) Promote medium- to high-density residential development to ensure an appropriate interface with the existing residential area.

1. Support medium- to high-density residential development in the form of an integrated residential development that offers various opportunities and typologies with necessary and required community and social facilities and recreational spaces.
2. Support mixed-use intensification east of Kramat Road. Where appropriate, promote commercial activities such as small cafes, kiosks, etc. that will enhance the functionality and sustainability of the community.

NDA 4: Macassar**Economic opportunities**

- a) Promote mixed-use development for employment opportunities.

1. Support mixed-use development of a low impact on the conversion area at the corner of Baden Powell Drive and Macassar Road in order to provide economic opportunities, but this is subject to stringent controls.
2. Any future development along scenic drives and routes (i.e. Baden Powell Drive) should seek to protect the scenic views according to the Scenic Drive Network Management Plan of 2003.
3. New, appropriate development should be guided by the EMF's requirements on conservation and biodiversity priority areas to limit the development footprint.
4. Support development at an appropriate scale on land above the 1:50-year floodline. Furthermore, detailed site planning and environment impact studies should determine the appropriate development footprint for the area.
5. Where facilities associated with sports fields, golf courses or community parks have been conditionally permitted in the 1:50-year zone, floor levels must be above the 1:50-year floodline.

NDA 6: Croydon

- a) Support low-density residential development/ expansion of the existing residential area.
- b) Ensure appropriate interface with the existing residential area and surrounding cross-border alignment.

1. Support low-density residential development in the form of an integrated residential development that is consistent with the existing residential area's characteristics.
2. Ensure that the residential development creates an appropriate interface with the Stellenbosch municipal area.
3. Create an appropriate buffer between the residential development and the Stellenbosch municipal area.

SUBDISTRICT 1: MACASSAR/VERGENOEGD: NEW DEVELOPMENT AREAS	
SPATIAL DEVELOPMENT OBJECTIVES	SUGGESTED RESPONSE/GUIDELINES/POLICY STATEMENTS
NDA 7: South of Macassar Road	
a) Support the medium-density residential development subject to infrastructure availability and in line with requirements for the provision of associated social facilities and recreational spaces, and encourage mixed-use intensification of the area to promote job creation and sustainable community living.	1. Support mixed-use intensification opportunities in the form of business and medium-density residential development. 2. Support development of medium- to high-density residential areas in the form of an integrated residential development that offers various opportunities and typologies, with appropriate provision of community facilities and recreational spaces. 3. The process of land use intensification along the connector route (i.e. Macassar Road) must consider the nature of access roads, additional traffic impacts, and parking requirements. 4. Support existing informal trading spots along this connector route to be aligned to informal sector plan.

SUBDISTRICT 1: MACASSAR/VERGENOEGD: ENVIRONMENTAL	
SPATIAL DEVELOPMENT OBJECTIVES	SUGGESTED RESPONSE/GUIDELINES/POLICY STATEMENTS
Macassar Dunes East conservation area	
a) Planning to take cognisance that the Macassar beach resort has discontinued. However, encourage the uplifting and revitalisation of the existing facilities at the Macassar beach resort to improve the appearance, quality, tourism development and variety of attractions in order to increase and improve access to the coast. b) Appropriate interventions are needed to enhance the tourism attraction and the use as a City amenity of Macassar beach resort. c) Support Eerste River estuary as a coastal special place.	1. Only conservation-related activities will be permitted. 2. Support operational requirements of biodiversity areas to ensure their ongoing utility in the green infrastructure networks. 3. Any future proposed development is to be in accordance with the relevant reserve management plan and NEMA regulations. 4. This area should remain as primarily recreational areas, but need a substantial upgrade to meet changing recreational needs. 5. No urban development should be encouraged beyond the coastal edge unless site-specific circumstances exist. 6. The development footprint in the beachfront area should minimise the negative impact on biodiversity and ensure an adequately connected biodiversity corridor along the coast that will still function following sea-level rise scenarios. Development here will be subject to an EIA and suitable mitigation measures on coastal dynamics; biodiversity management will likely be required. 7. Support the consolidation and link of existing protected areas (the Macassar Dunes East conservation area and Helderberg marine protected area) to adequately enhance connectivity of the biodiversity corridor along the coastal edge. 8. Enhance Eerste River estuary as a coastal special place. Ongoing efforts should be made to increase the tourism potential of this area by means of optimising accessibility (especially pedestrian access), appropriate landscaping (inclusive of addressing safety issues) and public facility development. 9. Improve public amenity of the Macassar beachfront area by encouraging redevelopment opportunities that will create a vibrant coastal park with recreational and tourism facilities to benefit the residents of the area and visitors. 10. Investigate the establishment of a new critical public link to the coastal resort area to ensure easy access to the coastal resort for the residents of Macassar.

Open space and environment

a) Prevent deterioration of the natural environment and green open spaces and maximise green infrastructure potential in open spaces.	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. 2. Protect natural vegetation and encourage landscaping and appropriate plantings in developments. 3. Avoid privatisation of open space and prevent encroachment of development into the biodiversity network or open spaces. 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. 5. Protect and enhance tree cover and encourage the retention of established trees. 6. Maximise social value by improving management, connectivity and edge conditions. 7. Support conversion of underused space into functional green and recreation space and accommodate community use of such, as appropriate. 8. Protect, maintain and enhance green network linkages (corridors) and encourage these in association with new developments. 9. Optimise open space value by making provision for active and passive recreational opportunities and improved landscaping in open spaces. 10. Support waterway improvement and rehabilitation, where appropriate, in line with the principles and objectives of the Liveable Urban Waterway Programme.
a) Ensure positive interface with parks and open spaces. b) Promote the preservation of significant tree lines/avenues.	1. Protect and maintain the green network linkages. 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. 3. Prevent development encroachment into green open spaces. 4. Protect public pedestrian routes and public access to natural assets, including the coast, mountains, rivers and other public open space. 5. Protect aesthetics of a space and visual connection to natural features, and integrity of ridgelines. 6. Development proposals are to take cognisance of existing tree groups, lines and avenues, which should be protected and incorporated into designs.

SUBDISTRICT 1: MACASSAR/VERGENOEGD: CROSS-BORDER ALIGNMENT	
SPATIAL DEVELOPMENT OBJECTIVES	SUGGESTED RESPONSE/GUIDELINES/POLICY STATEMENTS
Cross-border alignment	
a) Ensure an appropriate interface between the border dealing with areas of agricultural significance and heritage resources.	1. In areas of agricultural significance and heritage resource areas, an appropriate development buffer should be considered as an interface with Stellenbosch Municipality.
b) Conservation and preservation of green belts/green transition zones are important from a regional perspective for food security and recreational planning, including tourism.	1. Preserve the rural landscape of Stellenbosch as a significant cultural landscape within the context of the Western Cape. 2. Maintain a clear distinction between urban and rural on the municipal boundary. 3. Prevent pressure from the City of Cape Town to extend the urban edge into the significant cultural landscape of Stellenbosch.

Notes:

- Identified development focus areas (priority) are areas with highest level of accessibility and highest transformative impact, where dedicated infrastructure capacity and budget are required to facilitate development.
- All the areas referred to above should be prioritised for dedicated infrastructure capacity and budget in order to enable the appropriate type and form of development proposed in the relevant District Spatial Development Plans.
- Any proposed development within the area should consult the CSIR guideline for the provision of social facilities in South African settlements, 2015 to ensure that adequate social facilities are provided to cater for the residents within the proposed development and to add in mitigating any social facilities backlog.
- Not all green corridors (major or flexible) may be visible on the subdistrict maps, especially where they are coincident with transportation routes or rivers. It is recommended that the GINet viewer be consulted to view all corridors.
- The GINet viewer can provide some baseline information on many of the structuring open spaces, which can help inform retention or enhancement of the ecosystem service value of these spaces.

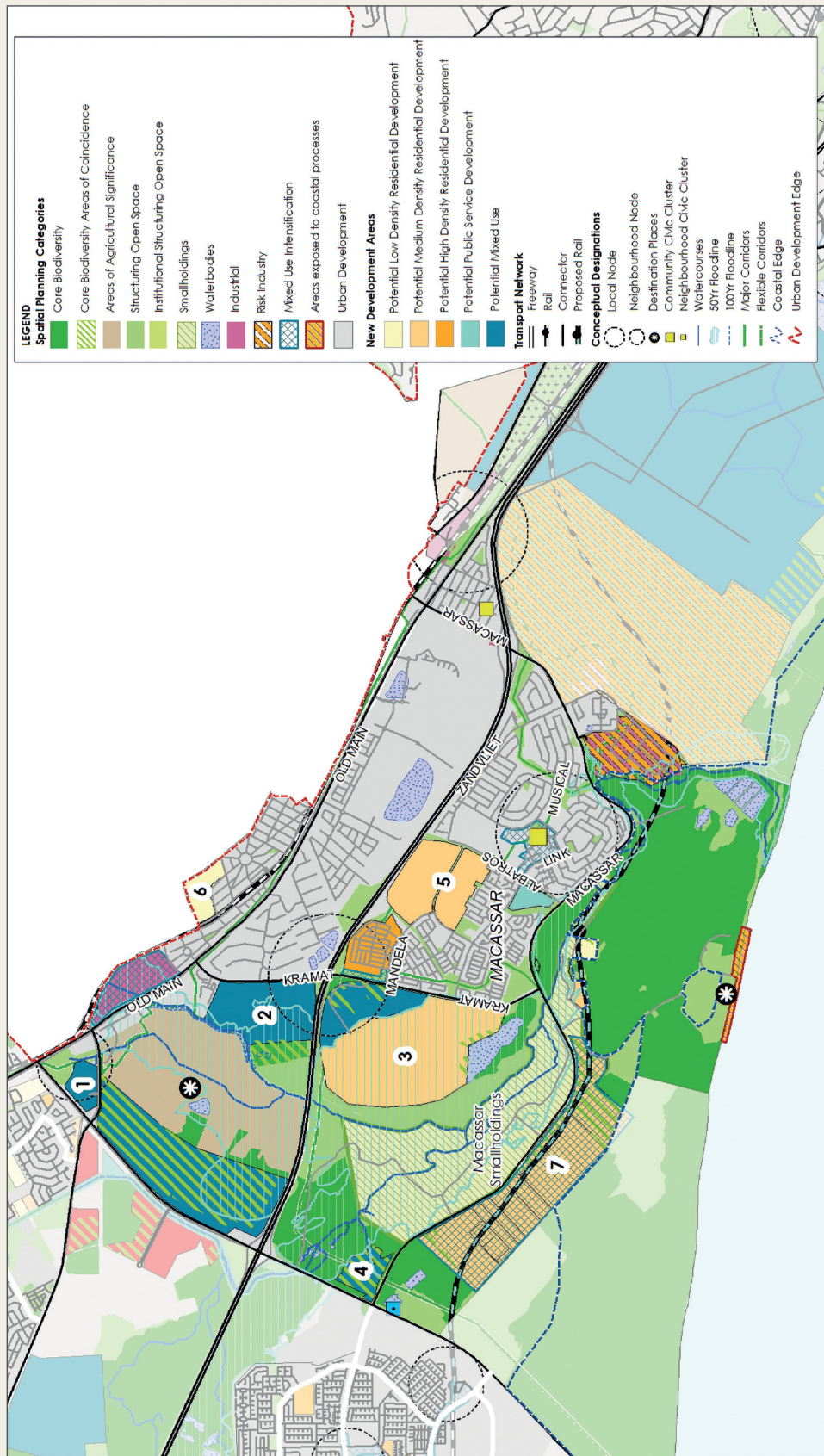


Figure 16: Subdistrict 1: Macassar/Vergenoegd

4.2.Subdistrict 2: Paardevlei

The Paardevlei area is located on the seaward side of the N2 freeway. Paardevlei is approximately 700 ha in extent. The site location and scale are strategically important given its proximity to the southern confluence of the Blue Downs and metro southeast integration zones. From a regional perspective, the urban linkages and urban/rural interface between Somerset West and Stellenbosch are of extreme importance and significance. Furthermore, the location has been identified in the TOD land use modelling as an area where land use density and diversity should be optimised.

The major economic opportunity zone for Helderberg District is located within this subdistrict and consists of the Somerset West triangle and the Paardevlei-Heartland site.

Paardevlei-Heartland mixed-use development

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

SUBDISTRICT 2: PAARDEVLEI: URBAN DEVELOPMENT	
SPATIAL DEVELOPMENT OBJECTIVES	SUGGESTED RESPONSE/GUIDELINES/POLICY STATEMENTS
Vacant land and economic opportunities	
a) Promote the intensification of industrial, commercial, retail and residential activities on vacant properties.	1. Support mixed-use development and intensification on vacant and unutilised land within the subdistrict. These developments should be in keeping with the surrounding aesthetic, characteristics and function, or should enhance and blend with the existing urban fabric. 2. Ensure a positive and seamless interface between proposed developments and existing areas to mitigate against potential visual impact. 3. Promote the development of industrial hives to accommodate SMMEs. 4. Developments abutting the N2 and Old Main Road should optimise the use of their existing land use rights to unlock future economic investment. 5. Development along N2 to ensure appropriate interface with the route and with buildings fronting the N2.
Intensification and economic opportunities b) Promote mixed-use development for economic opportunities. c) Promote the preservation of significant natural areas. d) Enhance the mixed-use development opportunities.	1. Support mixed-use development of the local node at the intersection the R44 and the connector roads to create employment opportunities. 2. Support mixed-use and commercial development along connector routes (i.e. Broadway Road) to unlock private investment opportunities. 3. Development proposals are to take cognisance of natural areas and open spaces that are identified in the south of the area along Broadway Road (the Dick Dent bird sanctuary). 4. Apply more restrictive building setback lines in relation to redevelopment initiatives in flood-prone areas.

	5. Discourage development in areas that are at risk from wetlands, floodlines and estuaries to achieve sustainable urban development. 6. Obtain input from the City of Cape Town Catchment, Stormwater and River Management Branch where development is contemplated on or near wetlands and floodlines. 7. Facilitate land use intensification for commercial development to permit baskets of rights of various mixed-use opportunities in the form of light industrial and retail development.
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SUBDISTRICT 2: PAARDEVLEI: NEW DEVELOPMENT AREA

SPATIAL DEVELOPMENT OBJECTIVES	SUGGESTED RESPONSE/GUIDELINES/POLICY STATEMENTS
NDA 1: Paardevlei precinct	
a) Support private sector investment in the form of integrated mixed-use development to create employment opportunities. b) Adjacent to metro southeast, support affordable accommodation opportunities that prevail in the area. c) Maintain and improve the quality of the existing open space system and interfaces. d) Support redevelopment of the Paardevlei (vlei area) as an urban destination place.	1. Facilitate land use intensification in precinct 2 Heartland development area (density and diversity) according to the Paardevlei Master Plan. 2. Development of the node is to be guided by a precinct plan with urban design guidelines to guide the extent, form and character of the node. 3. Proposed development to include consideration of affordable housing as a development option. 4. Ensure that adequate provision is made for land reservation to accommodate social facilities, recreational spaces and public institutions. 5. Ensure the protection of the Lourens estuary and Paardevlei for future development in Heartlands land. 6. Enhance integration of existing open space systems and recreation space into the urban design of the Heartland development area to optimise its use and tourism potential and ensure its protection. 7. Encourage development to respond to and promote opportunities for linkages between identified structuring open spaces and the Paardevlei area. 8. Discourage any future urban development in proximity to the coastal edge. 9. Retain the character of heritage properties in the Paardevlei area that form part of the broader Heartland development area. 10. Support redevelopment opportunities that do not negatively affect the character of existing heritage. 11. Support and encourage the development of a connector route (i.e. east-west axes, a link from Macassar road in the west with the R44) to support higher-density, mixed-use developments at points of opportunity, which will also support public transport. The development of this route is seen as a long-term requirement to be prioritised, which will also play a key role in the integration of areas within the district. 12. The Paardevlei (part of the coastal vlei system) is regarded as an urban special place where new development around the vlei area should optimise its use and tourism potential and ensure its protection.

SUBDISTRICT 2: PAARDEVLEI: INDUSTRIAL	
SPATIAL DEVELOPMENT OBJECTIVES	SUGGESTED RESPONSE/GUIDELINES/POLICY STATEMENTS
Somchem	
a) Ensure developments that avoid risk areas.	1. The area should be reserved for noxious trade and risk activities. Consent for uses outside of this zoning should take into account potential negative impacts. 2. Where the risk industry is surrounded by a residential area, consideration has to be given to the social, health and safety impacts of the proposed industries. 3. Ensure and establish an appropriate buffer to protect urban development from sprawling towards the risk industrial area.

