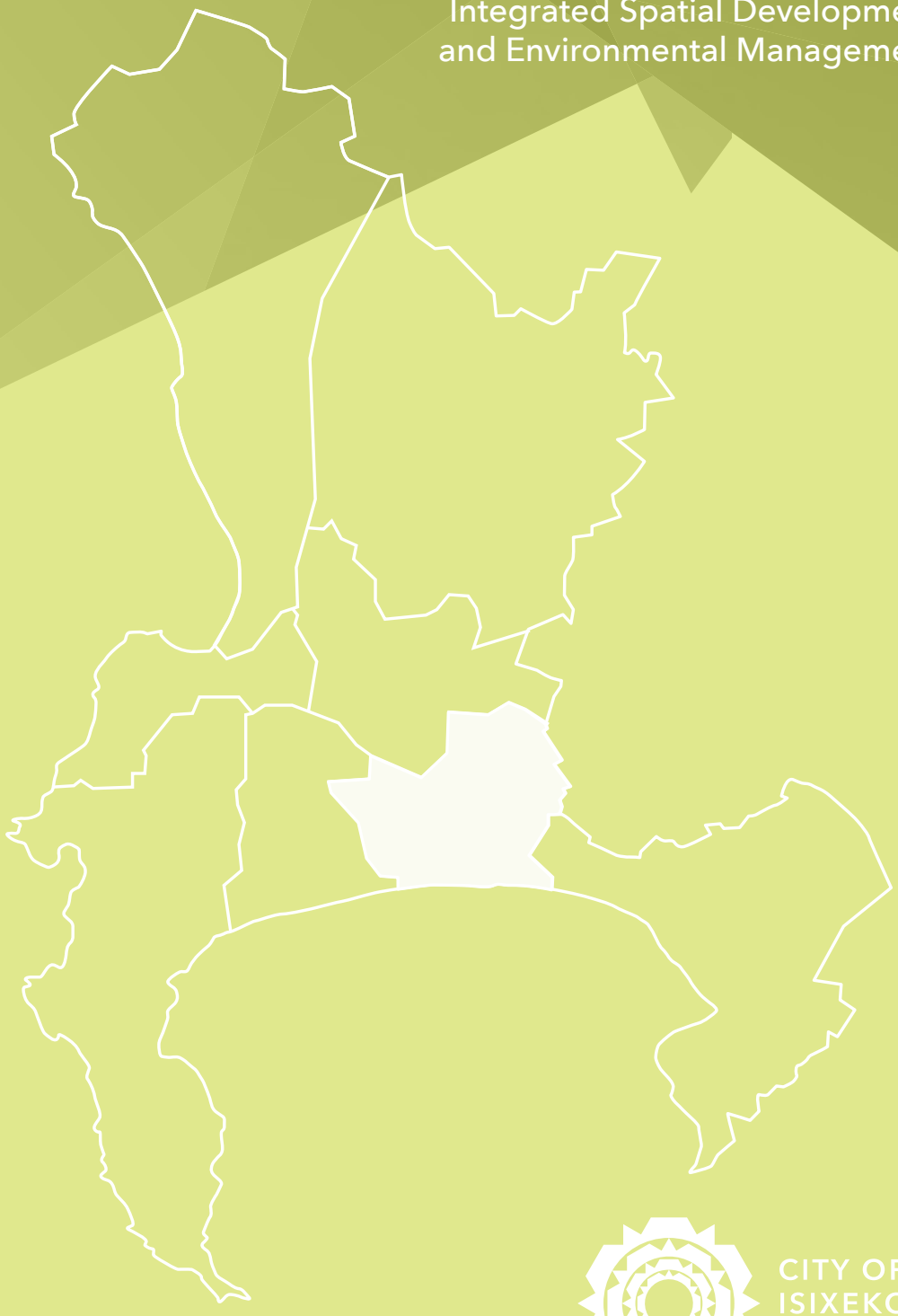
KHAYELITSHA MITCHELLS PLAIN GREATER BLUE DOWNS DISTRICT PLAN
VOLUME 2

TECHNICAL REPORT • JANUARY 2023

Integrated Spatial Development Framework
and Environmental Management Framework



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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

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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 KHAYELITSHA MITCHELLS PLAIN GREATER BLUE DOWNS PLANNING DISTRICT.

