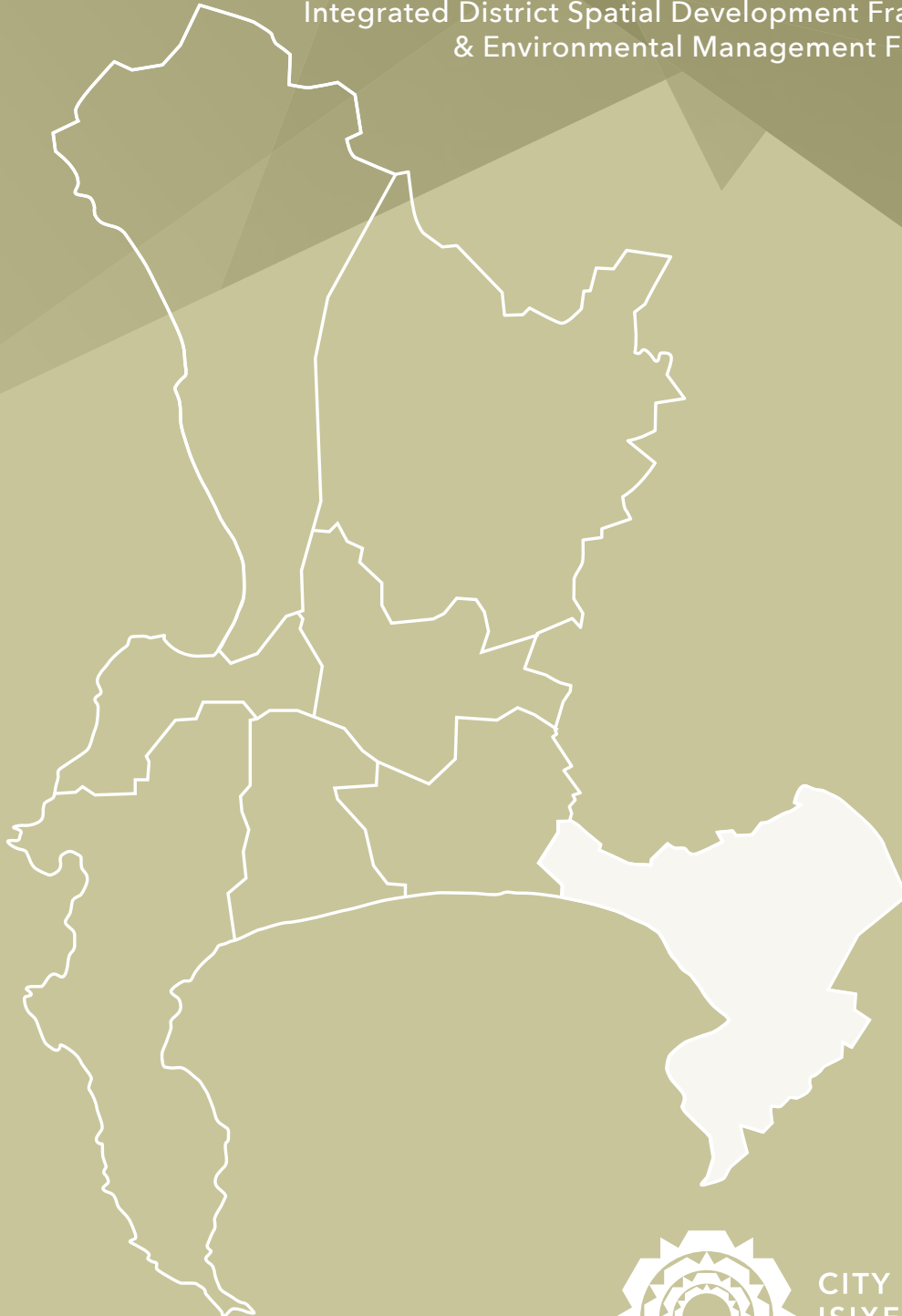


HELDERBERG DISTRICT PLAN

EXECUTIVE SUMMARY

JANUARY 2023

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



CITY OF CAPE TOWN
ISIXEKO SASEKAPA
STAD KAAPSTAD

HELDERBERG DISTRICT PLAN

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

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We would also like to acknowledge and thank the support from relevant line departments that were part of Tasks Teams throughout this process for various inputs covering the different aspects of the product.



MAKING PROGRESS POSSIBLE. TOGETHER.

JANUARY 2023



CITY OF CAPE TOWN
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1. INTRODUCING THE DISTRICT PLAN

MUNICIPAL SPATIAL DEVELOPMENT FRAMEWORK OVERALL SPATIAL VISION:

A city of hope: A city committed to:

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

The Integrated Development Plan (IDP) is the central strategy of the City of Cape Town (the City). The Municipal Spatial Development Framework (MSDF) is required by law to translate the vision and strategy of the City's IDP into a desired spatial form for the municipality. The District Spatial Development Framework (DSDF or District Plan) translates the MSDF vision and policy objectives into district- and subdistrict-level detail and gives greater expression to the strategies, proposals and transformation focus of the MSDF.

What is the District Plan and its role?

The District Plan responds to the question:

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

This District Plan is a medium-term plan (± 10 years) that will guide spatial development processes within the district. It includes the policy objectives and principles, and provides spatial development guidelines and implementation actions (restructuring, upgrading proposals and directing investment) and mechanisms that set out how to achieve the desired spatial vision. The District Plan offers a broad level of guidance in decision making at the district scale with supplementary guidelines at a subdistrict level.

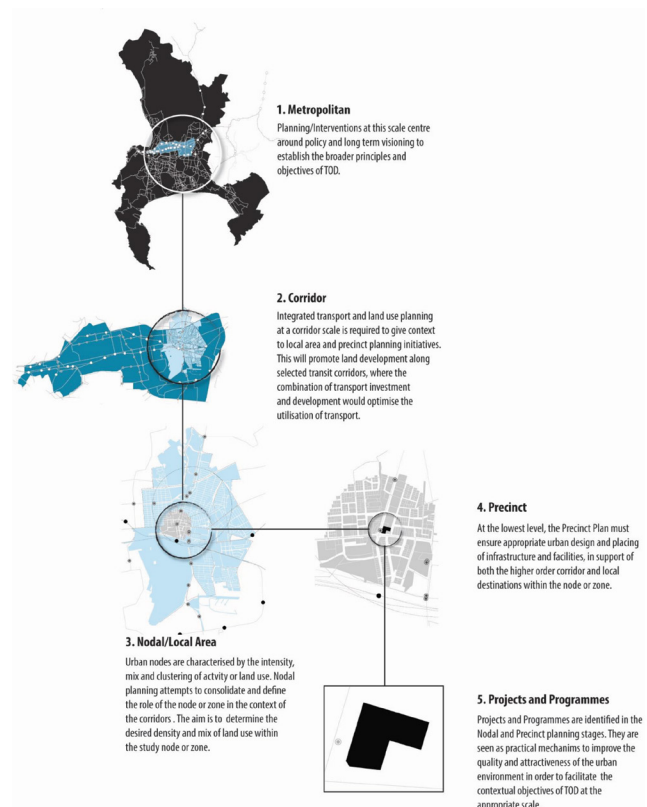


Figure 1: Understanding different scales of planning



VISION STATEMENT

FOR THE HELDERBERG DISTRICT

"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 that 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 employment."