SUBDISTRICT 2: PAARDEVLEI: ENVIRONMENTAL	
SPATIAL DEVELOPMENT OBJECTIVES	SUGGESTED RESPONSE/GUIDELINES/POLICY STATEMENTS
Open space and environment	
a) Prevent deterioration of the natural environment and green open spaces and maximise green infrastructure potential in open spaces.	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. 2. Protect natural vegetation and encourage landscaping and appropriate plantings in developments. 3. Avoid privatisation of open space and prevent encroachment of development into the biodiversity network or open spaces 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. 5. Protect and enhance tree cover and encourage the retention of established trees. 6. Maximise social value by improving management, connectivity and edge conditions. 7. Support conversion of underused space into functional green and recreation space and accommodate community use of such, as appropriate. 8. Protect, maintain and enhance green network linkages (corridors) and encourage these in association with new developments. 9. Optimise open space value by making provision for active and passive recreational opportunities and improved landscaping in open spaces. 10. Support waterway improvement and rehabilitation, where appropriate, in line with the principles and objectives of the Liveable Urban Waterway Programme.

b) Ensure positive interface with parks and open spaces c) Promote preservation of significant tree lines/avenues	1. Protect and maintain the green network linkages. 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. 3. Prevent development encroachment into green open spaces. 4. Protect public pedestrian routes and public access to natural assets, including the coast, mountains, rivers and other public open space. 5. Protect aesthetics of a space and visual connection to natural features, and integrity of ridgelines. 6. Development proposals are to take cognisance of existing tree groups, lines and avenues, which should be protected and incorporated into designs.
c) Preserve unique natural environment that forms part of the coastal dune system to the south of the Paardevlei site (farm 790, Stellenbosch farms)	1. The coastal biodiversity network in this area functions as an ecological linkage between the Macassar Dunes area and the Lourens River corridor. It must be protected from development impacts. 2. Access to the coastal area is to be controlled in order to ensure the survival of this pristine environment.

Notes:

- Not all green corridors (major or flexible) may be visible on the subdistrict maps, especially where they are coincident with transportation routes or rivers. It is recommended that the GINet viewer be consulted to view all corridors.*
- The GINet viewer can provide some baseline information on many of the structuring open spaces, which can help inform retention or enhancement of the ecosystem service value of these spaces.*
- Any proposed development within the area should consult the CSIR guideline for the provision of social facilities in South African settlements, 2015 to ensure that adequate social facilities are provided to cater for the residents within the proposed development and to add in mitigating any social facilities backlog.*

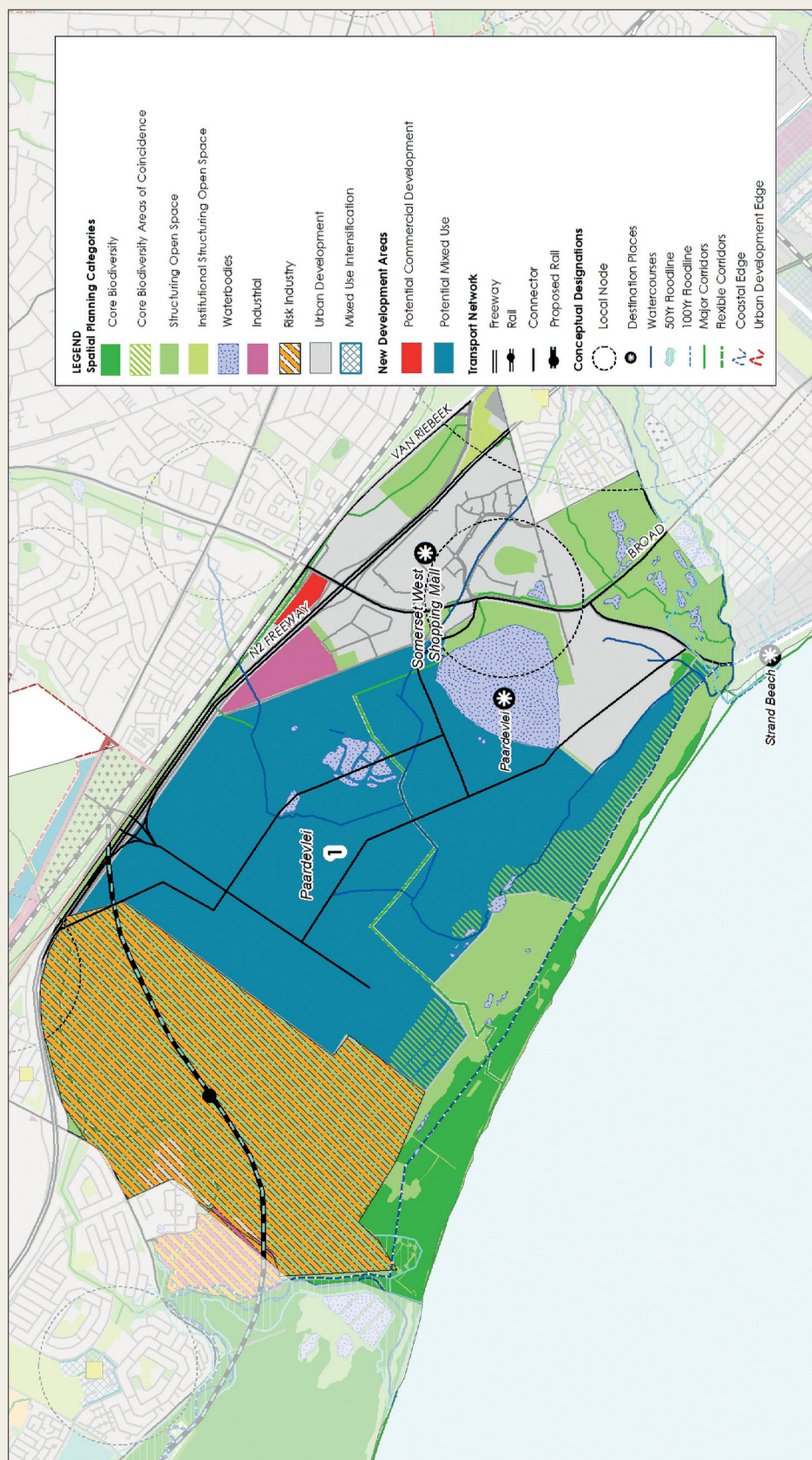


Figure 17: Subdistrict 2: Paardevlei

4.3.Subdistrict 3: Strand

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

The area is mainly urban in character with economic opportunities in the form of light industrial and retail development. Furthermore, mixed-use intensification opportunities exist along the T2 between Main Road and Broadlands. The residential areas that are found in this subdistrict include Strand northern areas, Victoria Park, Greenways, Rusthof and the townships

of Nomzamo and Lwandle, including Asanda Village. The subdistrict's main attraction is the five kilometres of white sandy beach found along False Bay coast.

Development focus areas identified within this subdistrict include Strand (Beach Road from Lourensford River to Main Road, Main Road from the N2 to the coastline and Gordon's Bay Drive from the Main Road intersection to Oosterlig Street). Urban support focus areas identified within this subdistrict include Lwandle, including Asanda Village, and Nomzamo.

SUBDISTRICT 3: STRAND: URBAN DEVELOPMENT	
SPATIAL DEVELOPMENT OBJECTIVES	SUGGESTED RESPONSE/GUIDELINES/POLICY STATEMENTS
Strand (Main Road, Beach Road and beachfront areas, Gordon's Bay Drive, Lwandle, Nomzamo, Asanda Village, T2 (proposed alignment of N2))	
CBD and Main Road a) Facilitate and enhance land use intensification (density and diversity) along high-accessibility routes and in close proximity to public transport. b) Ensure the development of sustainable communities with access to appropriately located economic opportunities. c) Support the upliftment and renewal of the area through public investment, where possible, as a vibrant connector route. d) Prioritise integration of the informal sector into formal market. e) Reinforce Strand CBD as a commercial, residential and social facilities node. f) Enhance development opportunities along Main Road to promote high-density residential and mixed-use development.	1. Support intensification of mixed land uses along Main Road towards Beach Road in the form of light industrial, retail and residential development. 2. Encourage appropriate densification and redevelopment opportunities along Main Road to support high-density, mixed-use developments in the form of commercial and residential activities. 3. Facilitate baskets of rights at appropriate locations along Main Road and activity streets to enhance private investments. Specialist studies may be required. Subject to approval with conditions from the Development Management Branch. 4. Redevelopment or renewal of building facades along the Main Road and at strategic locations within the CBD area should be encouraged over the long term to facilitate revitalisation of the character of Strand CBD to reinforce it as one of the significant attractive investment areas in Helderberg. 5. Main Road should continue to function as a primary development corridor with a development corridor. Their role as linking route providing improved access and movement continuity between Strand/Beach area and Somerset West. Diversity of uses should be reinforced. 6. Mill Street should act as buffer between the mixed-use area and the adjacent residential properties to promote an appropriate interface with existing development areas and reduce the impact on the urban character. Office development to be considered at appropriate locations along Mill Street is encouraged. 7. Prioritise the upgrade of the parking spaces, trading spots, and related built infrastructure as well as landscaping along Main Road to improve the public environment and to reinforce it as one of the significant attractive investment hubs in Strand. 8. Support a more flexible parking provision and related departures along this route.

SUBDISTRICT 3: STRAND: URBAN DEVELOPMENT	
SPATIAL DEVELOPMENT OBJECTIVES	SUGGESTED RESPONSE/GUIDELINES/POLICY STATEMENTS
Strand (Main Road, Beach Road and beachfront areas, Gordon's Bay Drive, Lwandle, Nomzamo, Asanda Village, T2 (proposed alignment of N2))	
Note: <i>Strand has been identified as a DFA for prioritised public investment. Refer to volume 3: spatial targeting framework for prioritising public investment, section 1.3 (table 5) to see the necessary capital projects to support the development proposed in this DFA.</i>	9. Improve pedestrian access and provision of adequate infrastructure within areas delineated for informal and formal markets. 10. Encourage parking areas to be located behind buildings or in basements to ensure a positive built interface with Main Road. Where parking areas front onto Main Road, these areas should be appropriately landscaped. Subject to comments from the Urban Design Branch. 11. Provision to establish a functional and accessible, pedestrian-friendly interface between formal and informal activities should be prioritised. 12. Allow large commercial developments to consider a mix of land use rights to leverage the provision of informal trading space and facilities on private developments. Specialist studies may be required. Subject to approval with conditions from the Development Management Branch. 13. Ensure NMT and landscaping upgrades around the station area to improve safety and the public environment. 14. Promote an appropriate interface between these mixed-use areas and adjacent residential areas through the use of sensitive design informed by local-level guidance and plans, where applicable. 15. Upgrading of the area around the civic centre in order to reinforce the significance to the civic precinct and administrative hub is encouraged.
g) Ensure the retention of the heritage character of the heritage significance areas in Strand.	1. Allow redevelopment or renewal opportunities that do not negatively affect the existing character of these areas. 2. Allow redevelopment or renewal of dilapidated significant heritage buildings in a manner that does not detract from the character of the buildings and the areas.
h) Redevelopment and intensification of the Strand Railway Station.	1. Strand Railway Station is located in the heart of Strand CBD. It is surrounded by a mixture of shops, flats and offices. Its location close to the Strand beachfront and directly opposite the City of Cape Town's Strand civic centre means that it is a popular destination for recreational and civic activities. With increasing land values and land around the station being underutilised, the station precinct offers significant potential for redevelopment and intensification. Opportunities to rationalise land by providing structured car parking, which could be linked to a high-quality park-and-ride facility, should be investigated and will enable Strand to fulfil the role of a high-order urban node of metropolitan importance.

Beach Road and beachfront areas i) Support the revitalisation and regeneration of Strand beachfront area through programmes and precinct plans. j) Retain the character of Beach Road. k) Any future development along the scenic drive (i.e. Beach Road) should seek to protect the scenic views according to the Scenic Drive Network Management Plan of 2003. l) Only if there is no detrimental impact on the scenic drive, enhance existing rights by massing and location of built form, which is subject to comments from the Urban Design Branch. m) Ensure the creation of a vibrant environment of the beachfront area by improving public amenity. n) Support the revitalisation of the jetty precinct area in Strand.	1. Beach Road is identified as a development route to promote intensification, densification (where appropriate) and redevelopment opportunities that are high-density, mixed-use development in nature. 2. Support intensification of mixed land uses along Beach Road, east to west towards Main Road, in the form of retail, restaurants and offices on ground floor and residential above ground floor. 3. Improve the pedestrian movement by reducing the dominance of vehicles along Beach Road and within the beach front area, and upgrading NMT infrastructure. 4. Detailed planning is required to progress and finalise local area planning and development outcomes. 5. Promote positive and appropriate urban design responses to the beachfront area through public sector investment. 6. Any development in the beachfront area should consider the sea-level rise risk and ensure appropriate mitigation measures in this regard. 7. Support the informal trading areas or markets within the node and along development corridors, through supporting revitalisation opportunities in the form of streetscape upgrading with quality landscaping to strengthen the character of the beachfront areas as a vibrant, mixed land use coastal node with a range of day and night recreation and entertainment opportunities. 8. Where development abuts the landward side of the coastal edge, but is at risk to coastal processes, coastal overlay zones must be developed and applied. 9. Improve the public sentiment regarding the safety and security in the beach area by improving built infrastructure for public amenities. 10. Promote an appropriate interface between these mixed-use areas and adjacent residential areas through the use of sensitive design informed by local-level guidance and plans, where applicable. 11. Consider proposals for temporary parking alternatives during peak times of the year, i.e. summer holidays. 12. Redevelopment or renewal of building facades along the Beach Road should be encouraged over the long term to facilitate revitalisation of the character area to reinforce it as one of the significant attractive investment hubs in Helderberg. 13. Beach Road should continue to function as a development route. Its role as a linking route providing improved access and movement between the beach area and Somerset West should be enhanced. Diversity of uses should be reinforced. 14. Support more flexible land use rights to encourage redevelopment around the beachfront area, where appropriate. 15. Any redevelopment along the scenic drive should focus on landscaping improvements to the (public and private) areas abutting the road. 16. Land use management decisions should be guided by the Scenic Drive Networks Management Plan (volume 3, 2003). 17. Improve the pedestrian movement by reducing the dominance of vehicles along Beach Road and within the beach front area. 18. Support the upgrading of the jetty precinct area to create a pedestrian-orientated place through the rationalisation and upgrading of parking, trading, movement and related infrastructure and landscaping.
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SUBDISTRICT 3: STRAND: URBAN DEVELOPMENT	
SPATIAL DEVELOPMENT OBJECTIVES	SUGGESTED RESPONSE/GUIDELINES/POLICY STATEMENTS
Strand (Main Road, Beach Road and beachfront areas, Gordon's Bay Drive, Lwandle, Nomzamo, Asanda Village, T2 (proposed alignment of N2))	
George Street o) Support industrial intensification along George Street to Broadway Boulevard.	1. Support intensification of mixed land uses area along George Street between Broadway Boulevard and Gordon's Bay Drive, where appropriate. 2. Retain the character of the area located at the corner of Power Street, De Kock Street and Hammond Street off Rene Street for low- to medium-density residential development. 3. Industrial development should not negatively impact on abutting residential developments and ensure appropriate interface with residential areas.
T2 p) Support Intensification of mixed land uses along the T2. Proposals should include high-density mixed land uses in the form of industrial, commercial, retail and office.	1. Development along the T2 should ensure a positive interface with the T2, with the frontage of buildings facing the route and provision of quality landscaping along the edges to mitigate against potential visual impact, as well as enhancing the character of the route. 2. Support development of mixed-use light industrial opportunities along the T2. Proposals should be inclusive of employment-generating opportunities. 3. Apply more restrictive building setback lines in relation to redevelopment initiatives in flood-prone areas. 4. Development proposals are to take cognisance of the identified watercourses and 1:100-year floodline areas. 5. Ensure an active interface between new developments abutting public open spaces to promote user safety through passive surveillance. 6. Development proposals are to take cognisance of the existing natural area and open space area adjacent to T2.
Gordon's Bay Drive q) Reinforce Gordon's Bay Drive as a connector route.	1. Support mixed-use development (high-density residential, business, retail and institutional facilities) of properties along Gordon's Bay Drive from the intersection of Strand Main Road. 2. Promote mixed-use intensification along Gordon's Bay Drive from Hammond Street to Onverwacht Street. 3. Promote an appropriate interface between these areas and adjacent residential areas through the use of sensitive urban design guidelines informed by local-level guidance and plans, where applicable.
Strand residential area r) Retain the existing residential character.	1. Retain the low-density residential character of the area. 2. Establishment of second dwelling units and increase of coverage and the relaxation of lateral building lines to be considered, where appropriate. Ensure that there are no negative impacts on surrounding properties. 3. Densification opportunities to be considered, where appropriate, in a manner that will contribute to the upliftment of the area and that does not detract from the residential character of the area. 4. Retain the character of the area located at the intersection of Onverwacht Street and Broadway for medium- to high-density residential development and support further mixed-use intensification. 5. Development in this area is to ensure an appropriate interface with the proposed N2 realignment.