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

a) Volume 1: Baseline and analysis report, comprising:
- State of the population
- State of the environment
- State of the built environment
- State of the economy and property market
- Risks

b) Volume 2: Integrated DSDF and EMF (Spatial Policy and guidelines), comprising:
- Development strategies
- Spatial vision
- District development guidelines
- Subdistrict development guidelines

c) Volume 3: Implementation plan, comprising:
- Proposals of upgrading and restructuring
- Prioritisation framework
- Priorities for local area
- Policies to be reviewed
- Proposed mechanisms and incentives
- Monitoring and Evaluation Framework

d) Volume 4: Technical annexures

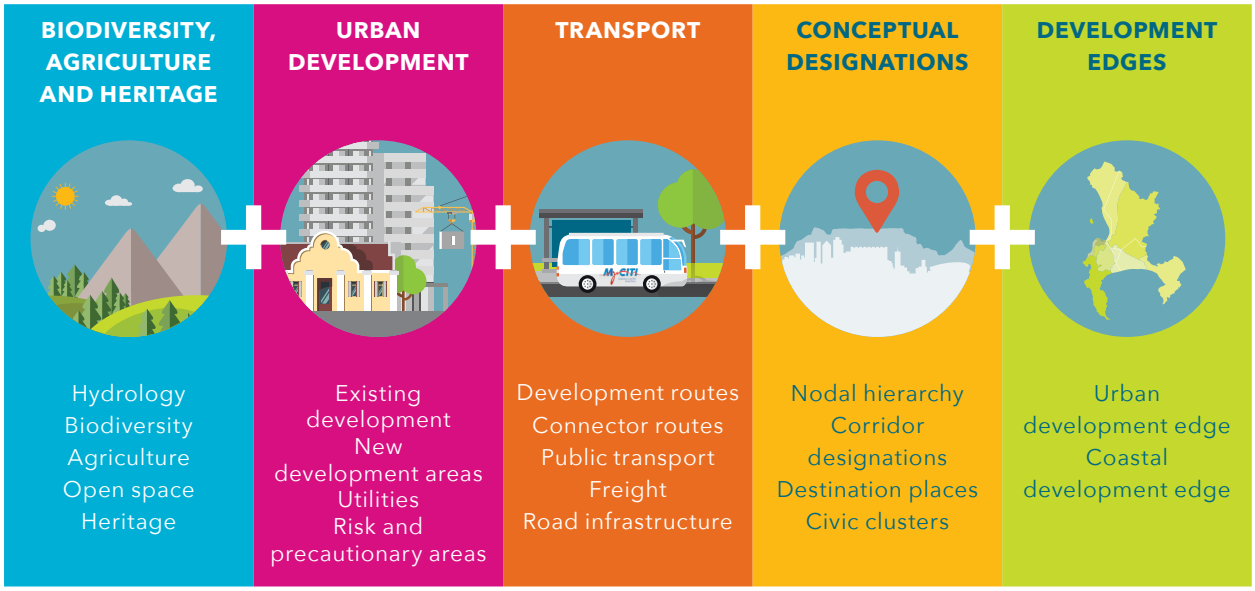
Please remember that this document deals with the long-term vision for your district and the related guidelines and projects to help us be in a position to achieve that vision. This document does not deal directly with maintenance aspects such as pipe bursts, the provision of street lights, etc. but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

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

The District Plan volume 2 document is structured as follows:

CHAPTER 1 **Purpose and legal context**	• Study area • Purpose of integrated DSDF and EMF • Statutory mandates • Need and scope for review • Linkage with other municipal work • Decision support criteria • Key shifts since 2012
CHAPTER 2 **Spatial objectives**	• MSDF spatial vision • MSDF spatial transformation areas in relation to integrated DSDF and EMF • District spatial vision • Role of the district • Concept and key interventions
CHAPTER 3 **District development guidelines**	• SPCs • Transport infrastructure and route designations • Conceptual designations • Development edges
CHAPTER 4 **Subdistrict development guidelines**	• Individual 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 Khayelitsha Mitchells Plain Greater Blue Downs (KMPBD) District Plan study area boundaries as per the 2012 District Plan approval will be retained for the current District Plan review. The study area includes Khayelitsha, Mitchells Plain, Blue Downs, Blackheath and Eerste River and is bounded by the R300 (east of Blue Downs), Stellenbosch Arterial (north of Blackheath), Baden Powell (east of Eerste River), Vanguard Drive (west of Mitchells Plain) and sections of Govan Mbeki Road, New Eisleben Road and the N2. Refer to figure 1 for the location of the district.

Figure 1: Khayelitsha Mitchells Plain Greater Blue Downs District study area

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.

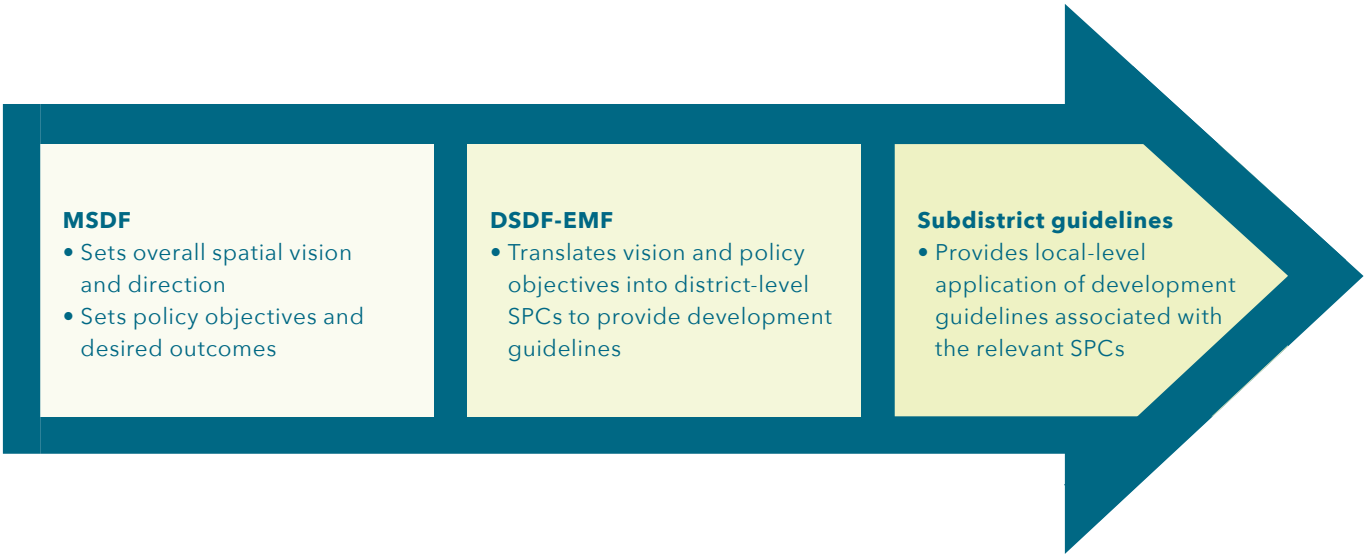


Figure 2: District SDF-EMF (District Plan) in relation to the MSDF and subdistrict guidelines

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	Ten years
Spatial development framework: district development guidelines	Limited, focused on urban edge line	Five 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)	Five-year basis (or annually)
Implementation plan for urban upgrading restructuring and upgrading	Comprehensive	Annually (if required)
Local area planning priorities	Comprehensive	Five 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 KHAYELITSHA TRAINING CENTRE FALLS IN THE SPINE ROAD CORRIDOR DEVELOPMENT. THE CENTRE PROVIDES SUPPORT TO LOCAL ENTREPRENEURS AND PLAYS AN IMPORTANT ROLE IN ECONOMIC DEVELOPMENT OF THE AREA.