2. INTRODUCING THE HELDERBERG DISTRICT

This district includes the areas of Macassar, Faure, Firgrove, Somerset West, Strand, Nomzamo, Lwandle, Sir Lowry's Pass 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.

Areas of interest and key interventions

1. **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.
2. **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.
3. **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.
4. **Firgrove:** Allow greater intensification of land use, including mixed-use development, along highly accessible but underperforming sections of Main Road.
5. **Paardevelei:** Support land use intensification within the precinct at the commercial node. Encourage the multifunctional use of social facilities, recreational spaces and public institutions.

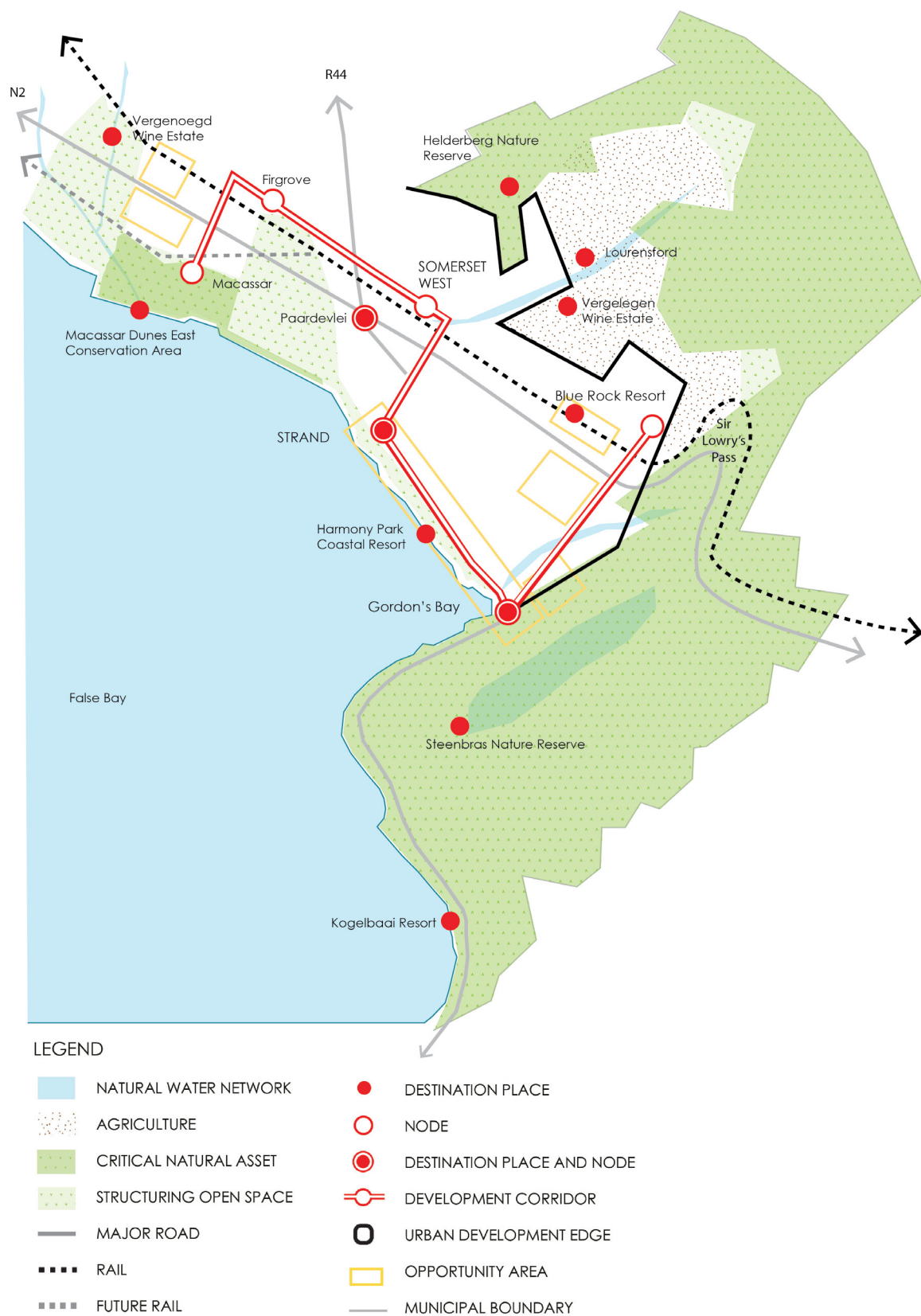


Figure 2: Integrated concept for the Helderberg district.