Lwandle/Nomzamo/Asanda Village

- a) Support and facilitate revitalising projects and initiatives for these areas in order to create more appropriate living spaces.
- b) Promote upliftment of the urban environment by providing and upgrading of quality areas to improve the public amenity of the low-income residential areas of Lwandle, Nomzamo and Asanda Village.

Note:

Lwandle, including Asanda Village, and Nomzamo have been identified as a USFA for prioritised public investment. Refer to volume 3: spatial targeting framework for prioritising public investment, section 1.3 (table 5) to see the necessary capital projects to support the development proposed in this USFA.

1. Support mixed-use intensification along Michael Street and Magatya Street, which act as connector routes.
2. Investigate the viability and the potential of the Asanda wetland park (the servitude site, west of park) to accommodate informal economy opportunities.
3. Properties along N2 to be identified for mixed-use opportunities, inclusive of employment-generating opportunities and different housing typologies.
4. Investigate the viability of establishing a new train station for the Lwandle and Nomzamo community in order to address the concern of access, movement and walking distance to Somerset West train station.
5. Facilitate the redevelopment and upgrading of the local civic precincts in Lwandle and the opportunities for providing quality landscaping along key public spaces.
6. Investigate the identification of appropriate sites for provision of educational facilities and public libraries and other social facilities that are required by the community.
7. Support mixed-use development within the neighbourhood node at the intersection of Onverwacht Road and T2 to create employment opportunities for nearby low-income communities of Lwandle and Nomzamo.
8. Support the refurbishment of rental accommodation found in Lwandle.
9. Promote the establishment of green spaces by investigating the provision of community parks and tree planting.

- c) Prioritise informal settlement upgrading in Lwandle, Nomzamo and Morkel's Cottage.

1. Support upgrading of existing informal settlements that are located on land suitable for urban development.
2. Support the development of the Morkel's Cottage area for medium-to high-density development to support public-assisted housing opportunities. The development of this area is to ensure sustainable development that is well integrated with the environmental conservation area (i.e. critical biodiversity).
3. Where densities are too high to facilitate the upgrading of an area, support de- densification of the settlement and assist with the identification and development of alternative land for them to be settled on.
4. Where informal settlements are located on land that, for health and safety reasons, is not suited for development, support the identification and development of alternative land for them to settle.
5. Where possible, allowance must be made in the provision of essential and basic services for the management of grey water and flooding.

Economic opportunities

- d) Reinforce Solomon/Michael streets as local activity streets and prioritise NMT movement.
- e) Ensure the development of sustainable communities with access to appropriately located economic opportunities.

1. Identify opportunities for the establishment of SMMEs at appropriate sites along Michael Street and Magatya Street; display local business energy in Lwandle and Nomzamo.
2. The intersection of Onverwacht Road and Solomon/Michael streets to be promoted as an active space for mixed-use intensification. Encourage active uses that will serve the surrounding community and should be established as a public transport interchange. NMT and appropriate landscaping to be prioritised along Onverwacht Road.



BEACH ROAD IS IDENTIFIED AS A DEVELOPMENT ROUTE TO PROMOTE INTENSIFICATION, DENSIFICATION (WHERE APPROPRIATE) AND REDEVELOPMENT OPPORTUNITIES THAT ARE HIGH-DENSITY, MIXED-USE DEVELOPMENT IN NATURE.

SUBDISTRICT 3: STRAND: DEVELOPMENT FOCUS AREAS/URBAN SUPPORT FOCUS AREA

SPATIAL DEVELOPMENT OBJECTIVES	SUGGESTED RESPONSE/GUIDELINES/POLICY STATEMENTS
DFAs and USFAs	
a) Jobs-/income-/employment-generating opportunities and mobility: Support SMMEs and the informal sector.	1. Support/facilitate local SMME income-generating opportunities (i.e. small-scale rental units, home-based industries) in appropriate areas that will uplift the area by ensuring land use rights support appropriate levels of residential conversions and mixed-use development. 2. Promote mixed land uses in high-accessibility nodes such as the district node in Strand and neighbourhood nodes in Lwandle and Nomzamo, and public transport interchanges, etc. 3. Encourage local business development along local activity streets displaying existing local business energy or the potential to accommodate local business development such as Beach Road, Main Road, Gordon's Bay Drive, Michael Street, Magatya Street, Onverwacht Road and Broadlands Road, as well as where access and direct erf frontages are allowed. 4. Support informal street-front retail activity in informal economy nodes such as public transport interchanges, activity streets. Informal trade activity located along the sidewalks of Beach Road, Michael Street and Magatya Street should not encroach upon pedestrian movement. 5. Support development that contributes to investing in the creation of a dignified public environment that promotes economic activity in Strand, Lwandle and Nomzamo nodal areas and Beach Road, Main Road, Gordon's Bay Drive, Michael Street, Magatya Street, Onverwacht Road and Broadlands Road. 6. Improve the access of Lwandle, including Asanda Village and Nomzamo, to Somerset West and Strand within the district and the wider metro area through investing in public transport linkages.
b) Wellbeing (based on a life-course approach focused on developmental needs and shelter) – access to social services.	1. Facilitate the upgrading of public facilities in local civic clusters such as Lwandle and Nomzamo neighbourhood nodes (refer to CSIR hierarchy of civic clusters hierarchy and ranking of nodes – figure 13). 2. Promote the development of public facilities that are multifunctional, where possible, and in close proximity to public transport (i.e. multifunctional facilities optimise use of space and enhance safety and management thereof). 3. Facilitate the provision of social facilities in priority areas of need/shortfall within this subdistrict: i. Lwandle and Nomzamo: primary schools, secondary schools, sports grounds, parks, libraries. ii. Refer to volume 3: urban restructuring and upgrading – public facilities and public space (table 5: 2020 top areas of need). 4. Support the development of small-scale ECD centres on residential properties that would serve the local residents (i.e. able to accommodate between 1 and 34 children). These should not detract from the residential character and street interfaces of the areas. The streetscape should be treated sensitively in order to remain complimentary to the residential environment.

c) Affordable housing	1. Support the incremental upgrading and formalisation of areas where informal units are prevalent. 2. Encourage and support the delivery of affordable housing (gap and/or social housing or any other appropriate housing typology) within areas of focused public sector investment. 3. State-subsidised housing programmes should include innovative and alternative typologies and design to support the City's densification and sustainability targets.
d) Safety and security	1. Appropriate lower-order roads within USAs such as Onverwacht Street, Michael Street and Magatya Street linking neighbourhoods and opportunity areas (such as parks and commercial areas) should be identified for prioritised NMT treatment. 2. Streets near/adjacent to social facilities, civic clusters, local nodes such as neighbourhood nodes in Lwandle and Nomzamo should prioritise NMT design considerations.

SUBDISTRICT 3: STRAND: NEW DEVELOPMENT AREA	
SPATIAL DEVELOPMENT OBJECTIVES	SUGGESTED RESPONSE/GUIDELINES/POLICY STATEMENTS
NDA: Mixed use	
a) Promote intensification of various land uses south of the T2 and east of Main Road to create employment opportunities.	1. Support intensification of mixed land uses in a form of retail, and medium- to high-density residential development. 2. Development proposals are to take cognisance of the identified watercourses and 1:100-year floodline areas. 3. Obtain input and comment from the City of Cape Town Catchment, Stormwater and River Management Branch where development is contemplated on or near wetlands.

SUBDISTRICT 3: STRAND: ECONOMIC OPPORTUNITIES	
SPATIAL DEVELOPMENT OBJECTIVES	SUGGESTED RESPONSE/GUIDELINES/POLICY STATEMENTS
Economic - intensification and existing opportunities	
a) Promote mixed-use and industrial intensification on vacant properties located along south of T2, between Main Road and Onverwacht Road. b) Ensure positive interface between developments and the T2 as a development and scenic route. c) Support development of a neighbourhood node at the intersection of Onverwacht Road and the T2 and Hlathi Drive and the T2 to create employment opportunities.	1. Encourage development of mixed-use, light industrial opportunities on vacant properties south of T2, where appropriate. 2. Development along T2 should ensure a positive interface with the T2, with the frontage of buildings facing the route and provision of quality landscaping along the edges to mitigate against potential visual impact, as well enhancing the character of the route. 3. Investigate the neighbourhood nodes to accommodate amenities and facilities combined with some small-scale retail and industrial hives for SMMEs linked to institutional skills development.

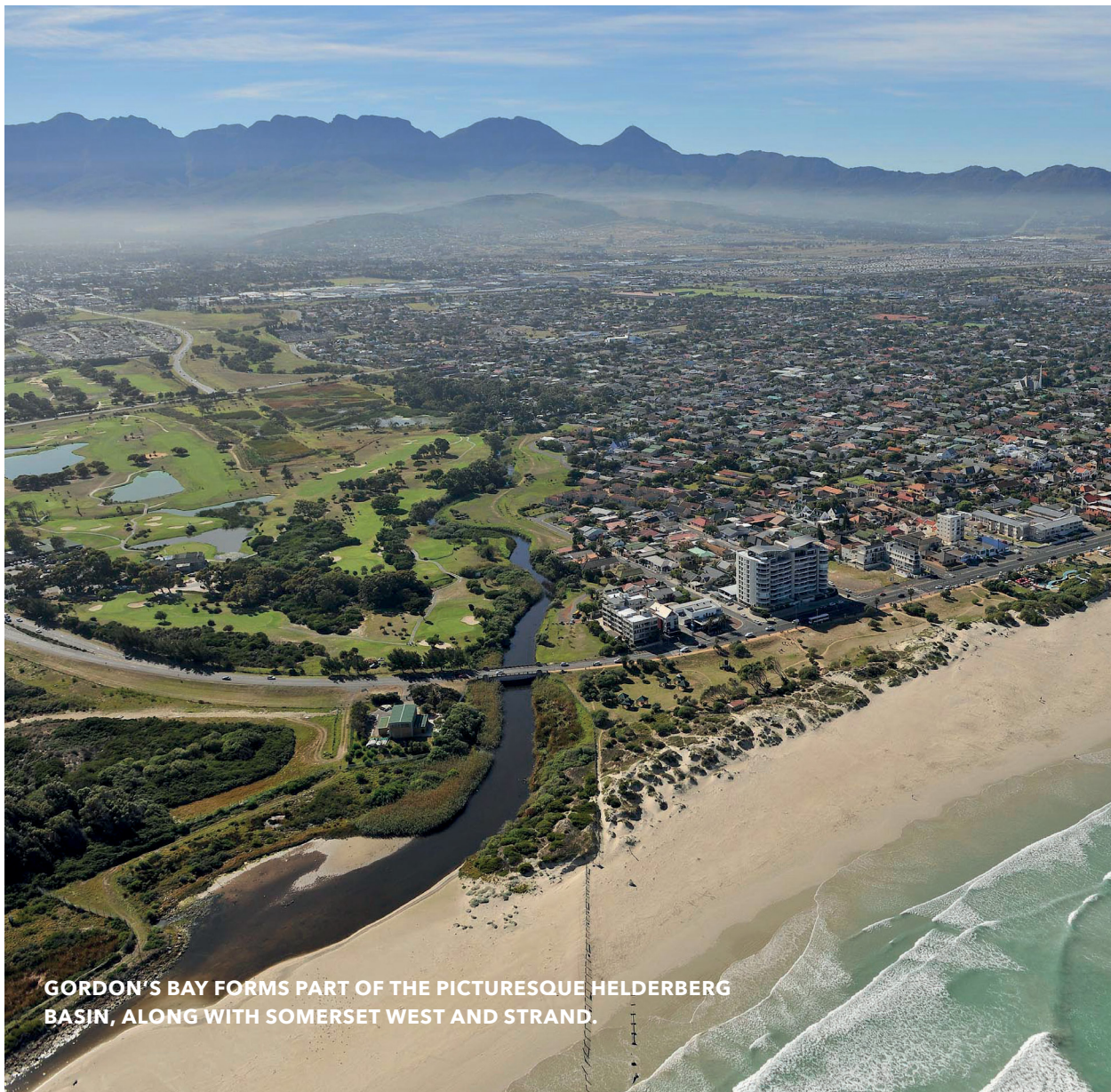
d) Potential provincial hospital and precinct.	1. Any development should ensure an appropriate interface with surrounding communities and the T2. 2. Investigate opportunities for other uses (social, educational and commercial) to co-locate with the hospital and the possibility to create a medical or social civic precinct.
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SUBDISTRICT 3: STRAND: ENVIRONMENTAL

SPATIAL DEVELOPMENT OBJECTIVES	SUGGESTED RESPONSE/GUIDELINES/POLICY STATEMENTS
Open space and environment	
a) Prevent deterioration of the natural environment and green open spaces and maximise green infrastructure potential in open spaces.	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. 2. Protect natural vegetation and encourage landscaping and appropriate plantings in developments. 3. Avoid privatisation of open space and prevent encroachment of development into the biodiversity network or open spaces. 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. 5. Protect and enhance tree cover and encourage the retention of established trees. 6. Maximise social value by improving management, connectivity and edge conditions. 7. Support conversion of underused space into functional green and recreation space and accommodate community use of such, as appropriate. 8. Protect, maintain and enhance green network linkages (corridors) and encourage these in association with new developments. 9. Optimise open space value by making provision for active and passive recreational opportunities and improved landscaping in open spaces. 10. Support waterway improvement and rehabilitation, where appropriate, in line with the principles and objectives of the Liveable Urban Waterway Programme.
b) Ensure positive interface with parks and open spaces.	1. Protect and maintain the green network linkages. 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. 3. Prevent development encroachment into green open spaces. 4. Protect public pedestrian routes and public access to natural assets, including the coast, mountains, rivers and other public open space. 5. Protect aesthetics of a space and visual connection to natural features, and integrity of ridgelines.

Notes:

- i. New mixed-use developments are proposed for the undeveloped located site. These properties provide an opportunity for new medium- to high-density residential infill development. It is important that new developments are designed to have a positive interface with the existing urban fabric, the existing residential developments and public open space. Although the sites can potentially accommodate residential development, this an ideal location for mixed-use development given the locational benefits available.
- ii. Any proposed development within the area should consult the CSIR guideline for the provision of social facilities in South African settlements, 2015 to ensure that adequate social facilities are provided to cater for the residents within the proposed development and to add in mitigating any social facilities backlog.
- iii. Not all green corridors (major or flexible) may be visible on the subdistrict maps, especially where they are coincident with transportation routes or rivers. It is recommended that the GINet viewer be consulted to view all corridors.
- iv. The GINet viewer can provide some baseline information on many of the structuring open spaces, which can help inform retention or enhancement of the ecosystem service value of these spaces.