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

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

Given the above needs (backlog and future growth), the current land use model projections show that the new development areas identified through the district plans, as explained above (all eight combined), can potentially accommodate more than 630 000 new housing opportunities, and 1 million m^2 retail, 3,6 million m^2 industrial and 1,5 million m^2 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.

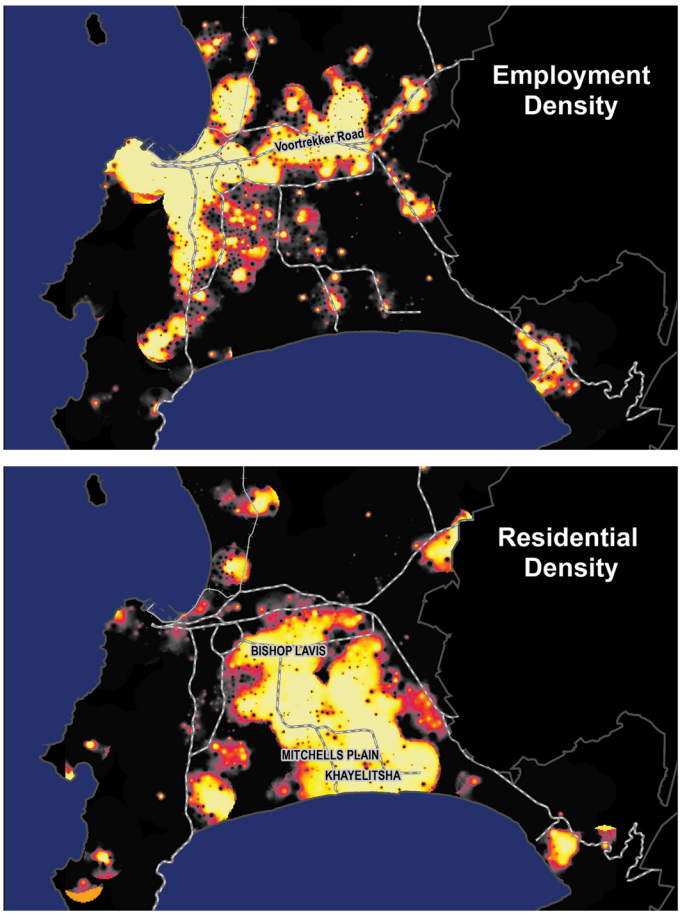


Figure 5: Employment density vs residential density

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.