3. SPATIAL PLANNING GUIDELINES

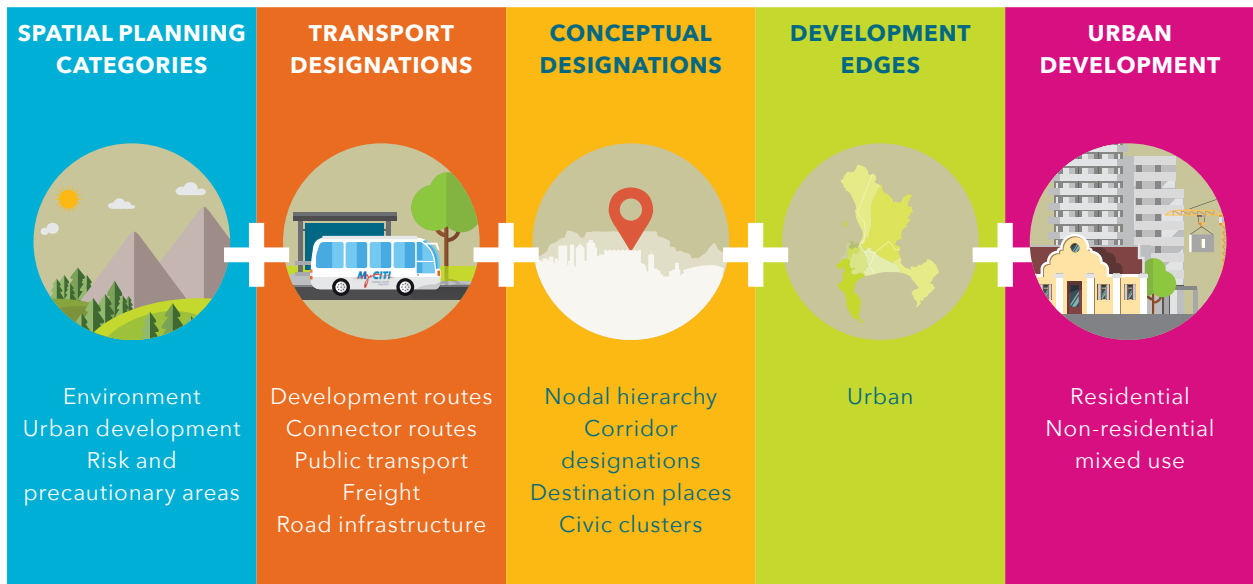


Figure 3: Broad categories that inform relevant spatial development

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

Importantly, the District Plan needs to provide practical policy guidance for decision makers to achieve the right spatial balance between different competing sectors and interests. The land use

classification system adopted by the District Plan is consistent with the bioregional planning framework and broad spatial planning categories (SPCs) utilised by the MSDF. Some additional categories are included in the District Plan to ensure that a greater level of planning detail is included (e.g. urban development, utility service infrastructure). SPCs specify the inherent land use suitability of the city's environmental, cultural and urban landscapes for development. As noted, the District Plan also seeks to show the desired end state and the following are key designations to note.

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

Urban development edge (UDE)	The UDE is a line. The area inside the UDE is considered appropriate for urban development, and the area outside is not. The District Plan allows for the designation of the NEMA urban area to be in line with the approved UDE in these documents. This exempts the need for environmental authorisation of certain trigger activities in terms of the National Environmental Management Act (NEMA).
Coastal edge	A demarcated area around the coast, primarily to protect coastal resources, and to avoid hazards and financial risks pertaining to areas at risk from coastal processes. The coastal edge also represents the coastal management line as contemplated in section 25 of the Integrated Coastal Management Act, Act 36 of 2014.
Coastal management zone	The District Plan motivates for the amendment of the coastal management zone lines to facilitate potential future development along the coastline.
Development Focus Areas (DFAs)	Areas targeted for urban restructuring and planning focus in the short-medium term that have the highest potential spatial transformative impact with dedicated budget, planning or investment to facilitate development.
Urban support Focus areas (USFAs)	Spatially targeted areas that are faced with a combination of challenges require a coordinated public investment and planning approach in the short to medium term. These challenges include, but are not limited to, infrastructure failure and service delivery challenges, and high socio-economic need and crime rates.
The Environmental Focus Areas (EFAs)	These are areas that are of critical environmental significance, and not necessarily formally protected or conserved. They are outside of formally protected areas and are priority areas for investment and/or protection.
New Development Areas (NDA)	These are identified sites/areas that will inform land pipelines for the City to either release land to the private sector for development purposes, or for the City to develop the land over time, subject to budget availability.



Spatial planning categories mapped:

SPATIAL PLANNING CATEGORIES

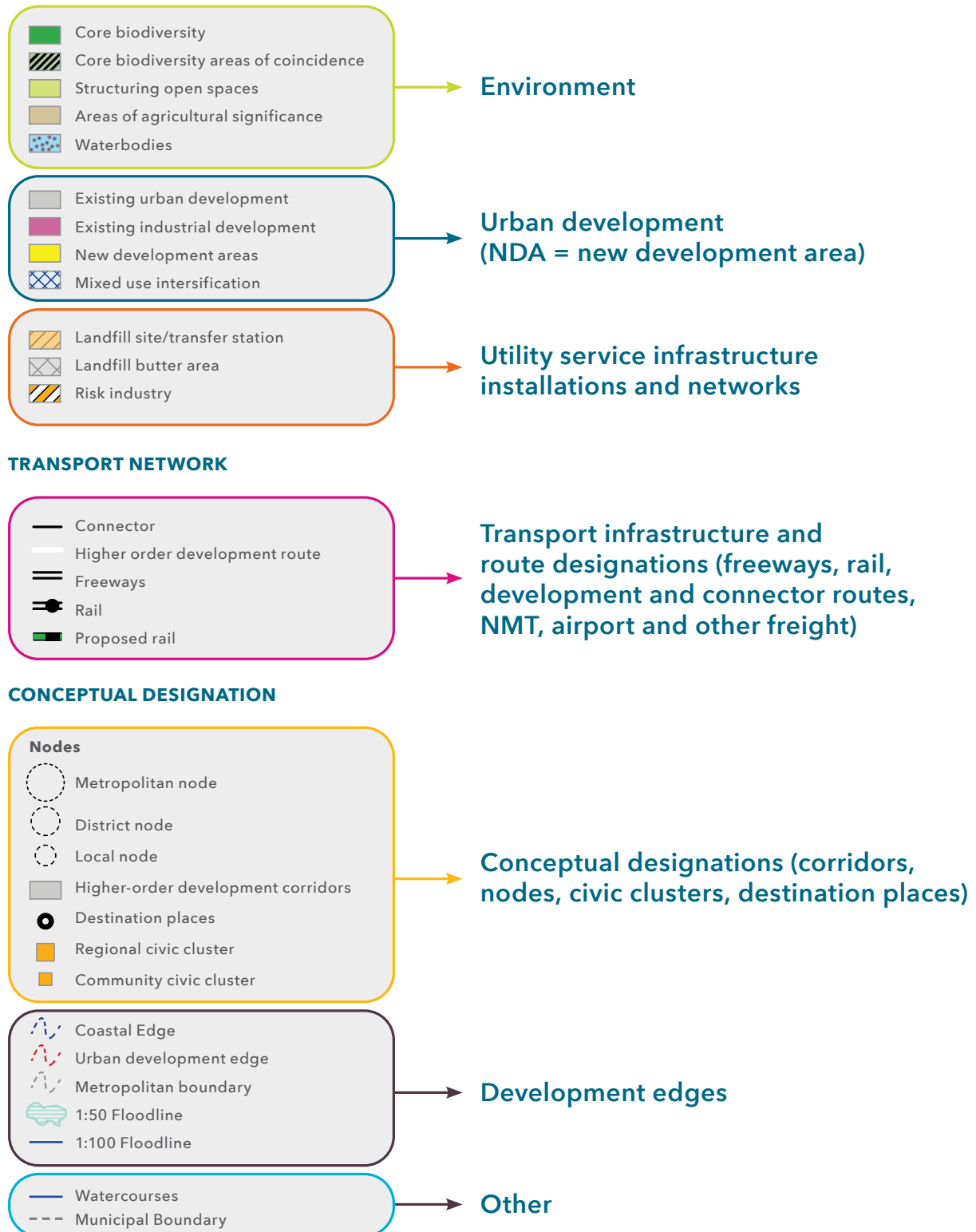


Figure 4: Spatial planning categories mapped:

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

4. ENVIRONMENT, BIODIVERSITY AND HERITAGE MANAGEMENT

ENVIRONMENT SPCs

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

The Helderberg District consists of many important environmental areas. These include terrestrial and aquatic natural areas that include biodiversity, nature reserves and active and passive recreation areas (parks, sports fields, cemeteries, etc.). These are ideally all interconnected.

Areas with similar environmental attributes are categorised and these are known as environmental impact management zones (EIMZs). The guidelines for these inform planning and decisions regarding activities that require environmental authorisation.

In addition, the green infrastructure network (GINet) identifies green and blue open spaces in the

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

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

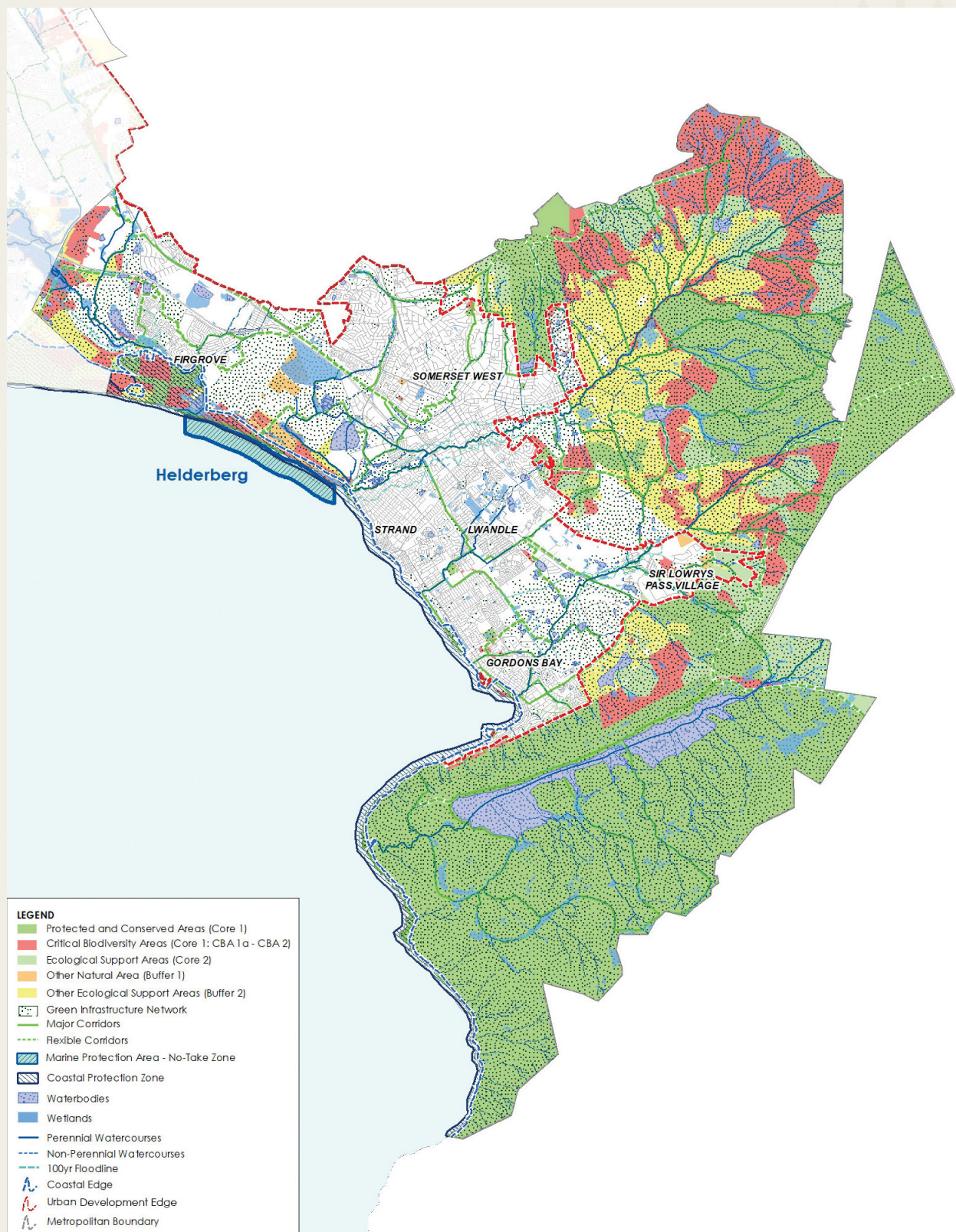


Figure 5: Green infrastructure and biodiversity for Helderberg District



Figure 6: Cultural and heritage resources for Helderberg district

OTHER KEY SPCs AND RELEVANCE THE HELDERBERG DISTRICT:

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.	Coastal based: • Strand Beach • Strand Pavilion • Harmony Park • Macassar beach	Proposed special destination place: • Lourensford Estate • Vergelegen Estate • Radloff Park
	Existing nature reserves: • Helderberg Nature Reserve • Kogelberg Nature Reserve • Macassar Dunes East conservation area (the conservation land bank)	Monumental: • Kramat of Sheikh Yusuf Al-Makassari • Lwandle Migrant Labour Museum

Development edges

For future development, the medium- and long-term integrity of the urban edge is dependent on the timeous development of identified 'urban infill' new development areas (NDAs), as well as appropriate land use intensification of the urban area. .

KEY SITES TO NOTE FOR NEW DEVELOPMENT AREAS

- **Macassar:** 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.
- **Paardevelei:** Maintain and improve the quality of the existing open space system and interfaces, and support redevelopment of the Paardevelei (vlei area) as an urban destination place.