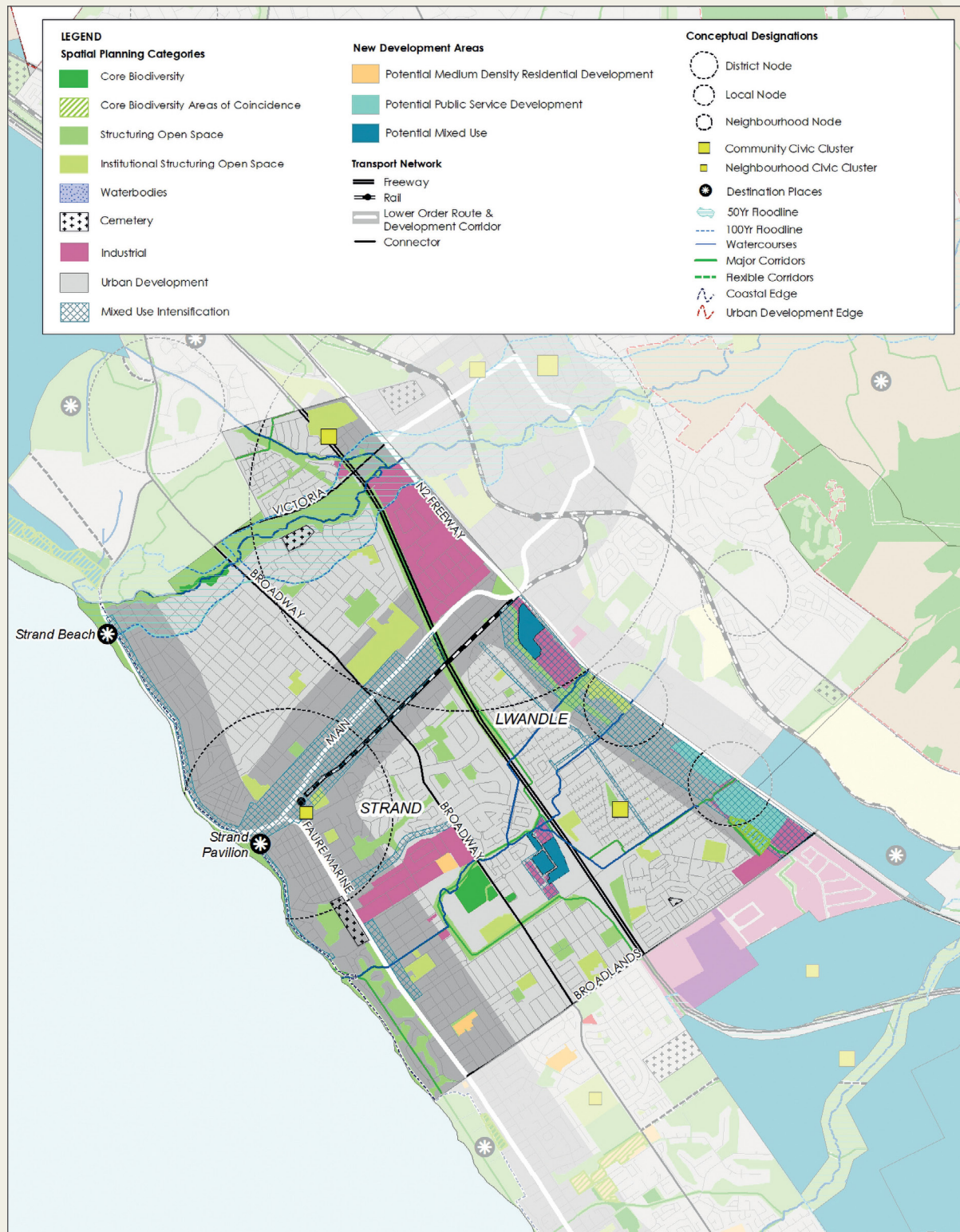


Figure 18: Subdistrict 3: Strand

3.4.Subdistrict 4: Gordon's Bay

Subdistrict 4 is bounded by the T2; a development and scenic route to the north; the City of Cape Town jurisdictional boundary to the southeast; Broadlands Street to the west and the False Bay coastline to the southwest. The area has the potential for land use types, such as industrial (along and south of the T2), as well as commercial development and mixed-use development. It is crucial that the different land uses be fully integrated, and that adequate service infrastructure and public facilities are provided and optimum public access to the area is guaranteed. It is also critical to note that maximum development of this area will depend on the upgrading of the Sir Lowry's Pass River corridor, as the majority of land in the area is located within the flood-prone areas.

Gordon's Bay/Broadlands/Firlands development area: The area also provides the potential for other

land use types, such as industrial (along and south of the T2), as well as commercial development and mixed-use development. New mixed-use development is proposed for the undeveloped properties. The properties offer opportunity for land use intensification (density and diversity) along high-accessibility routes and in close proximity to public transport. It is encouraged that land use transformation be supported, where appropriate and feasible, in derelict industrial areas that will catalyse urban regeneration.

The subdistrict provides an opportunity for mixed-use development in the form of service industrial/commercial/office development and medium- to high-density residential on vacant, underdeveloped and underutilised land.

SUBDISTRICT 4: GORDON'S BAY: URBAN DEVELOPMENT	
SPATIAL DEVELOPMENT OBJECTIVES	SUGGESTED RESPONSE/GUIDELINES/POLICY STATEMENTS
Broadlands industrial area	
a) Reinforce intensification of mixed land uses in the Broadlands industrial area.	1. Support intensification of Broadlands industrial area by providing various opportunities for mixed-use industrial and commercial development. 2. Support the development and expansion of the Broadlands industrial area to accommodate SMMEs, entrepreneurs and informal businesses prioritising training, recycling, construction, manufacturing and logistics to address the challenges of job creation. 3. Future developments are to be managed and considered through detailed applications and policy guidelines, where applicable. 4. Obtain input and comment from the City of Cape Town's Catchment, Stormwater and River Management Branch where development is contemplated on or near wetlands.
b) Ensure a positive interface and appropriate landscaping between the built development and the T2 as a scenic and development route.	1. Support development of mixed-use intensification along T2, a development route, in the form of integrated residential development, retail and industrial development, with provision of community facilities and public facilities, including recreational spaces to cater to the backlog of social facilities within the area and surrounds. 2. Any redevelopment along the scenic drive and routes should include the addressing of 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 (i.e. transport designations). 3. Only if there is no detrimental impact on the scenic drive, enhance existing rights by massing and location of built form, which is subject to comments from the Urban Design Branch.

N2/Sir Lowry's Pass Road (between Broadlands Road to district boundary)/Faure Marine Drive/T2

a) Maintain and enhance the character of the area as the gateway to the City of Cape Town and the Helderberg (N2/T2/Sir Lowry's Pass)	1. Investigate the creation of a gateway at the T2-N2-Sir Lowry's Pass Road intersection, with particular emphasis on tourist and information uses. Form, massing and placement of buildings are critical for the retention of vistas and view corridors.
b) N2/Sir Lowry's Pass Roads (Broadlands Road to district boundary)/T2	1. Existing tree belts, windbreaks (shelterbelts) and mature tree specimens forming part of the rural amenity must be retained. 2. Access points off the scenic drive serving future developments are to be limited and subject to Urban Design Branch comments and, if applicable, local area plans. The provision of open space should receive specific attention and should form a substantial part of any proposed developed, be it passive or functional open space. 3. Discourage departures from the Road Access Guideline's (RAG) spacing guideline of 270 m for both sides of the scenic drive, but will be determined on the merits of each development. 4. Protect views looking east from the scenic drive over the farmlands towards the mountains, foothill ridges and ridge baselines. Structures located below the scenic drive to be set back from the road edge to protect views of the sea and mountains. 5. The extent of the setback and any additional measures, such as a height restriction, will be determined on a site-specific basis dependent on site-specific conditions. 6. In light of the sensitive location from a landscape, visual and sense of place perspective, the City of Cape Town may request additional studies and instruments during the land use application process in order to ensure that proposed development in these areas do not detrimentally affect the surrounding environment or detract from the surrounding cultural and natural landscape. 7. Additional studies that may be requested will depend on the sensitivities on the site and the potential impact of the proposed development, and may include, inter alia, a freshwater assessment, botanical assessment, visual impact assessment, geotechnical/hydrological assessment, floodline studies, etc. 8. Instruments that may be required to mitigate impacts may include, inter alia, an Environmental Management Programme (EMPr) and landscape plans, and method statements, etc. may be requested during the land use application process.
c) Encourage mixed-use development on properties fronting Faure Marine Drive.	1. Support the flexibility of land use rights along Faure Marine Drive to accommodate intensification of mixed land uses with properties fronting Faure Marine Drive as a development route. 2. Where developments border the landward side of the coastal edge but are at risk to coastal processes, coastal overlay zones must be developed and applied to this area. 3. All land use management decisions should be guided by the principles of the Integrated Coastal Management Policy and Coastal Management By-law, where applicable. Comment from the City of Cape Town's Catchment, Stormwater and River Management Branch as well as the Environmental Management Department may be required.

SUBDISTRICT 4: GORDON'S BAY: URBAN DEVELOPMENT	
SPATIAL DEVELOPMENT OBJECTIVES	SUGGESTED RESPONSE/GUIDELINES/POLICY STATEMENTS
N2/Sir Lowry's Pass Road (between Broadlands Road to district boundary)/Faure Marine Drive/T2	
d) Consideration is to be given to update the Scenic Drive Network Management Plan (volume 3, 2003) to address the policy vision of the Old Sir Lowry's Pass Road as a scenic route and ensure alignment.	1. The need to update the Scenic Drive Network Management Plan (volume 3, 2003 to increase alignment, where necessary, on policy guidelines of the Draft Scenic Drive Network Management Plan 2013 impacting land development applications and decision making is supported. 2. Existing tree belts, windbreaks (shelterbelts) and mature tree specimens forming part of the rural amenity must be retained. 3. Access points off the scenic drive serving future developments are to be limited and subject to Urban Design Branch comments and, if applicable, local area plans. The provision of open space should receive specific attention and should form a substantial part of any proposed developed, be it passive or functional open space. 4. Structures located below the scenic drive to be set back from the road edge to protect views of the sea and mountain. 5. The extent of the setback and any additional measures such as a height restriction will be determined on site-specific basis dependent on site-specific conditions. 6. In light of the sensitive location from a landscape, visual and sense of place perspective, the City of Cape Town may request additional studies and instruments during the land use application process in order to ensure that proposed developments in these areas do not detrimentally affect the surrounding environment or detract from the surrounding cultural and natural landscape. 7. Additional studies that may be requested will depend on the sensitivities on the site and the potential impact of the proposed development, and may include, inter alia, a freshwater assessment, botanical assessment, visual impact assessment, geotechnical/hydrological assessment, floodline studies, etc. 8. Instruments that may be required to mitigate impacts may include, inter alia, an Environmental Management Programme (EMPr) and landscape plans, and method statements, etc. may be requested during the land use application process.
e) Promote development of the local node to serve the development of the Broadlands, Firlands and Gordon's Bay areas.	1. Encourage the development of the node to promote mixed-use development at the intersection of Gustrow Road and Sir Lowry's Pass Road. Mixed-use development could be in a form of commercial/retail, office and residential development. Other much-needed public facilities such as recreational/entertainment and health facilities can be promoted within the node.

Sir Lowry's Pass Road to Faure Marine Drive (scenic drive)

1. Support mixed-use development in the form of medium- to high-density residential, business and retail developments.
2. Promote an appropriate interface between these mixed-use areas and the adjacent Sweetwaters smallholdings through the use of sensitive design informed by local-level guidance and plans, where applicable.
3. Support a more flexible position on parking provision and related departures along connector routes, which are well served by public transport. Comment from the Transport Planning and Network Management Branch may be required.
4. Support tourism development on properties abutting the Sir Lowry's Pass Road situated on the eastern side of the road as well as along the eastern boundary of the urban edge to prevent urban development from sprawling beyond the urban development edge to the smallholding area of Sweetwaters as well as to maintain the character of the scenic route.

Gordon's Bay harbour

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| <p>a) Enable development that will create sustainable economic opportunities and enable job creation.</p> | <ol style="list-style-type: none"> 1. Enable development that will create commercially sustainable economic opportunities through training centres and recreation activities as well as to create job opportunities within the area. 2. Facilitate human resource development of technical, business and social skills training pertaining to agriculture and forestry. 3. All land use management decisions should be guided by the principles of the Integrated Coastal Management Policy and Coastal Management By-law, where applicable. 4. Development of coastal economic and social opportunities must be undertaken in a manner that does not reduce, harm or degrade the coastal environment or its ability to cope with climate risks in the future. 5. Avoid developing in high flood-risk areas to protect the environmental integrity of aquatic resources and to ensure that permitted development enhances the aesthetics and character of the adjacent watercourses and wetlands. |
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Gordon's Bay Village

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| <p>a) Investigate retention and preservation of the character of the footprint of the historical village in Gordon's Bay.</p> <p>b) Manage development within the Bikini beach area.</p> <p>c) Improve public amenity of the beachfront and harbour area.</p> | <ol style="list-style-type: none"> 1. Investigate the character and elements of the historic village to identify aspects to be retained and promoted. 2. Any development in the Bikini beach area should consider the sea-level rise risk and ensure appropriate mitigation measures to protect against the risk of flooding. 3. Ensure upgrading of existing infrastructural services before allowing new or any further densification in the area, as reticulation upgrades are required to strengthen the sewer system. 4. Encourage revitalisation of the Bikini beach area by redesigning the harbour (i.e. yacht basin) by creating a vibrant public space with additional recreation and entertainment facilities. |
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GORDON'S BAY IS A HARBOUR TOWN ON THE FALSE BAY COAST WITH SUPERB SEA VIEWS LOOKING ACROSS TO TABLE MOUNTAIN.



SUBDISTRICT 4: GORDON'S BAY: URBAN DEVELOPMENT	
SPATIAL DEVELOPMENT OBJECTIVES	SUGGESTED RESPONSE/GUIDELINES/POLICY STATEMENTS
Gordon's Bay residential	
a) Maintain and improve the quality of existing structuring open spaces within the residential areas. b) Ensure a positive interface between urban development and structuring open spaces.	1. Preserve and maintain the existing open spaces within neighbourhoods. 2. Promote positive interface by ensuring visually permeable boundary treatment of properties abutting open spaces. 3. Encourage buildings on properties adjacent to open space to front onto the open spaces to ensure safety through passive surveillance.
d) Support densification on properties interfacing with the biodiversity corridor. e) Promote the preservation of significant tree lines and avenues.	1. Support densification opportunities in the form of high-density residential developments overlooking the nature area to promote positive interface and surveillance. 2. Mature vegetation particularly in the form of groupings, tree lines and avenues should be preserved.
SUBDISTRICT 4: GORDON'S BAY: NEW DEVELOPMENT AREA	
SPATIAL DEVELOPMENT OBJECTIVES	SUGGESTED RESPONSE/GUIDELINES/POLICY STATEMENTS
NDA 1: Vlakteplaas development area	
a) Promote the development of high-density residential development on portions of Vlakteplaas to accommodate public-assisted housing.	1. The proposed development is to accommodate a mix of housing tenure options including subsidy, FLISP and gap housing opportunities on erven 34412, 34413, 5092 and farm ST918-183 Strand. 2. The proposed development layout has to take cognisance of the previously approved River Corridor Plan (Nell, et al., 2013), which has precluded high-density land uses along the river corridor. 3. The proposed development layout is to ensure compliance with the environment and heritage process on the policy vision of the area. 4. The proposed development will ensure provision of social facilities as well as open space to cater to the backlog and proposed increased number of people coming into the area. 5. The layout should ensure that the east-west linkage beyond the site boundary is maintained.
NDA 2: Firlands development area	
a) Promote intensification of mixed land use developments inclusive of employment-generating opportunities.	1. Support the development of a new mixed-use commercial development at the intersection of Gustrow Road and Sir Lowry's Pass Road (MR 108) up to the N2. Mixed-use development could be in the form of retail, office and medium to high residential development. Other much-needed public facilities such as recreational, educational and health facilities should be considered within the development.