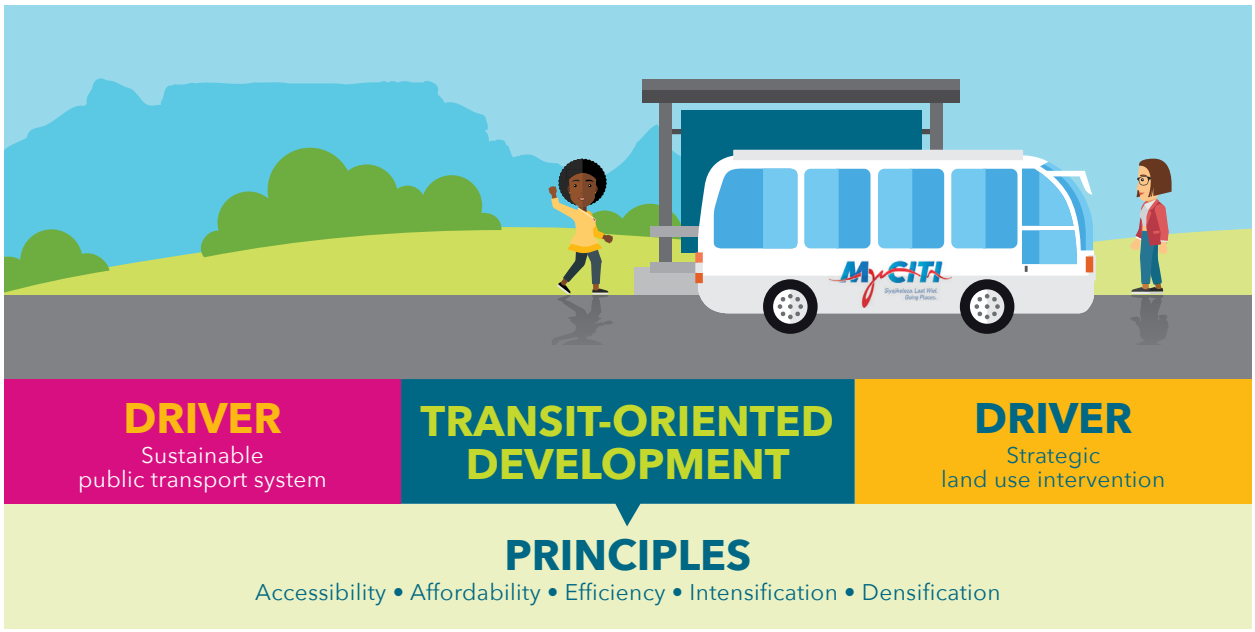


Figure 6: TOD principles adopted in the Cape Town Strategic Framework

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 identity areas in need of, or of opportunity for, development, i.e. the development focus areas (DFAs), urban support focus areas (USFAs) and environmental focus areas (EFAs). The above spatial targeting approach is also used to help create a prioritisation framework for implementation, i.e. which areas are priorities for interventions and where various mechanisms for facilitating development are to be investigated, such as exclusions from processes or incentivising developments. For reference purposes, DFAs and USFAs have been noted within the applicable subdistricts in section 4. Further elaboration on these spatially targeted areas and mechanisms is explored in volume 3.

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

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

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

Table 3: District Plan response to IDP objectives

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

Lastly, the District Plan aims to facilitate appropriate development in appropriate locations. To enable this, a variety of mechanisms (allowed by the various legislation) are sought to fast-track appropriate development. These mechanisms include the use of environmental instruments (such as the Atlantis Environmental Management Programme Report (EMPr)) to exclude selected listed activities from requiring environmental authorisation in specific geographical areas; adoption of the City of Cape Town urban edge and thus creating a NEMA urban area within its boundary; the designation of overlay zones with enhanced development rights; and various other incentives as unpacked more fully in the implementation plan (volume 3), which is due to be approved with the District Plan.

2.
THE SPATIAL OBJECTIVES

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

2.1 MSDF spatial vision 2030 and beyond

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

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

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

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

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

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

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

2.2 MSDF spatial transformation areas

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

1) Urban inner core (UIC)

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

2) Incremental growth and consolidation areas (IGAs)