5. URBAN DEVELOPMENT - HOUSING

URBAN DEVELOPMENT SPCs

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

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

Existing urban development:

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

Existing residential:

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

KEY SPCs REGARDING EXISTING DEVELOPMENT OF RELEVANCE TO THE HELDERBERG DISTRICT

General	The general guidelines deal with all types of housing opportunities for low-, medium- and high-income groups in both market (private) and subsidised (public) developments.
Fully and partially Subsidised	Guidelines for fully and partially subsidised human settlements deal with all government-assisted housing projects within the various human settlements programmes, namely Integrated Residential Development Programme (IRDP) (mixed tenure: BNG, FLISP, mixed-market for household incomes below R22 000), community residential units (CRU), Social Housing and Upgrading of Informal Settlements Programme (UISP).
Informal Settlements (NB: Refer to subdistrict guidelines for detailed area specific guidance)	Guidelines for informal settlements deal with all types of residential informality in the city, e.g. unlawfully occupied land and buildings/ dwellings not approved by the City and City-unapproved dwellings in the form of backyard units, main house extension and conversion, etc.

New development:

The table below indicates new formal residential opportunities in the district to accommodate the anticipated growth with around 61 447 in main formal dwellings. 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.).

KEY SPCs REGARDING NEW DEVELOPMENT AREAS FOR THE HELDERBERG DISTRICT	
Density Target	Guideline
Potential low-density development 10-45 du/ha	The achievement of this target could occur via a range of housing typologies and varying net densities across the area. The development of required community facilities and open space should be addressed as part of the development of this area.
Potential medium-density development 45-75 du/ha	
Potential high-density development >75 du/ha	
KEY NEW DEVELOPMENT AREAS	
New medium-density residential development is proposed for the undeveloped properties as opportunity infill development in the sites below. New developments should have a positive interface with the existing urban fabric, the existing residential developments and public open space.	
- Macassar: Sites have been identified for infill development and medium- to high-density residential development as well as sites for mixed-use development with medium-density residential development. - Paardevelei: Support integrated mixed use development - Vlakteplaas: Promote the development of high-density residential development on portions of Vlakteplaas to accommodate public-assisted housing. - Sir Lowry’s Pass – Farm 845: Promote development of medium-density residential development and ensure that the provision of social facilities are included in the development.	



6. INFRASTRUCTURE

KEY OVERALL OBJECTIVES IN RELATION TO MOVEMENT AND DEVELOPMENT ARE:

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

TRANSPORT SPCs INCLUDE:

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

INFRASTRUCTURE SPCs INCLUDE:

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

Transport

The relationship between land use and accessibility is a fundamental informant to urban development. Higher levels of urban intensity and density generally support higher levels of urban opportunities

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

KEY TRANSPORT SPC'S OF RELEVANCE TO THE HELDERBERG DISTRICT:			
Freeways	N2	R44	T2
Rail	Faure	Firgrove	Somerset West
Development routes	Metro scale /high order - high-frequency and -volume public transport routes within MSDF development corridors - e.g. IRT trunk routes - N2 - Old Main Road - Baden Powell Drive - Broadway Boulevard		
	District scale /lower order - high-frequency, low-volume public transport routes - Main Road - Victoria Road - Broadway Boulevard - Faure Marine Drive - Amsterdam Street - Ingulube Street - Merrydale Street - Tafelberg Street - Kilimanjaro Street - T Tokwana - O Nqubelani - London Way - Blue Downs and Raymond Ackerman - Bobs Way - Stratford Road - Beverley Road - Tambo Road		
Connector routes	High order - higher mobility-orientated routes, with some public transport, parallel to/supporting development routes or linking more distant urban nodes to urban corridor areas.		- Baden Powell Drive - Macassar Road - Kramat Avenue - Sir Lowry's Pass Road
	Lower order - low mobility routes serving only a local area Local neighbourhood roads		
	Scenic routes - 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)		
NMT routes	High order ('destination' promenades, cycle routes, and closed streets that are high attractors from across the metro) Lower order District-attractor walkways (e.g. coastal walkways or around major parks); high-attractor (submetro) cycle routes; all local roads - especially those of subdistrict significance		

Development corridors	Metro scale/higher order • 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	District scale/lower order • 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
RELEVANT NDA TO NOTE:		
• Vlakteplaas: Proposed mixed-use development precinct between the proposed N2 realignment and the T2. • Sir Lowry's Pass: Proposed mixed-use development precinct along the T2. • Sir Lowry's Pass Road: Encourage mixed-use development along the corridor.		

Utility service infrastructure installations and networks

These areas are generally defined at a cadastral level and are likely to present a form of risk to development or activities and may place certain restrictions on development (e.g. in terms of use, density and form).

KEY UTILITY SERVICE INFRASTRUCTURE SPCs OF RELEVANCE THE HELDERBERG DISTRICT:	
Precautionary areas and utility service infrastructure installations	District elements
Risk Installations	Environmental conditions related to these installations should be monitored to assess the need for appropriate buffer areas around risk activities/installations.
Wastewater treatment works (WWTW)	• Macassar WWTW
Cemeteries	• Somerset West • Strand • Goedenhoop • Lwandle • Rusthof • Gordon's Bay • Sir Lowry's Pass
Broadband /IT/WiFi cabling	All areas – but primarily the following: • All nodes • All development corridors

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

7. ECONOMY

Implementation 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.

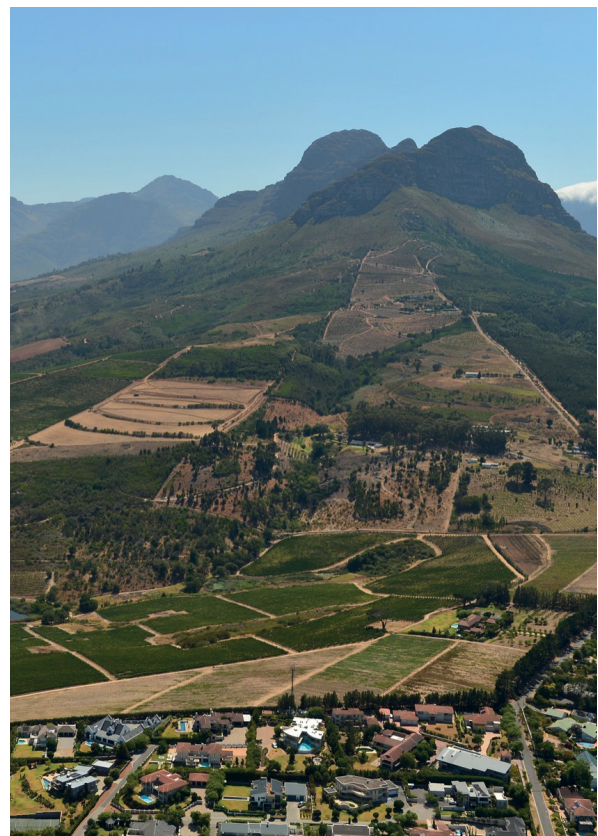
KEY SPCs RELATING TO THE ECONOMY:

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

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 should be encouraged in locations with good public transport access, concentrations of employment, commercial development and other amenities, or where such accessibility and concentration are planned. Areas with the highest agglomeration of industrial activities are Somchem industrial area, Broadlands industrial area and Firgrove.