	- Any proposed development within the area should consult the CSIR guideline for the provision of social facilities in South African settlements, 2015, to ensure that adequate social facilities are provided to cater for the residents within the proposed development and to add in mitigating any social facilities backlog. - Development of the node is to be guided by a precinct plan with urban design guidelines to guide the extent and form of the character of the node. - Structures located below the scenic drive to be set back from the drive to protect views to the sea and mountains. This may necessitate only single-storey structures to be erected, depending on the location and surrounding conditions. - Encourage structures to be screened with tree planting (80% of frontage to the scenic drive). - Ensure development of appropriate high-density development on land abutting the N2 realignment and Sir Lowry's Pass corridor to ensure a positive interface with the N2 and the river corridor, and provide safety through surveillance by encouraging development fronting the river corridor.
b) Promote new mixed-use development on undeveloped land to the south of the T2.	- Development along T2 to ensure an appropriate interface with the route with regard to setbacks, landscaping, etc. - Support mixed-use development with industrial development on the portions of Stellenbosch farm 959 located south of T2 adjacent to the Broadlands industrial area. Mixed-use development can be in the form of commercial, retail and office development, with low-density residential development towards Sir Lowry's Pass Road. - Structures located below the scenic drive to be set back from the drive to protect views to the sea and mountains. This may necessitate only single-storey structures to be erected, depending on the location and surrounding conditions. - Encourage structures to be screened with tree planting (80% of frontage to the scenic drive). - The development of this area should aim reduce any negative impact on the quality of the environment. - Any development in this area should include good-quality landscaping that will soften the impact of the built environment on the landscape.
NDA 3	
a) Promote intensification of mixed land uses to ensure an appropriate interface with the existing residential area.	- The area is earmarked for mixed-use intensification development supporting land uses such as medium to high residential development, retail, business and offices to ensure a positive interface with the existing developments to the south. Other much-needed public facilities such as educational facilities should be considered within the development. - Ensure that development along the N2 realignment and the Sir Lowry's Pass River corridor provides a positive interface with the N2 and the river corridor, and provides safety through surveillance by encouraging development fronting the river corridor.

SUBDISTRICT 4: GORDON'S BAY: SMALLHOLDINGS/TRANSITION AREAS	
SPATIAL DEVELOPMENT OBJECTIVES	SUGGESTED RESPONSE/GUIDELINES/POLICY STATEMENTS
Sweetwaters smallholdings	
a) Support tourism development on properties abutting the Sir Lowry's Pass Road. b) Protect valuable cultural landscapes. c) Reinforce the urban edge transitional zone along Sir Lowry's Pass Road by encouraging intensification and provision of additional tourism facilities and low-density residential development that is appropriate to the character, scale and nature of the area.	1. Ensure that the area continues to play a critical role as a functional interface between the urban area and the Kogelberg biosphere reserve. 2. Support tourism development on properties abutting the Sir Lowry's Pass Road situated on the eastern side of the road as a scenic drive, with appropriate development controls to protect the cultural and natural landscape. 3. Support tourism development on these properties in the form of coffee shops, curios, nurseries, etc. Based on the need and development trends, high-end/upmarket tourism development is encouraged. 4. Low-density residential development is encouraged in this area, which will allow land to be developed for residential purposes in a peri-rural area and which seeks to preserve the rural landscape amenity of such areas. The rural character of the area should remain the overwhelming feature, and conventional urban development that does not retain the unique rural living aspects of the area should be discouraged. 5. Low-density residential development in this area can take on different forms and the clustering of units would be encouraged to promote more effective management of the property and agricultural practices. Ensure minimum environmental impact and make service provision more efficient. 6. The design of any new buildings should be sensitive and complementary to the surrounding landscape and to one another. 7. Buildings are preferably to be sited within or adjacent to existing treed landscapes and in close proximity to existing structures so as to minimise any additional visual impact. 8. Any development west of Sir Lowry's Pass Road should act as a transition zone from an urban to a rural landscape. Such development can consist of extensive land units (ranging in size and character) and can include rural living estates. Urban development that does not conform to and retain the unique rural character will be discouraged. 9. Any development, if appropriate and supported, should be encouraged to locate on areas with the lowest environmental and visual sensitivity and where it will have the least visual impact. 10. Promote synergies between the various economic sectors and tourism to the east of Sir Lowry's Pass Road. Encourage, where appropriate, feasible linkages between different sectors such as creative industries and tourism, nature and tourism, food/beverage and tourism, etc. This can be achieved through correct zoning, allowing land use activities such as restaurants spilling out on the pavement, allowing commercial pop-ups, and increasing the scope of land use rights to ensure universal accessible access and infrastructure along routes.

	11. Based on development trends, consideration should be given to the Sweetwaters smallholding areas for low-density residential development. However, the character and nature of the area should be retained and the landscape and views should be protected. Any development of this nature will be considered on a site-specific basis and may require specialist studies, which will be determined during the land use application process. Considerations to include, but not be limited to the site's position in relation to: i. the impact on important vistas. ii. the character of the surrounding area. iii. particular constraints and characteristics of the site (including aspects such as topography, soil, drainage corridors and visual impact). iv. the impact of development on fire management and control. 12. A development of this nature will not trigger a deviation from the District Plan. 13. Limit development beyond the 120 m contour line on the mountain side of Sweetwaters smallholdings to ensure the protection of valuable cultural landscapes and the pristine mountainside of the Kogelberg biosphere/Steenbras Nature Reserve. However, sitespecific consideration and assessment will be applied to proposed developments, depending on the surrounding area, context and character, where applicable, and the nature of the proposed development. 14. Any development proposed on the 1:4 slopes and steeper will not be encouraged. 15. Subdivision of properties should be according to the applicable policy guidelines on smallholdings, and subdivisions below 1 ha are not encouraged. However, site-specific consideration and assessment will be applied depending on the proposed development and surrounding area context and character. 16. Structures located below the scenic drive are to be set back from the drive to protect views to the sea and mountains. This may necessitate that only single-storey structures be erected, depending on the situation. 17. Encourage structures to be screened with tree planting (80 percent of frontage to the scenic drive). 18. Only if there is no detrimental impact on the scenic drive, enhance existing rights by massing and location of built form, which is subject to comments from the Urban Design Branch. 19. Protect views looking east from the scenic drive over farmland towards mountain and foothill ridge and ridge baselines. 20. Architecture is to be sensitive to the natural environment and environmental sustainability is to be a fundamental design consideration. Water use, energy, biodiversity and the nature of materials used for building are of critical importance. Particular attention is to be given to water-saving and re-use measures, energy consumption, passive ventilation systems and appropriate landscaping and planting.
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SUBDISTRICT 4: GORDON'S BAY: ENVIRONMENTAL	
SPATIAL DEVELOPMENT OBJECTIVES	SUGGESTED RESPONSE/GUIDELINES/POLICY STATEMENTS
Steenbras Nature Reserve	
a) Promote the preservation of Steenbras Nature Reserve.	- Activities in this area should focus on conservation use with conservation management activities. - 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). - Steenbras Dam is off limits to the public due the wellfield. Ensure that an appropriate buffer is maintained between low-impact activities within the nature reserve and the dam.
Kogel Baai resort	
a) Promote the preservation of the Kogel Baai resort.	- Activities in this area should focus on conservation use with conservation management activities. - In general, low-impact activities such as passive recreation (e.g. walkways and rails), environmental education and tourism may be appropriate, but should be subject to stringent controls (e.g. limits to development footprint management plans).
Harmony Park coastal resort	
a) Promote the preservation of Harmony Park coastal resort.	- Activities in this area should focus on conservation use with conservation management activities. - 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). - Development within this area should take cognisance of sea-level rise risk and coastal process impacts, and ensure that appropriate mitigation measures are applied. - Retain and enhance the biodiversity corridor in Harmony Flats Nature Reserve.
Sir Lowry's Pass River corridor	
- Ensure a positive interface between the proposed urban development and the Sir Lowry's Pass River corridor. - Prioritise Sir Lowry's Pass River corridor upgrade.	- Development applications should ensure appropriate urban design and interface guidelines for the Sir Lowry's Pass River corridor to ensure appropriate interface and landscaping along the river corridor. Comments from the City of Cape Town's Urban Design Branch and Environmental Management Department may be required. - Prioritise the Sir Lowry's Pass River channel upgrade to realise the full development potential of the Broadlands/Firlands development area, in view of the fact that most of the land is currently within the flood-prone area.

Open space and environment

a) Prevent deterioration of the natural environment and green open spaces and maximise green infrastructure potential in open spaces.	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. 2. Protect natural vegetation and encourage landscaping and appropriate plantings in developments. 3. Avoid privatisation of open space and prevent encroachment of development into the biodiversity network or open spaces. 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. 5. Protect and enhance tree cover and encourage the retention of established trees. 6. Maximise social value by improving management, connectivity and edge conditions. 7. Support conversion of underused space into functional green and recreation space and accommodate community use of such, as appropriate. 8. Protect, maintain and enhance green network linkages (corridors) and encourage these in association with new developments. 9. Optimise open space value by making provision for active and passive recreational opportunities and improved landscaping in open spaces. 10. Support waterway improvement and rehabilitation, where appropriate, in line with the principles and objectives of the Liveable Urban Waterway Programme.
b) Ensure positive interface with parks and open spaces.	1. Protect and maintain the green network linkages. 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. 3. Prevent development encroachment into green open spaces. 4. Protect public pedestrian routes and public access to natural assets, including the coast, mountains, rivers and other public open space. 5. Protect aesthetics of a space and visual connection to natural features, and integrity of ridgelines.

SUBDISTRICT 4: GORDON'S BAY: ALIGNMENT

SPATIAL DEVELOPMENT OBJECTIVES	SUGGESTED RESPONSE/GUIDELINES/POLICY STATEMENTS
Edge treatment	
	1. Retain green edges, including agricultural planting, hedgerows and tree belts. Boundary demarcation to be visually permeable. 2. Appropriate, indigenous and water-wise landscaping of property frontages onto the scenic drive is to be encouraged. 3. Gum Tree Avenue located on scenic drive near Blue Rock should be retained as part of the road reserve.

Notes:

- i. Any proposed development within the area should consult the CSIR guideline for the provision of social facilities in South African settlements, 2015 to ensure that adequate social facilities are provided to cater for the residents within the proposed development and to add in mitigating any social facilities backlog.
- ii. Not all green corridors (major or flexible) may be visible on the subdistrict maps, especially where they are coincident with transportation routes or rivers. It is recommended that the GINet viewer be consulted to view all corridors.
- iii. The GINet viewer can provide some baseline information on many of the structuring open spaces, which can help inform retention or enhancement of the ecosystem service value of these spaces.



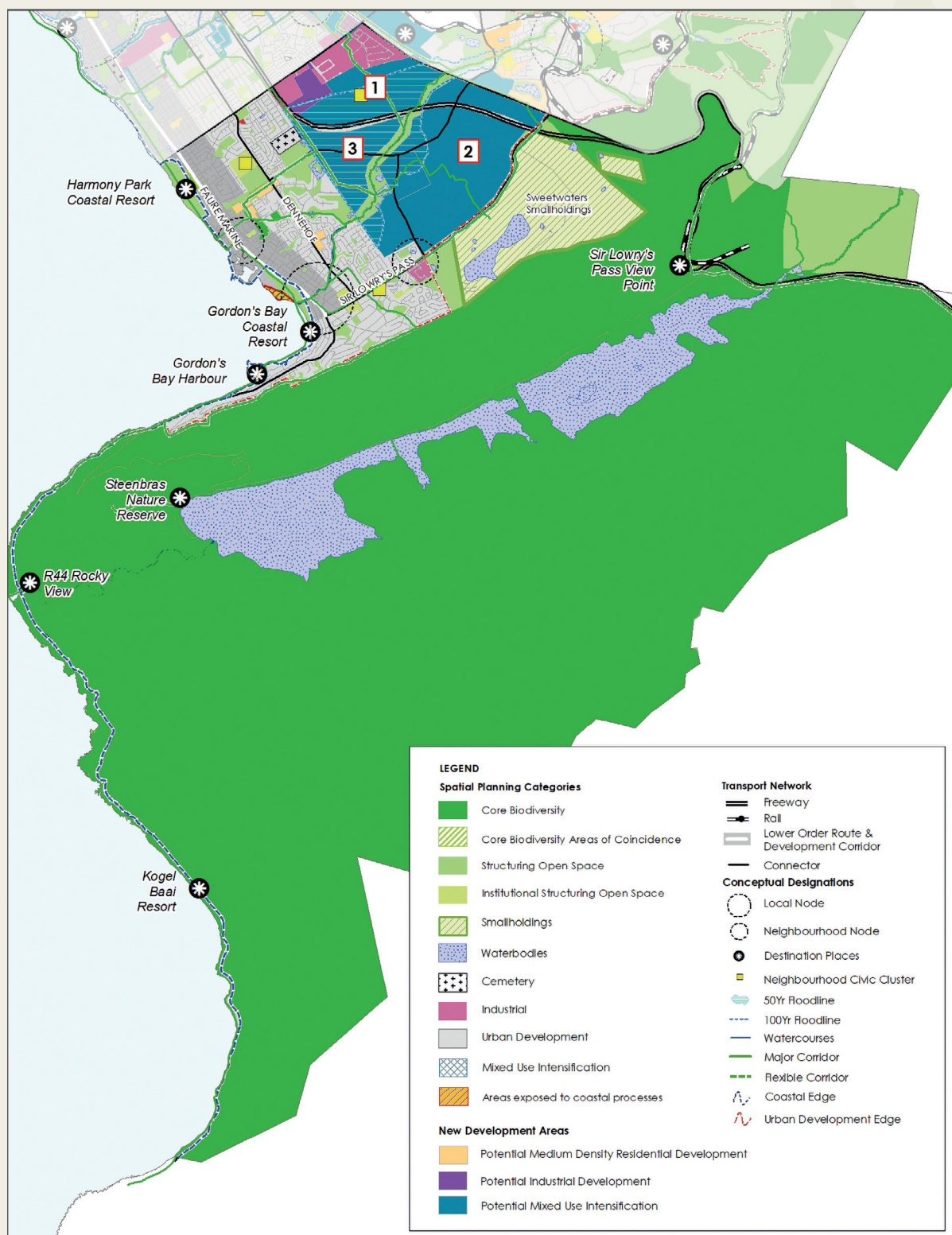


Figure 19: Subdistrict 4: Gordons Bay area

3.5.Subdistrict 5: Somerset West

The subdistrict is bounded by the slopes of the Helderberg Mountain to the north, the CCT's jurisdictional boundary to the northwest and the T2 to the south. Somerset West is one of the upmarket residential suburbs in the Helderberg District.

Major tourism opportunities are also found in this subdistrict, including special cultural landscape destination places, e.g. Lourensford Estate, Vergelegen Estates and nature areas, e.g. Helderberg Nature Reserve.

SUBDISTRICT 5: SOMERSET WEST: URBAN DEVELOPMENT	
SPATIAL DEVELOPMENT OBJECTIVES	SUGGESTED RESPONSE/GUIDELINES/POLICY STATEMENTS
Main Road, Old Stellenbosch Road, Bright Street, Reitz Street, Bright Street, Lourensford and Victoria Road	
a) Encourage appropriate intensification of business use. b) Strengthen the identity of Somerset West CBD and reinforce its role as a vibrant business district. c) Encourage appropriate residential densification along the Main Road. d) Promote the regeneration of the CBD.	1. Promote appropriate mixed-use development (i.e. including retail development) and residential densification in line with guidelines for the associated urban nodes and development corridor areas between nodes. 2. Ensure development of office and retail are not detrimental to the existing residential units. 3. Reinforce existing civic and social functions in the CBD in order to strengthen its role as the metro node. 4. Investigate the identification of appropriate sites for provision of educational facilities. 5. Allow for moderately scaled densification (additional bulk), where appropriate, in a manner that is sensitive to existing architectural quality worthy of preservation, especially historical buildings, and is subject to infrastructure availability. 6. Non-retail businesses and office use should preferably be located on upper floors and promote retail uses at a street level. 7. In general, the highest intensification of land use should occur directly adjacent to or in closest proximity to the development route. This must, however, consider the nature of access roads, additional traffic impacts, and parking requirements, and is subject to other policy guidelines, where relevant. Specialist studies may be required. 8. Ensure ongoing alignment between relevant departments in ensuring the appropriate location of major public transport stations/stops along this development route, and consistency of design guidelines for incorporation into road reserve development and adjacent property development proposals. 9. Any future redevelopment of this road, 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. 10. Civic upgrades, landscaping and NMT provisions should be a key consideration and be made as and where appropriate to ensure quality streetscapes. 11. Strengthen the link between Main Road and the railway station by creating a direct pedestrian link, which should be upgraded according to an urban design and landscape plan that promotes safety and security. 12. Consideration to be given to granting of departure from parking requirements, where appropriate.