Urban nodes

Nodes can be defined as a clustering of higher-intensity (i.e. diversity and density) land uses that are located and concentrated at points of maximum accessibility (either through public or private transport), exposure, convenience and opportunity.





KEY NODAL DESIGNATIONS IN THE HELDERBERG DISTRICT

Metropolitan	District node	Local node	Neighbourhood node
(these have similar characteristics and only the scale at which they operate differs) Example: Somerset West MSDE	Example: Strand	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)	(these would be indicated at subdistrict scale only) 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)

Mixed-use intensification areas

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

KEY SPCs AND RELEVANCE THE HELDERBERG DISTRICT:

Mixed-use intensification areas	These include developed or partially developed areas where further intensification and diversification of existing land uses are supported or where appropriate redevelopment to a mix of land uses is actively encouraged. It should be noted that a mix of land use for both new development areas and intensification areas refers to an appropriate combination of either • residential and non-residential uses or • non-residential uses (i.e. industrial, commercial, institutional or public service).	Areas to note • Main Road (Strand Pavilion up to Aerodrome Road) • Beach Road (along the coast) • South of the N2, between Main Road and Broadlands Road
Mixed-use new development area	Mixed-use NDAs include undeveloped (vacant) or partially developed land targeted for new development with a combination of residential and non-residential uses or a combination non-residential uses (i.e. industrial and/or commercial and/or institutional and/or public service).	
Industrial: Existing and new development areas (NB: Refer to subdistrict guidelines for detailed area specific guidance)	General industrial 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. Investigate the following area for possible industrial development: • Macassar sand mining area • Khayelitsha military base camp • South of Kuils River Freeway (R300) at the intersection of Hindle Road and Westbank Main Road	Existing areas to note • Somchem • Broadlands Industrial • Faure Industrial

RELEVANT NEW DEVELOPMENT AREAS

- Broadlands Industrial: Area prioritised for industrial development.
- Gordon's Bay development area: Opportunity for mixed-use development on undeveloped land – including Vlakteplaas.
- Paardevlei: Opportunity for further mixed-use development.
- Sir Lowry's Pass: Opportunity for mixed-use development north of the T2.
- Macassar: Opportunity for mixed-use development and intensification at the intersection of the N2 and Kramat Road.

8. INTEGRATION, EQUITY AND SOCIAL JUSTICE

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

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

- Balancing competing land use demands in support of inclusive economic growth for poverty reduction

As an overarching departure point, the District Plan aims to achieve spatial transformation by containing new urban development within the urban development edge and targeting certain nodes and corridors for higher densities. This is important to have a viable and sustainable public transport system and to balance traffic flows to reduce travelling times and improve access to opportunities. As a result, and to achieve better sustainability, equity and spatial justice of the city, the District Plan promotes improved access for the residents of the city. This means: (i) either taking new opportunities to where people are located, or because this is not always immediately adequately possible, (ii) to improve access to public transport.

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

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

DISTRICT PLAN RESPONSE TO IDP OBJECTIVES	
Objective priorities	District plan response
Increase jobs and investment in the Cape Town economy	Identifies areas for economic development and development focus areas (DFAs), including appropriate facilitative policies (for the protection of critical industrial areas) and mechanisms.
Ensure an increased supply of affordable, well located-homes	Identifies suitable land for urban development (new development areas and areas for densification) and promotes spatial justice and the use of highly accessible and suitable land for development.
Safer, better quality homes in informal settlements and backyards over time	Identifies areas where urban development should not take place to also ensure the safety of informal settlement dwellers.
Healthy and sustainable environment	Policy guidelines are given relating to environmental management and maintaining sufficient access, quality and quantities of green space, contributing to health and wellbeing.
Clean and healthy waterways and beaches	Policies relating to the environmental elements promote the protection of these sensitive elements, including waterways and beaches.
A sustainable transport system that is integrated efficient and provides safe and affordable travel options for all	Supports the public transport operations by promoting TOD, favouring the location of new development and higher densities of development in highly accessible areas.
Safe and quality roads for pedestrians, cyclists and vehicles alike	Supports the development of safer streets ensuring that all new development along transit-oriented corridors and nodal areas has safety and security of streets and public areas with improved NMT in mind.
A resilient city	Proposes policies relating to safer and sustainable development to reduce the potential impacts of environmental shocks and long-term stresses.
More spatially integrated and inclusive city	Promotes the spatial integration of the city by inclusive land use and transit-oriented development. Emphasis placed on the improvement and establishment of a well-functioning and efficient transport system. Also promotes the development of vacant land in highly accessible locations to allow for the future development of a range of housing options.

9. HELDERBERG SPATIAL DEVELOPMENT FRAMEWORK DISTRICT MAP



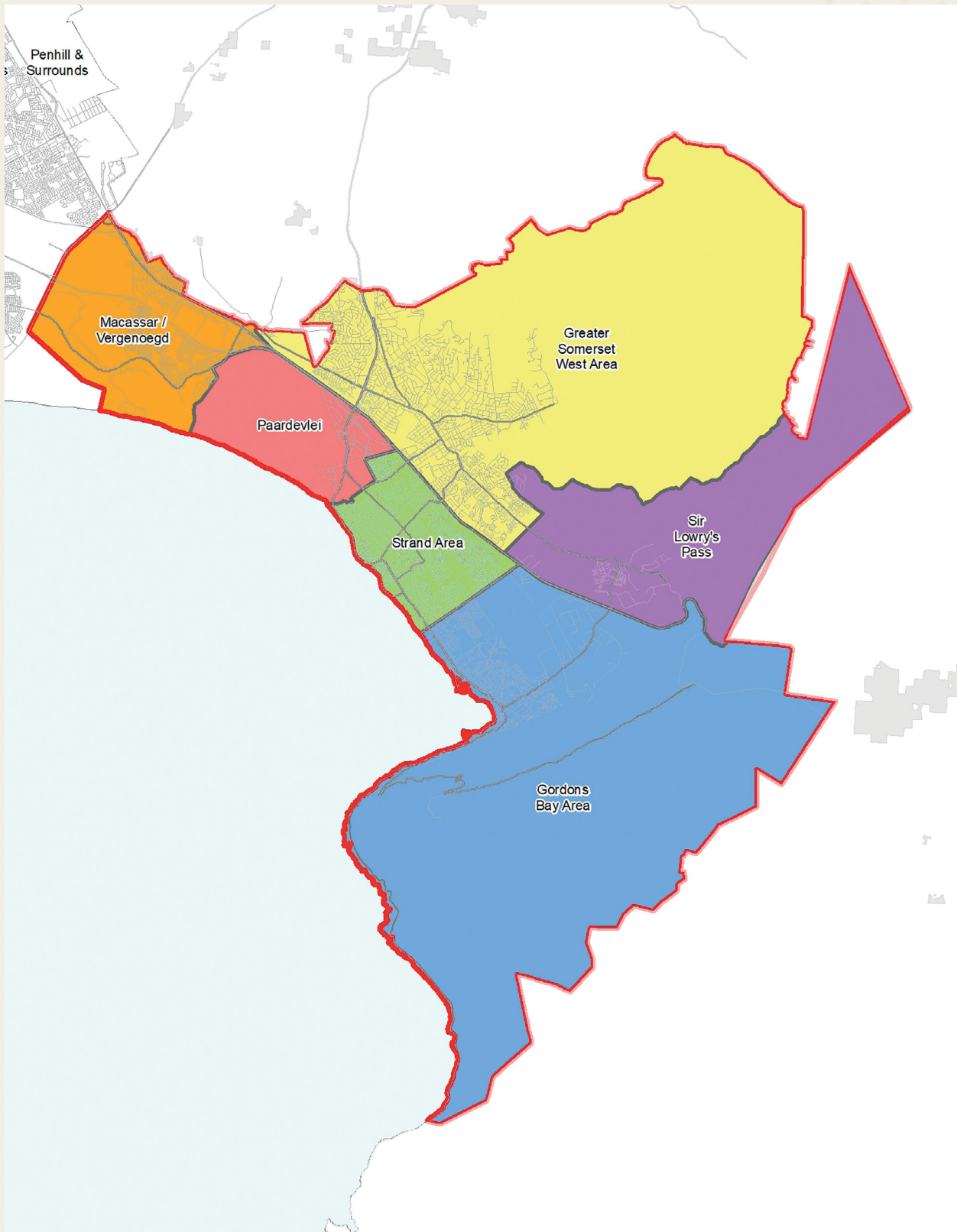


Figure 7: Helderberg district subdistrict demarcation

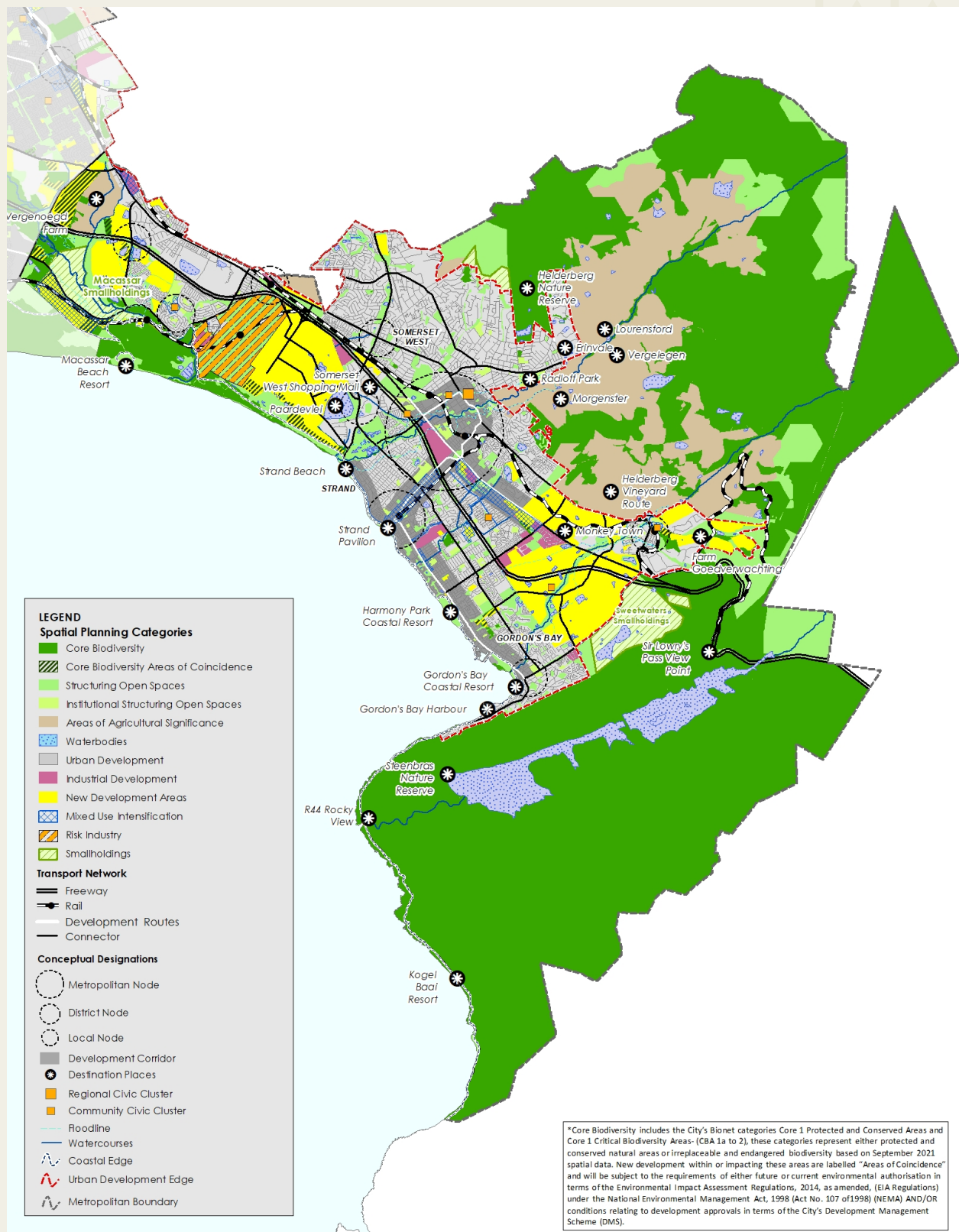
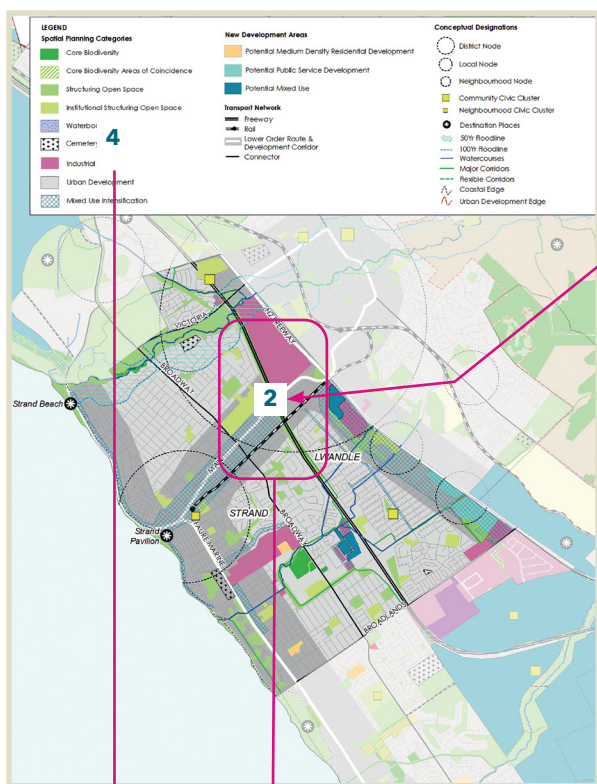