	13. Adequate public parking is to be provided in small pockets in accessible locations, especially in close proximity to public transport stations. Public parking spaces are to be attractively designed and landscaped. 14. 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. 15. Ensure the enhancement and protection of scenic qualities and heritage resources along this route where necessary, especially where these have been recognised and protected through policy and legislation.
e) Strengthen Victoria Road as an important linkage route into Somerset West.	1. Facilitate revitalisation of the urban environment and built fabric along Victoria Road to enhance its role as an important linkage route into Somerset West. 2. Retail and mixed-use development is to be supported.
f) Retain the character of the Bright Street and Reitz Street area. g) Support intensification of mixed-use developments.	1. Ensure a positive street interface and built form that enhances the area's character. 2. Promote an appropriate range of mixed-use activities and residential densification given the area's location on the periphery of the CBD. 3. Reinforce the existing function of Bright Street and Reitz Street as local connector routes and encourage this to spread along the full length of the road to the station.
h) Encourage appropriate intensification of use along the Old Stellenbosch Road as a local connector route.	1. Intensification of use to be concentrated on the southern side of Old Stellenbosch Road in the section from Scholtz Road to Uitzig Drive. 2. The process of land use intensification along this route must consider the nature of access roads, additional traffic impacts and parking requirements. Specialist studies may be required. 3. Proposed developments will require comments from the Roads Infrastructure and Management Branch and the Transport Planning and Network Management Branch. 4. Promote a positive interface between intensification areas and adjacent residential areas through the use of sensitive design informed by local-level guidance, where applicable. Comment from the Urban Design Branch will be required.
i) Potential for investment in a regional library in Somerset West.	1. Investigate the viability of establishing a regional library for the Helderberg region in Somerset West CBD. 2. Consider the potential concentration of resources in civic clusters in order to leverage City investment and resources for the provision of community facilities, to optimise space and facility use. 3. Promote safety within civic clusters and support greater efficiency in terms of operation and management to create quality and accessible social community facilities.
j) Reinforce a clear hierarchy of local and neighbourhood nodes within the Somerset West subdistrict.	1. Extensions to the built form envelope and granting of additional bulk to be carefully considered within the Waterstone Village local node. 2. Limited extensions and upgrading of the shopping centre of Heldervue neighbourhood node. 3. Limited extensions to Irene Road/Lourensford Road intersection neighbourhood node to its optimal location. Encourage further social facilities within this node. Promote tourism activities linked to the scenic route within this node. 4. Neighbourhood node located within the Vergelegen area along Old Sir Lowry's Pass Road to be promoted for mixed-use development catering to the surrounding communities.

SUBDISTRICT 5: SOMERSET WEST: URBAN DEVELOPMENT	
SPATIAL DEVELOPMENT OBJECTIVES	SUGGESTED RESPONSE/GUIDELINES/POLICY STATEMENTS
Irene Avenue and Lourensford Road (scenic drive)	
a) Consideration to be given to update the Scenic Drive Network Management Plan (volume 3, 2003) to address policy vision of Irene Avenue and Lourensford Road as scenic routes.	1. The need to update the Scenic Drive Network Management Plan (volume 3, 2003) is to increase alignment, where necessary, with policy guidelines of the Draft Scenic Drive Network Management Plan dated 15 May 2013. 2. Reinforce Lourensford Road as a major tourism route. 3. Ensure a positive interface between developments and scenic routes (i.e. Lourensford Road and Irene Avenue). Views of the Helderberg Mountains from these routes need to be protected. Reinforce these routes as area scenic routes for tourism development within the district. 4. Land use management decisions should be guided by design-related policies of the City and the Scenic Drive Network Management Plan, where appropriate, along the routes. 5. Limited tourism or amenity-orientated uses to be permitted at appropriate locations along Lourensford Road on properties that lend themselves to such a use and where safe access can be secured and onsite parking can be provided. 6. Retain the mixed-use intensification character along Lourensford Road to Parel Vallei Road. 7. Comment and input may be required from the City of Cape Town's Urban Design Branch and the Environmental Management Department.
Helderberg College	
a) Consider the reconfiguration of the urban development edge to accommodate future Helderberg College development.	1. Helderberg College development is outside the urban development edge; therefore, consideration is to be given to the adjustment of the district urban development edge to minimise current and future costs associated with urban sprawl and prevent damage to the natural environment. The built-up college area and associated facilities are zoned for institutional purposes and should be located within the urban development edge and the farmland, and natural areas to the east of the built-up areas, although also zoned institutional, should remain outside the urban development edge with future zoning of these areas to be appropriate.
Somerset West Station	
a) Potential for revitalisation of the station in support of TOD objectives.	1. Support initiatives aimed at revitalising the declining built fabric and urban environment abutting the Somerset West Station. Prioritise investment of land use intensification or diversification on properties around the station in support of comprehensive transit-oriented development objectives. 2. Support medium-density residential densification within ± 400 m of the rail station, where and as appropriate. 3. Any development should ensure an appropriate interface with surrounding communities. 4. Ensure that all new development around the station results in improved NMT and safety and security of streets and public areas.

Local/neighbourhood nodes within the Somerset West subdistrict

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| a) Reinforce a clear hierarchy of local/neighbourhood nodes within the Somerset West subdistrict. | <ol style="list-style-type: none">1. Limited extensions and upgrading of the shopping centre of Heldervue local node.2. Retail nodes at Cylnor and Schapenberg roads to remain as local, neighbourhood nodes.3. Local node at Swalle Road and Lourensford Road around the Playhouse Theatre to remain as local node.4. Expansion of retail node at the intersection of Sir Lowry's Pass Road, Bizweni Avenue and Summer Hill Drive to be investigated. |
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SUBDISTRICT 5: SOMERSET WEST: SMALLHOLDINGS**SPATIAL DEVELOPMENT OBJECTIVES****SUGGESTED RESPONSE/GUIDELINES/POLICY STATEMENTS****Parel Valley**

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| <ol style="list-style-type: none">a) Retain the rural character of Parel Valley smallholding.b) Promote low-density residential development that is in keeping with the surrounding context and character of the area. | <ol style="list-style-type: none">1. The visual impacts of any new development in smallholding areas should be considered carefully in the evaluation of development applications. Unsightly and prominent structures in particular should be prevented.2. Built form to be limited and architectural guidelines to stipulate fragmented massing of built form.3. Retain the rural/natural and unique character of the area by promoting low-density residential development that may include rural living/rural lifestyle estates.4. Development form layout and density are to be determined on an application in accordance with local character and context. |
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SUBDISTRICT 5: SOMERSET WEST: TOURISM**SPATIAL DEVELOPMENT OBJECTIVES****SUGGESTED RESPONSE/GUIDELINES/POLICY STATEMENTS****Vergelegen, Lourensford Estate and other small wine estates along Helderberg wine route**

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| <ol style="list-style-type: none">a) Recognition of existing winery estates as destination places.b) Support tourism opportunities at these destination places to promote tourism in the district. | <ol style="list-style-type: none">1. Promote greater recreational and tourism opportunities at these destination places, and enhance the character of natural, recreational and/or heritage assets that contribute to the tourism economy.2. Support development of the wine route through infrastructure improvements, signage and appropriate applications to allow for tourism activities, e.g. eateries, accommodations, conferencing. |
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THE 402-HA HELDERBERG NATURE RESERVE SUPPORTS THE PROTECTION OF CRITICALLY ENDANGERED SWARTLAND SHALE RENOSTERVELD AND KOGELBERG SANDSTONE FYNBOS, AS WELL AS THE VULNERABLE CAPE WINELANDS SHALE FYNBOS AND POCKETS OF THE LEAST THREATENED SOUTHERN AFRO-TEMPERATE FOREST.



SUBDISTRICT 5: SOMERSET WEST: HERITAGE AND ALIGNMENT	
SPATIAL DEVELOPMENT OBJECTIVES	SUGGESTED RESPONSE/GUIDELINES/POLICY STATEMENTS
Somerset West heritage areas	
a) Retain heritage character.	1. Large properties of historical significance that perform an important role in establishing an area's character should be retained and not further subdivided. 2. A limited form of development such as a guest house, hotel, conference centre, restaurant, institutional use could be considered, where appropriate. 3. Design of new buildings and spaces should reflect the design principles of the historic/original setting. 4. Reuse of existing buildings (rather than construction of new buildings) for tourism or institutional use is favoured.
b) Reinforce Church Street heritage precinct.	1. Church Street acts a critical structuring axis. Support appropriate development with stronger pedestrian links between the CBD and this heritage area. 2. Any future development within a heritage significance area or of a heritage building/structure will require input and comment from the City of Cape Town's Heritage Department. A social-historical assessment may be required.
Cross-border alignment	
a) Ensure an appropriate interface between the border dealing with areas of agriculture and heritage resources.	1. In areas of agricultural significance and heritage resource areas, an appropriate development buffer should be considered as an interface with Stellenbosch Municipality.
b) Conservation and preservation of green belts/ green transition zones are important from a regional perspective for food security and recreational planning, including tourism.	1. Preserve the rural landscape of Stellenbosch as a significant cultural landscape in the context of the Western Cape. 2. Maintain a clear distinction between urban and rural on the municipal boundary. 3. Prevent pressure from the City of Cape Town to extend the urban edge into the significant cultural landscape of Stellenbosch.

SUBDISTRICT 5: SOMERSET WEST: ENVIRONMENTAL

SPATIAL DEVELOPMENT OBJECTIVES	SUGGESTED RESPONSE/GUIDELINES/POLICY STATEMENTS
Open space and environment	
a) Prevent deterioration of the natural environment and green open spaces and maximise green infrastructure potential in open spaces.	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. 2. Protect natural vegetation and encourage landscaping and appropriate plantings in developments. 3. Avoid privatisation of open space and prevent encroachment of development into the biodiversity network or open spaces 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. 5. Protect and enhance tree cover and encourage the retention of established trees. 6. Maximise social value by improving management, connectivity and edge conditions. 7. Support conversion of underused space into functional green and recreation space and accommodate community use of such, as appropriate. 8. Protect, maintain and enhance green network linkages (corridors) and encourage these in association with new developments. 9. Optimise open space value by making provision for active and passive recreational opportunities and improved landscaping in open spaces. 10. Support waterway improvement and rehabilitation, where appropriate, in line with the principles and objectives of the Liveable Urban Waterway Programme.
b) Ensure positive interface with parks and open spaces	1. Protect and maintain the green network linkages. 2. Ensure a 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. 3. Prevent development encroachment into green open spaces. 4. Protect public pedestrian routes and public access to natural assets, including the coast, mountains, rivers and other public open space. 5. Protect aesthetics of a space and visual connection to natural features, and integrity of ridgelines.
c) Promote the preservation of significant tree lanes and avenues.	1. Mature vegetation, particularly in the form of groupings, tree lines and avenues, should be preserved.

SUBDISTRICT 5: SOMERSET WEST: ENVIRONMENTAL	
SPATIAL DEVELOPMENT OBJECTIVES	SUGGESTED RESPONSE/GUIDELINES/POLICY STATEMENTS
Lourens River corridor and protected natural environment (PNE)	
a) Conserve the important Lourens River catchment system (i.e. Lourens River and PNE).	1. Protect and maintain appropriate river and wetland buffer and prevent inappropriate land uses in this area. 2. Consent to be obtained for all activities within the PNE. Detailed assessments required for any development related to the operational requirements of the protected area and urban development. Development should be sensitively considered, taking flood protection measures within the area into consideration. 3. Optimise opportunities for an enhanced river corridor for ecological and social amenity value. 4. Retain and, where possible, reclaim public access along the river course.
Radloff Park	
a) Reinforce Radloff Park as the district park and destination place.	1. Conserve the importance of the Lourens River catchment system. 2. Enhance existing physical and recreational activities such as sports fields, walking and bicycle trails, etc. 3. Investigate upgrading of sports facilities to become a destination sports centre. 4. Investigate the possibility of introducing land uses that support the sports centre and related facilities, such as cafes, etc.

Notes:

- Any proposed development within the area should consult the CSIR guideline for the provision of social facilities in South African settlements, 2015 to ensure that adequate social facilities are provided to cater for the residents within the proposed development and to add in mitigating any social facilities backlog.
- Not all green corridors (major or flexible) may be visible on the subdistrict maps, especially where they are coincident with transportation routes or rivers. It is recommended that the GINet viewer be consulted to view all corridors.
- The GINet viewer can provide some baseline information on many of the structuring open spaces, which can help inform retention or enhancement of the ecosystem service value of these spaces.

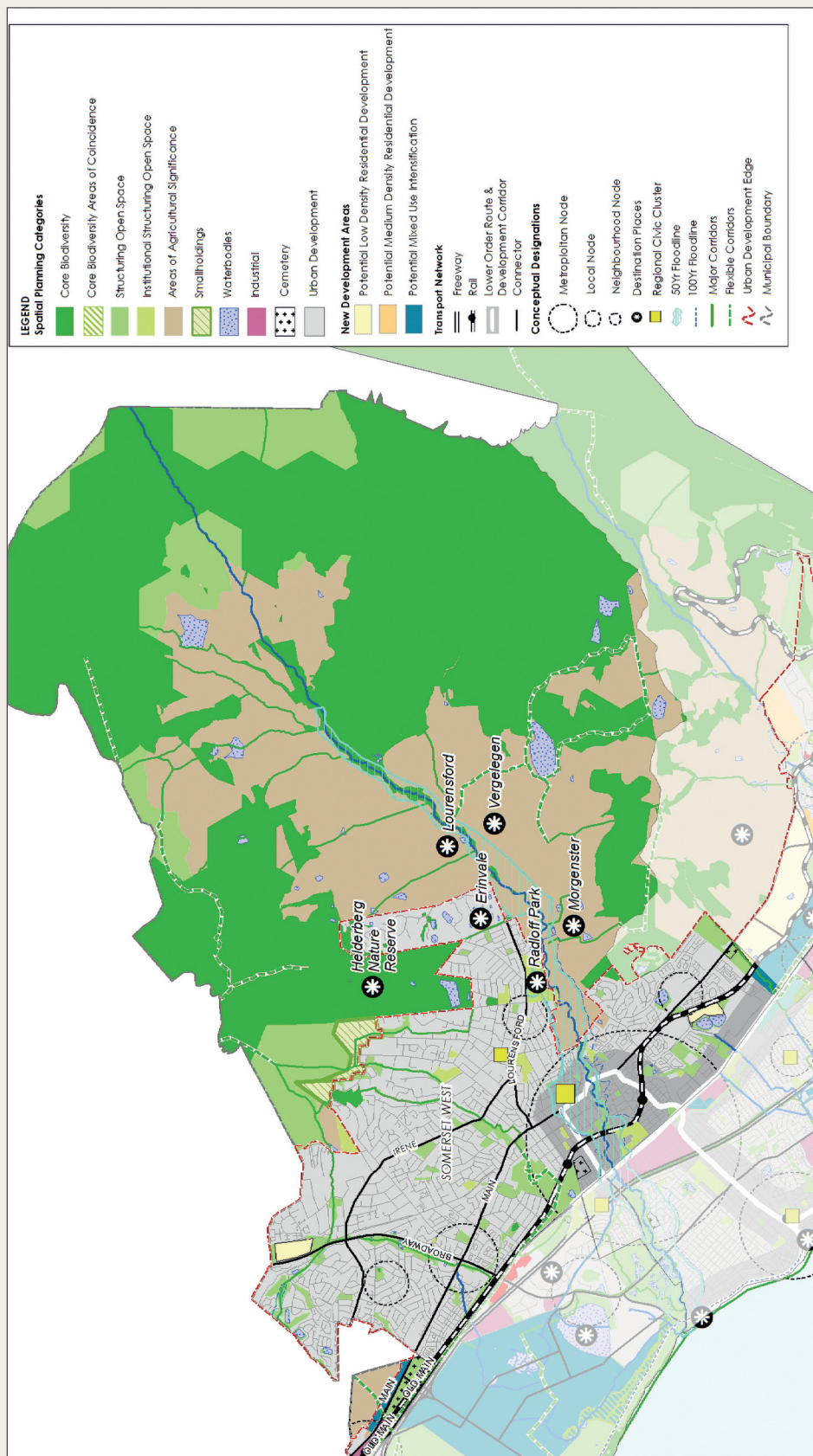


Figure 20: Subdistrict 5: Greater Somerset West

3.6.Subdistrict 6: Sir Lowry's Pass Village

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

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

of people living in informal structures and poor living conditions.