Figure 8: Helderberg District Spatial Development Framework map

10. HOW TO READ THE DOCUMENT

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



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

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

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

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

SUBDISTRICT 1: GREATER MILNERTON - CHANGES IN LAND USE AND FORM		
Spatial development objectives	Supporting land use guidelines	Existing frameworks
Paarden Eiland Central (section from the Black River canal to Milner Street/Soarvlei MyCiTi station)	- Support medium-rise development and a mix of non-residential uses along the IRT route, on the edges of the Soarvlei and along Marine Drive. - Support retention of industrial uses in association with the port.	- Cape Town Sea-Level Rise Risk Assessment project (2009/10) - City of Cape Town, Koeberg Road

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

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

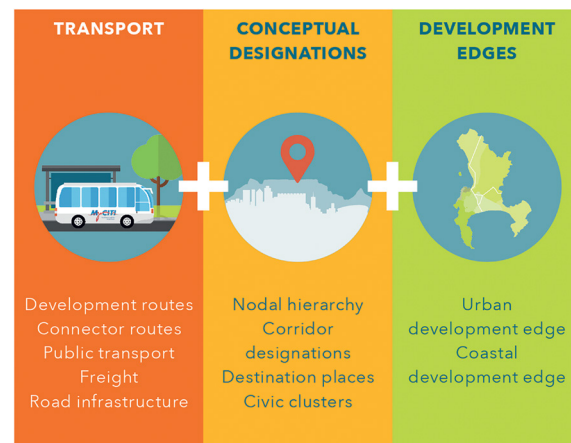
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|--|---|
| a) Urban development – general (applicable to all areas) | 1. These areas should be considered for a wide variety of urban uses such as housing development, public open spaces, community facilities, mixed use/business development (where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

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

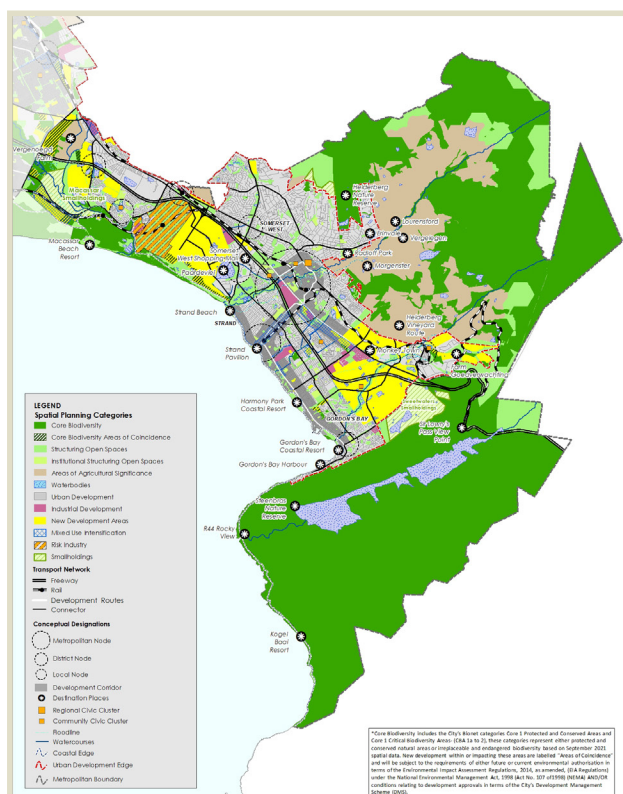
BIODIVERSITY AND STRUCTURING OPEN SPACES	COMPONENTS AND DISTRICT ELEMENTS	GUIDELINES AND MANAGEMENT PRIORITIES
3.1.5 CONSERVATION AND BIODIVERSITY PRIORITY ZONE (Full extent together with GINet shown in figure 11)		
f) Structuring open spaces Parks, sports fields and other		16. Road and rail reserve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

PRECAUTIONARY AREAS AND UTILITY SERVICE INFRASTRUCTURE INSTALLATIONS	DISTRICT ELEMENTS	DISTRICT DEVELOPMENT GUIDELINES
b) Risk installations, e.g. • landfill sites • tank farms	• Viessershok landfill • Tank farms along Potsdam Road and in Paarden Eiland	1. Environmental conditions related to these installations should be monitored to assess the need for appropriate buffer areas around risk activities/sites. 2. In general, residential development should not be located within the risk of harm contour lines, and 800 m of the Viessershok landfill.
c) Wastewater	• Potsdam	1. Support the reuse of water with the highest potential in areas

SDF ROUTE CATEGORIES	DISTRICT ELEMENTS	DISTRICT WIDE DEVELOPMENT GUIDELINES
e) Connector routes	• R27 (West Coast Road) • M12 (Malibongwe Drive) • Koeberg Road north of Racecourse Road • Platteloof Road	3. The mix of predominantly residential function and character, but interspersed with small mixed-use areas, as well as a mix of mobility and activity functions should remain and generally be contained in their current forms. 4. Mitigation of the impact of the road's dominant mobility function (including design efforts to slow traffic) may be appropriate at high-intensity nodal areas. The route between these nodes should remain primarily mobility oriented through



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



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

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

HOW TO GET HOLD OF US

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