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

SUBDISTRICT 6: SIR LOWRY'S PASS VILLAGE: URBAN DEVELOPMENT	
SPATIAL DEVELOPMENT OBJECTIVES	SUGGESTED RESPONSE/GUIDELINES/POLICY STATEMENTS
Sir Lowry's Pass Village	
a) Encourage upgrading opportunities within the Sir Lowry's Pass Village to improve the general living conditions of the area. b) Ensure the upliftment of the urban environment by providing quality areas of amenity. c) Maintain and improve the quality of existing public open space and the public realm in general.	1. In recent years, Sir Lowry's Pass Village has grown massively and in a poorly managed manner, which has led to infrastructural and social problems. The upgrading of necessary infrastructure and social services is highly recommended in the area in order to improve the quality of life for residents living within the village. 2. Enhance open spaces to serve a functional role and to have a positive interface with residential areas. 3. Retain and upgrade existing social facilities within the areas. 4. Provision of new social facilities is needed to cater to the existing community and increase in population over the years.
d) Prioritise informal settlement upgrade.	1. Support upgrading of existing informal settlements that are located on land suitable for urban development. 2. Where densities are too high to facilitate the upgrading of an area, support de- densification of the settlements and assist with the identification and development of alternative land for communities to be settled on. 3. Where informal settlements are located on land that, for health and safety reasons, is not suited for development, support the identification of alternative sites and development of alternative land for communities to settle on. 4. Where possible, allowance must be made for the provision of essential and basic services for the management of greywater and flooding.

e) Prioritise the provision of community facilities in Sir Lowry's Pass Village to address social facility needs and backlogs.	1. The development of required community facilities (i.e. health and education) should be addressed as part of the development of this area. 2. Consider the concentration of resources in civic clusters in order to leverage City investment and resources for the provision of community facilities, to optimise space, facility use and easy access of the facilities. 3. Promote safety within civic clusters and support greater efficiency in terms of operation, management and ultimately create quality and accessible social community facilities. Furthermore, clustering of facilities will ensure that operation and maintenance resources are used effectively and efficiently.
Economic opportunities f) Reinforce the character of the village to a vibrant local commercial/business node to serve the communities within the Sir Lowry's Pass area. g) Promote opportunities for the establishment of SMMEs within the node to accommodate small business/industrial hives in the village.	1. Facilitate and support redevelopment opportunities and mixed-use intensification in a form of commercial/business activities, which will provide much-needed services such as shopping and banking facilities to the communities of the Sir Lowry's Pass Village and provide much-needed job creation. 2. The redevelopment opportunities in the commercial node should not negatively affect the remaining heritage character of the area but rather strengthen the aesthetic quality of the area. This can also contribute towards tourism opportunities related to the heritage value of the settlement. 3. Available land with business rights must be used to its optimum potential to support the creation of local-based employment and entrepreneurial opportunities. 4. Suitably located pockets of land to be investigated for rezoning to accommodate local economic opportunities in a form of small business/industrial hives, training centres.
Old Sir Lowry's Pass Road/T2 – Sir Lowry's Pass	
a) Review and enhance development of the scenic route. b) Consideration is to be given to update the Scenic Drive Network Management Plan (volume 3, 2003) to address the policy vision of Old Sir Lowry's Pass Road as scenic route and ensure alignment.	1. The provision of open space should receive specific attention and should form a substantial part of any proposed development, be it passive or functional open space. 2. The need to update the Scenic Drive Network Management Plan (volume 3, 2003) to increase alignment, where necessary, on policy guidelines of the Draft Scenic Drive Network Management Plan 2013 impacting land development applications and decision making is supported. 3. Existing tree belts, windbreaks (shelterbelts) and mature tree specimens forming part of the rural amenity must be retained. 4. Access points off the drive serving future development to be limited, subject to local area plans and Urban Design Branch comments. Preferably no departures from the Road Access Guideline's (RAG) spacing guideline of 270 m for both sides of the drive, from the future Bloubos Road to the urban development edge to the west. 5. Access points off the scenic drive serving future developments are to be limited and subject to Urban Design Branch comments and, if applicable, local area plans. The provision of open space should receive specific attention and should form a substantial part of any proposed development, be it passive or functional open space. 6. Structures located below the scenic drive to be set back from the road edge to protect views of the sea and mountain.

SUBDISTRICT 6: SIR LOWRY'S PASS VILLAGE: URBAN DEVELOPMENT	
SPATIAL DEVELOPMENT OBJECTIVES	SUGGESTED RESPONSE/GUIDELINES/POLICY STATEMENTS
Old Sir Lowry's Pass Road/T2 - Sir Lowry's Pass	
	7. The extent of the setback and any additional measures such as a height restriction will be determined on site-specific basis dependent on site-specific conditions. In light of the sensitive location from a landscape, visual and sense of place perspective, the City of Cape Town may request additional studies and instruments during the land use application process, in order to ensure that proposed developments in these areas do not detrimentally affect the surrounding environment or detract from the surrounding cultural and natural landscape. 8. Additional studies that may be requested will depend on the sensitivities on the site and the potential impact of the proposed development, and may include, inter alia, a freshwater assessment, botanical assessment, visual impact assessment, geotechnical/hydrological assessment, floodline studies, etc. 9. Instruments that may be required to mitigate impacts may include, inter alia, an Environmental Management Programme (EMPr), landscape plans, and method statements, etc., may be requested during the land use application process.
c) Protect the scenic quality of Sir Lowry's Pass Road and important vistas that exist.	1. Landscapes worthy of preservation that are visible from Sir Lowry's Pass Road, as well as more distant views from other roads of importance, should be protected. 2. Any proposed development should be informed by the impact on scenic drives and vistas, particularly along Sir Lowry's Pass Road and should be informed by the future Scenic Drives Network Management Plan. 3. Visual impacts could potentially be mitigated by means of setbacks from scenic routes, limiting the permissible height of proposed structures and ensuring that such structures are screened from the road through appropriate landscaping. These mitigation measures will be based on an application basis.

SUBDISTRICT 6: SIR LOWRY'S PASS VILLAGE: HERITAGE	
SPATIAL DEVELOPMENT OBJECTIVES	SUGGESTED RESPONSE/GUIDELINES/POLICY STATEMENTS
Heritage significance areas	
a) Ensure retention of the heritage significance within the area.	1. Retain the character of properties with significant heritage value in the village and support redevelopment opportunities that do not negatively affect the character of the existing heritage. 2. Any future development with a heritage significance area or of a heritage building/structure will require input and comment from the City of Cape Town's Heritage Department. A social-historical assessment may be required.

b) Protect the heritage character of Broadlands farm located north of T2, west of Sir Lowry's Pass River.	1. Portion of Broadlands farm with heritage significance to be protected from conventional urban development. At appropriate locations within the farm, peripheral residential can be developed taking into consideration environmental, visual sensitivities of the site, heritage and cultural landscape features of the site. The above policy development guidelines are to be applied.
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SUBDISTRICT 6: SIR LOWRY'S PASS VILLAGE: NEW DEVELOPMENT AREA

SPATIAL DEVELOPMENT OBJECTIVES	SUGGESTED RESPONSE/GUIDELINES/POLICY STATEMENTS
NDA 1: Low-density residential	
a) Retain the rural/natural and unique character of the area by promoting low-density residential development that may include rural living/ rural lifestyle estates (i.e. area located between the existing railway line and the urban edge).	- Any development between the existing railway line and the urban edge forms part of the urban development edge management zone and should act as a transition zone from an urban to a rural landscape. Such development can consist of extensive land units (ranging in size and character) and can include rural living estates. Urban development that does not conform and retain the unique rural character will be discouraged. - Comment and input from the Urban Design Branch and the Environmental Management Department will be required. Special studies may be required. - Due to the different local contexts prevalent in this subdistrict, applications will be evaluated based on site-specific considerations, which include but are not limited to the site's position in relation to: - the urban development edge. - the impact on important vistas. - the character of the surrounding area. - particular constraints and characteristics of the site (including aspects such as topography, soil, drainage corridors and visual impact). - the impact of development on fire management and control. - Low-density residential development is encouraged in this area, which will allow land to be developed for residential purposes in a peri-rural area and which seeks to preserve the rural landscape amenity of such areas. The rural character of the area should remain the overwhelming feature, and conventional urban development that does not retain the unique rural living aspects of the area should be discouraged. - Any development, if appropriate and supported, should be encouraged to locate on areas with the lowest environmental and visual sensitivity and where it will have the least visual impact. - Low-density residential in this area can take on different forms and the clustering of units would be encouraged to promote more effective management of the property and agricultural practices. Ensure minimum environmental impact and make service provision more efficient. - The design of any new buildings should be sensitive and complementary to the surrounding landscape and to one another. - Buildings are preferably to be sited within or adjacent to existing treed landscapes and in close proximity to existing structures so as to minimise any additional visual impact.



THE HELDERBERG DISTRICT IS HOME TO A RICH VARIETY OF VEGETATION, MUCH OF WHICH HAS BEEN HEAVILY TRANSFORMED AND FRAGMENTED, PRIMARILY DUE TO AGRICULTURAL LAND USE, SPRAWLING URBAN DEVELOPMENT AND INVASIVE ALIEN SPECIES.



SUBDISTRICT 6: SIR LOWRY'S PASS VILLAGE: NEW DEVELOPMENT AREA	
SPATIAL DEVELOPMENT OBJECTIVES	SUGGESTED RESPONSE/GUIDELINES/POLICY STATEMENTS
NDA 1: Low-density residential	
	- The development of low-density residential (including rural living estates) should not apply to existing properties of 1 ha or less, given the potential cumulative visual impact. Consolidation of adjacent properties less than 1 ha could be pursued in order to achieve a land parcel of a sufficient extent. - Built form should avoid the appearance of significant building massing in the rural environment. No development on upper slopes or on ridgelines should be permitted. Buildings are not permitted on 1:4 slopes and steeper. - Architecture is to be sensitive to the natural environment and environmental sustainability is to be a fundamental design consideration. Water use, energy, biodiversity and the nature of materials used for building are of critical importance. Particular attention is to be given to water-saving and re-use measures, energy consumption, passive ventilation systems and appropriate landscaping and planting. - Applications for development in this area are to be motivated in terms of contribution to the unique qualities of the site in question and in relation to the broader area context. These qualities can include a prevailing rural and natural character or scenic qualities. Applications should include, inter alia, consideration of the landscape character, the visual impact of development, heritage aspects and agricultural potential. - Where possible, active farming elements (e.g. viticulture) or rural actives (e.g. keeping of horses) should be retained. - Accommodate agricultural/food security opportunities, where appropriate. - Any new development adjacent to the natural vegetation must be compatible with ecological fire management requirements of fynbos and renosterveld. Developments should not prevent proactive ecological management of the vegetation. - All developments should maintain an appropriate buffer from the urban development edge/the juridical City boundary to prohibit expansion onto valuable agricultural land outside of the urban development edge.
NDA 2: Mixed-use development areas along the T2	
- Encourage mixed-use development between the T2 and the existing railway line, as well as along the T2 east of the railway line below the existing urban development area. - Promote intensification of mixed land uses that are inclusive of employment-generating opportunities. - Encourage development of agri- and eco- tourism facilities.	- Development along T2 to ensure appropriate interface with the route with regard to setbacks, landscaping, etc. - Support the development of a new mixed-use development (excluding industrial) along the T2. Mixed-use development could be in the form of tourism, retail, office and low to medium residential development. Other much-needed public facilities such as recreational, educational and health facilities should be considered within the development. Support agriculture and related uses.

	- Properties around/within farm 918 portions 22, 26, 28, portion 63 and portion 25 (Monkey Town) are to be retained for primarily agri- and eco-tourism-related purposes with possible limited mixed-use development in order to enhance the development of a tourism gateway to the Helderberg and the city as a whole. - Any new future development along the T2 must consider the nature of access roads, and additional traffic impacts assessment are required. - Encourage structures to be screened with tree planting (80% of frontage to the scenic drive). - The development of this area should aim to reduce any negative impact on the quality of the environment and protect the visual amenity from impacts of a mixed-use zone. - Any development in this area should include good-quality landscaping that will soften the impact of the built environment on the landscape. - Any proposed development within the area should consult the CSIR guideline for the provision of social facilities in South African settlements, 2015 to ensure that adequate social facilities are provided to cater for the residents within the proposed development and to add in mitigating any social facilities backlog. - Further specialist studies may be required, where necessary. - Development applications in this area will be assessed on a site-specific basis.
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d) Potential community facilities.

- Investigate the opportunity for the development of a community civic cluster in order for social facilities to co-locate.

NDA 3: Medium-density residential (farm 845)

- Promote development of medium-density residential development. - Ensure that the provision of social facilities is included within the development.	- The area is earmarked for medium-density residential development. - Any proposed development within the area should consult the CSIR guideline for the provision of social facilities in South African settlements, 2015 to ensure that adequate social facilities are provided to cater for the residents within the proposed development and to add in mitigating any social facilities backlog. - Development of this area should be of good-quality design to enhance the visual quality that exists, and create a positive interface with the surrounding character of the area. - Ensure protection of the valuable agricultural land that sits adjacent (west and north) to the site.
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NDA 4: Casa Maris development

Support the development of low-density residential in accordance with the approved development plan.	- The property is still regarded by the provincial department as of agricultural significance, and the development of the property will be subject to guidelines provided in an approved development plan. - Visual impacts on surrounding urban fabric should be considered as far as scale, heritage, intensity, height, interfaces, agriculture aspects, etc. are concerned. - The core biodiversity areas located within the proposed development are to be protected and conserved. - Ensure that there is no negative or detrimental impacts on the surrounding environment. Development is to be contained within the urban edge.
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SUBDISTRICT 6: SIR LOWRY'S PASS VILLAGE: NEW DEVELOPMENT AREA	
SPATIAL DEVELOPMENT OBJECTIVES	SUGGESTED RESPONSE/GUIDELINES/POLICY STATEMENTS
NDA: High residential density	
a) Promote development of high-density residential development. b) Ensure that the provision of social facilities is included within the development.	1. The area is earmarked for high-density residential. 2. New development within the 1:100-year floodline should be subject to formal acknowledgement by the owner of flood risk, and is only permissible where there are existing rights. 3. In general, new buildings and developments abutting the river should be orientated towards the river, where possible above the 1:50-year floodline. 4. Protect and maintain appropriate river and wetland buffer and prevent inappropriate land uses in this area. 5. Detailed assessments are required for any development related to the operation requirements of the protected area and urban development is discouraged. 6. Any proposed development within the area should consult the CSIR guideline for the provision of social facilities in South African settlements, 2015 to ensure that adequate social facilities are provided to cater for the residents in the proposed development and to add in mitigating any social facilities backlog.
Tre Donne and High Riding	
a) Retain the rural/natural and unique character of the area by promoting low-density residential development that may include rural living/rural lifestyle estates.	1. The character of the area to the east of Sir Lowry's Pass Village, which includes the Tre Donne and High riding areas, serves an interface and transitional function to the conservation area and mountain slopes to the east and southeast. Ensure that the area continues to play a critical role as functional interface between the urban area and the conservation area and mountain slopes. 2. Consolidation of erven for the creation of gated community developments and other urban forms that are unsuitable to this context, will not be supported. 3. Any further subdivision of this area will not be encouraged.

SUBDISTRICT 6: SIR LOWRY'S PASS VILLAGE: DESTINATION PLACES

SPATIAL DEVELOPMENT OBJECTIVES	SUGGESTED RESPONSE/GUIDELINES/POLICY STATEMENTS
Blue Rock Resort as a destination place	
a) Recognition of existing Blue Rock Resort as a destination place.	1. Promote greater recreational and tourism opportunities at this key destination place, and particularly where potential exists for significant improvement. 2. Support the retention and improvement of public access and recreational opportunities associated with further development of these destination places. 3. Support future developments of Blue Rock Resort through infrastructure improvements, signage and flexibility of existing zoning rights to allow for tourism activities, e.g. eateries, accommodations, conferencing. 4. Encourage appropriate development in areas surrounding the destination place and ensure that interfaces are treated sensitively. 5. Promote informal trading at suitable places in the Blue Rock Resort (i.e. mobile food trucks along hiking and cycling paths, especially along scenic routes and viewpoints).
Old Sir Lowry's Pass Village Station	
a) Establish Sir Lowry's Pass Village Station as destination place to support the creation of jobs and employment opportunities in the area and within the node.	1. Facilitate and support the upgrading and adaptive re-use of the old railway station as a historic building for tourism and cultural opportunities. 2. Support development for the revitalisation of the station and encourage the establishment of speciality shops and design galleries to support tourism development.
Farm Goedverwachting	
a) Reinforce tourism potential of farm Goedverwachting. b) Promote farm Goedverwachting as a destination place.	1. Farm Goedverwachting is to be regarded as a destination place, with a specific tourism focus, inclusive of a boutique hotel, museum, art gallery and similar uses. 2. Development of this unique and critical heritage resource should be handled sensitively. The farm holds the potential to become a heritage and cultural hub. 3. Any future development with a heritage significance area or of a heritage building/structure will require input and comment from the City of Cape Town's Heritage Department. Specialist studies may be required.
Monkey Town	
a) Protect and conserve the cultural and heritage significance found in Monkey Town. b) Recognition of existing winery farms in the Schapenberg Sir Lowry's conservancy area as special cultural landscapes destination places.	1. Activities in this area should focus on conservation use, and conservation management and related activities should be encouraged. 2. Any proposed new development adjacent to Monkey Town is to be carefully considered and development that is not complementing to the character of this heritage area is to be discouraged. 3. Wine farms such as Ongegund, Onderkloof, Waterkloof and Mount Razier and other wine estates along the Helderberg-Somerset West wine route to be recognised and supported as destination places in order to promote tourism opportunities in the district.

SUBDISTRICT 6: SIR LOWRY'S PASS VILLAGE: DEVELOPMENT OUTSIDE OF THE URBAN EDGE	
SPATIAL DEVELOPMENT OBJECTIVES	SUGGESTED RESPONSE/GUIDELINES/POLICY STATEMENTS
Sir Lowry's Pass environs (areas outside the urban development edge)	
a) Restrict and discourage urban development beyond the urban development edge to protect valuable agricultural land, biodiversity and cultural landscapes as well as the rural character that exists outside the urban development edge. This mechanism is used to limit urban sprawl and to promote development and densification with the urban edge.	1. The urban development edge in the Sir Lowry's Pass is to be reinforced as a restrictive edge to discourage possible intrusion of urban development onto land of high value agricultural and heritage significance, as well as of biodiversity significance. 2. Any built form above the 120 m contour line is to be discouraged in order to maintain the visual amenity and slope stability of important cultural landscapes, such as the Hottentots Holland mountainside and the Schapenberg Hills. 3. Support development of appropriate and small-scale tourism facilities that do not detract from the agricultural and natural character of the area on immediately abutting farmland north of Sir Lowry's Pass Road in order to reinforce the urban development edge management zone. 4. Any land parcels or portions thereof in this area that possess the potential to contribute to its long-term conservation and biodiversity should be protected. 5. The fragmentation of rural land and loss of rural character through piecemeal, ad hoc subdivision should preferably be avoided. In this regard, a subdivision of large agricultural parcels should only be considered for the following reasons: i. To realign cadastral boundaries for farming or access purposes, with no increase in the number of properties; ii. To protect or actively conserve places of natural and cultural heritage; iii. To allow for the efficient provision of utilities and infrastructure; iv. Multiple properties under single ownership may be rationalised through boundary realignments to improve farm management and to provide access to landlocked parcels, provided that no additional land parcels are created, the new boundaries reflect good environmental and land management practices and are appropriate for the intended land use. 6. Buildings are not permitted on slopes steeper than 1:4. 7. As far as possible, natural platforms should be used for the siting of buildings. 8. On sloping sites, buildings should be fragmented in form and terraced. The extent of fill/retaining structures should be minimised.
b) Recognise existing winery farms in the Schapenberg Sir Lowry's conservancy area as destination place and be promoted as a special cultural landscape.	1. Wine farms such as Ongegund, Onderkloof, Waterkloof and Mount Razier and other wine estates along the Helderberg-Somerset West wine route to be recognised and supported as destination places in order to promote tourism opportunities in the district.
c) Prevent urban sprawl	1. The urban development edge must be reinforced by ensuring that development within but adjacent to the urban development edge serves a transitional function between urban and rural areas and that development in this area is not merely a continuation of urban sprawl.

SUBDISTRICT 6: SIR LOWRY'S PASS VILLAGE: EDGE TREATMENT AND CROSS BORDER ALIGNMENT

SPATIAL DEVELOPMENT OBJECTIVES	SUGGESTED RESPONSE/GUIDELINES/POLICY STATEMENTS
Edge treatment	
	1. Retain green edges, including agricultural planting, hedgerows and tree belts. Boundary demarcation to be visually permeable. 2. Appropriate, indigenous and water-wise landscaping of property frontages onto the scenic drive is to be encouraged. 3. Gum Tree Avenue located on scenic drive near Blue Rock should be retained as part of the road reserve. 4. Conserve heritage and cultural landscape resources including: i. Views to natural features such as the Hottentots Holland mountain range and foothills thereto. ii. Views of the historic settlement of Sir Lowry's Pass Village, railway station and railway line, and associated tree planting. iii. Views of agricultural plantings and patterns such as windbreaks. iv. Informal or rural road verges.
Cross-border alignment	
a) Ensure an appropriate interface between the border dealing with areas of agriculture and heritage resources.	1. In areas of agricultural significance and heritage resource areas, an appropriate development buffer should be considered as an interface with Theewaterskloof Municipality.
b) Conservation and preservation of green belts/green transition zones are important from a regional perspective for food security and recreational planning, including tourism.	1. Maintain a clear distinction between urban and rural on the municipal boundary. 2. Prevent pressure from the City of Cape Town to extend the urban edge into the significant natural landscape.

SUBDISTRICT 6: SIR LOWRY'S PASS VILLAGE: ENVIRONMENTAL

SPATIAL DEVELOPMENT OBJECTIVES	SUGGESTED RESPONSE/GUIDELINES/POLICY STATEMENTS
Open space and environment	
a) Prevent deterioration of the natural environment and green open spaces and maximise green infrastructure potential in open spaces.	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. 2. Protect natural vegetation and encourage landscaping and appropriate plantings in developments. 3. Avoid privatisation of open space and prevent encroachment of development into the biodiversity network or open spaces 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. 5. Protect and enhance tree cover and encourage the retention of established trees.

SUBDISTRICT 6: SIR LOWRY'S PASS VILLAGE: ENVIRONMENTAL	
SPATIAL DEVELOPMENT OBJECTIVES	SUGGESTED RESPONSE/GUIDELINES/POLICY STATEMENTS
Open space and environment	
	6. Maximise social value by improving management, connectivity and edge conditions. 7. Support conversion of underused space into functional green and recreation space and accommodate community use of such, as appropriate. 8. Protect, maintain and enhance green network linkages (corridors) and encourage these in association with new developments. 9. Optimise open space value by making provision for active and passive recreational opportunities and improved landscaping in open spaces. 10. Support waterway improvement and rehabilitation, where appropriate, in line with the principles and objectives of the Liveable Urban Waterway Programme.
b) Ensure positive interface with parks and open spaces.	1. Protect and maintain the green network linkages. 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. 3. Prevent development encroachment into green open spaces. 4. Protect public pedestrian routes and public access to natural assets, including the coast, mountains, rivers and other public open space. 5. Protect aesthetics of a space and visual connection to natural features, and integrity of ridgelines.
c) Promote the preservation of significant tree lanes and avenues.	1. Mature vegetation particularly in the form of groupings, tree lines and avenues should be preserved.

Notes:

- Not all green corridors (major or flexible) may be visible on the subdistrict maps, especially where they are coincident with transportation routes or rivers. It is recommended that the GINet viewer be consulted to view all corridors.
- The GINet viewer can provide some baseline information on many of the structuring open spaces, which can help inform retention or enhancement of the ecosystem service value of these spaces.

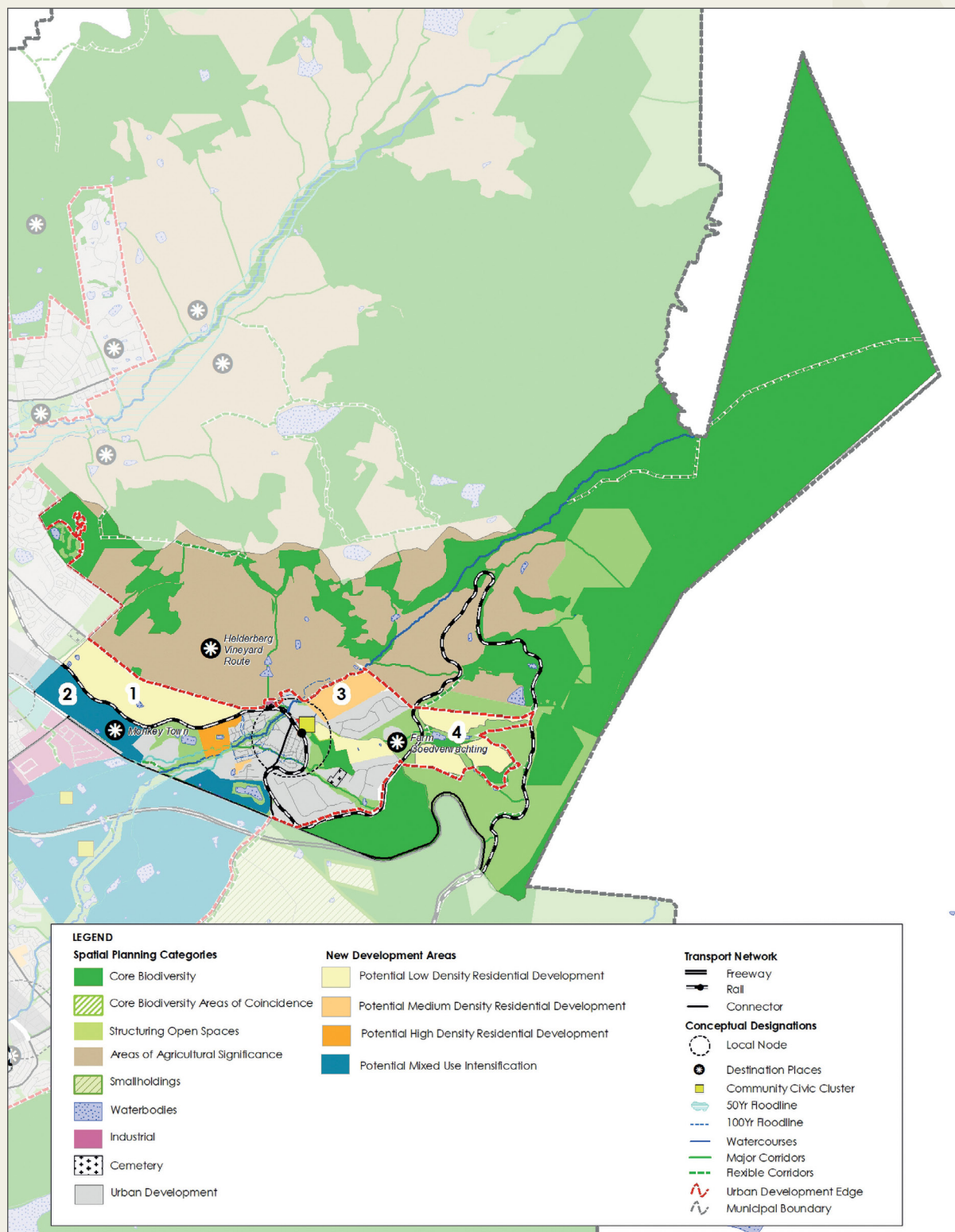


Figure 21: Subdistrict 6: Sir Lowry's Pass

5. APPENDIX

CONSOLIDATED TERMS, ACRONYMS AND DEFINITIONS

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

TERM	DEFINITION
MARGINALISED AREAS	Areas characterised by predominantly low-income communities, including significant informal settlements and/or other neighbourhoods classified as needy or very needy by the City's socioeconomic index.
MARINE PROTECTED AREA/NO-TAKE ZONES	An area of coastline or ocean that is specially protected for the benefit of people and nature; no-take zones are where no fishing or extractive activities are allowed.
MARKET FAILURE	In economics, market failure is a situation in which the allocation of goods and services is not efficient. Externalities result from market failure. A market (e.g. land market) is said to have significant externalities when the true gains and losses associated with the consumption of a product (e.g. land) differ from the private cost. Externalised costs result in inefficient market outcomes. Most mainstream economists believe that there are circumstances in which it is possible for government to improve inefficient market outcomes. Poorly implemented attempts to correct market failure may lead to an inefficient allocation of resources, called government failure.
MARKET PERFORMANCE	Composite metric generated annually by the City's ECAMP Diagnostic Model to gauge the business node's level of economic performance, using a range of property market indicators including rentals, vacancy, building development and property churn.
METROPOLITAN NODE	An area characterised by the intensity (density), mix (diversity) and clustering of urban activities and land use found within them. Nodes often contain central access points to municipal or other services (subcouncil offices, and other services points) and centrally located community facilities (courts, hospitals/clinics, libraries, community halls, sports arenas).
METROPOLITAN OPEN SPACE SYSTEM (MOSS)	Interconnected and managed open space network that supports interactions between social, economic and ecological activities, sustaining and enhancing both ecological processes and human settlements; includes natural areas, and active and passive recreation areas such as sports fields and parks, but also cemeteries, detention ponds servitudes, river corridors and road reserves to promote interconnection and multi-use.
MITIGATION (CLIMATE CHANGE)	In the context of climate change, mitigation is a human intervention to reduce emissions or enhance the sinks of greenhouse gases.
MIXED LAND USE	Area of existing or proposed horizontal or vertical integration of suitable and compatible residential and non-residential land uses within the same area or on the same parcel of land; implies contextually appropriate intensity of land uses, among others. Also referred to as land use diversity.
MOBILITY	The ease with which people can travel with minimal delay on a route.
MULTI-FUNCTIONAL	The combination of different yet compatible functions within one physical framework to serve a variety of social and community groups; allow for a wider range of facilities that reinforce one another in close proximity, offering greater access to potential users. Differentiation in activity may be physical (different activities on different floors or premises of the same building) or in time (using the same facility for different activities, but at different times).

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

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

TERM	DEFINITION
RESILIENCE	The capacity of social, economic and environmental systems to cope with a hazardous event or trend or disturbance, responding or reorganising in ways that maintain their essential function, identity and structure while also maintaining the capacity for adaptation, learning and transformation.
RESORTS	A place that is frequented for holidays or recreation or for a particular purpose.
RESOURCE EFFICIENCY	The rate at which finite and scarce resources are consumed relative to economic and population growth.
RISK ACTIVITY	An undertaking where the material handled or the process carried out is liable to cause combustion with extreme rapidity, give rise to poisonous fumes, or cause explosions, and includes major hazardous installations and activities involving dangerous and hazardous substances that are controlled in terms of national legislation.
RIVERS	Include all quantities of water sources and courses and/or water sources as mentioned in both the Metropolitan and District Spatial Development Framework.
ROOFSCAPE	The distinguishing character of a particular street or area as viewed along the skyline or horizon and is formed by roof shape and repetitive patterning.
RURAL LIVING ESTATES	Extensive land units (ranging in size) located inside the urban edge.
SCENIC DRIVE	Scenic drives frequently link major tourist destinations such as Table Mountain, Cape Point, Kirstenbosch, the Winelands, and the beaches around the Peninsula, and enhance the experience of these destinations.
SCENIC ROUTES	Scenic routes are public roads that traverse areas of outstanding scenic quality or that provide a view of scenic areas. Scenic routes facilitate appreciation of Cape Town's natural, built and cultural heritage, and in themselves have become attractions. Two types of scenic routes exist – SR1 routes, which are limited access routes that traverse areas of high scenic quality, and SR2 routes, which traverse areas of high scenic quality and are frequently accessed.
SEA-LEVEL RISE	An increase in the mean level of the ocean. Eustatic sea-level rise is a change in global average sea level brought about by an increase in the volume of the world's oceans. Relative sea-level rise occurs where there is a local increase in the level of the ocean relative to the land, which might be due to ocean rise or land level subsidence. In areas subject to rapid land-level uplift, relative sea level can fall (IPCC, 4th assessment).
SETTING	The surroundings in which a heritage resource is situated, and that influence the experience of the resource. It can include the backdrop (natural or man-made) or the immediate landscape in which it is situated.
SIGNIFICANT NEGATIVE IMPACT	In relation to development, when a proposal has the potential to: Negatively impact on the structure of a neighbourhood or part of the city; detrimentally alter the character of a neighbourhood; cause undue inconvenience for public access; limit adjacent property owners' ability to enjoy or realise the rights they are entitled to; or undermine the market value of an adjacent property or a neighbourhood as a whole.

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

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

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

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





CITY OF CAPE TOWN
ISIXEKO SASEKAPA
STAD KAAPSTAD