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

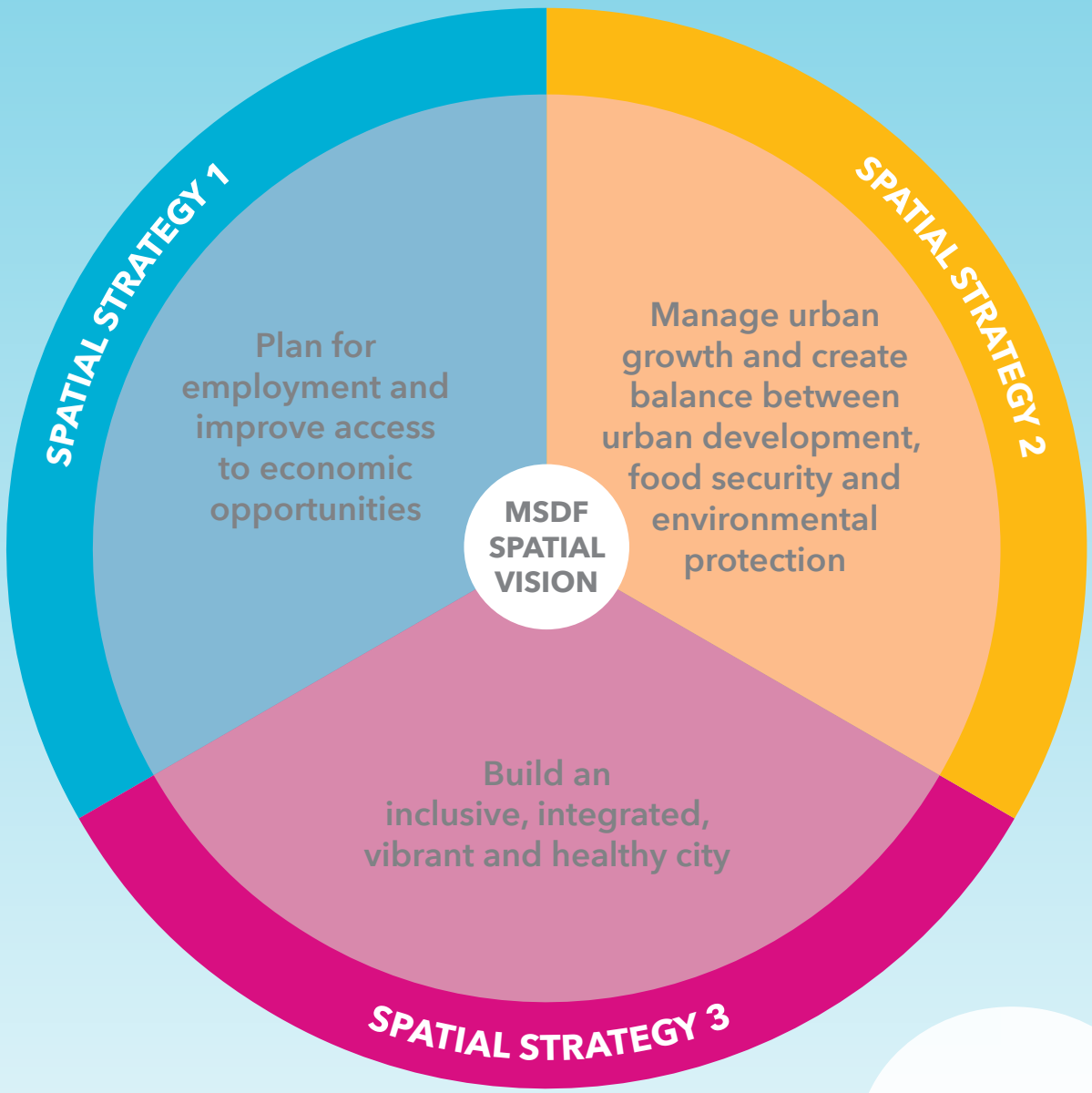
3) Discouraged growth areas (DGAs)

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

4) Critical natural assets (CNAs)

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

MSDF
SPATIAL
VISION
JOBS
CITY OF CAPE TOWN


SPATIAL STRATEGY 1
SPATIAL STRATEGY 2
SPATIAL STRATEGY 3
Plan for employment and improve access to economic opportunities
Manage urban growth and create balance between urban development, food security and environmental protection
Build an inclusive, integrated, vibrant and healthy city
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

<table>
<tr><th colspan="2">SPATIAL TRANSFORMATION AREA (STA)</th><th>RELEVANT DSDF SPC/ DESIGNATION</th></tr>
<tr><td colspan="2">A) URBAN INNER CORE</td><td rowspan="4">• 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</td></tr>
<tr><td>Principle</td><td>Emphasis/desired outcome</td></tr>
<tr><td>City and public sector are committed to coordinated, spatially targeted investment and development to spatially transform and integrate city form.</td><td>• Diverse and dense land uses in association with current and future public transport infrastructure provision.</td></tr>
<tr><td colspan="2">B) INCREMENTAL GROWTH AND CONSOLIDATION AREAS</td></tr>
<tr><td>Principle</td><td>Emphasis/desired outcome</td><td rowspan="2"></td></tr>
<tr><td>City and public sector are committed to servicing existing communities.

New development subject to section 65 of the MPBL (2015).</td><td>• Diverse and dense, where infrastructure allows
• Diversification of mono-use residential patterns
• Incremental intensification via subdivisions/second and third dwellings and rezonings
• Public sector investment in existing and future human settlements permitted
• Maintenance of existing infrastructure and development according to infrastructure capacity and associated capex/ lifecycle costs</td></tr>
</table>

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 and the public sector.	• Development permitted in respect of existing agricultural/ rural zoning • The existence of soils with low agricultural potential is not sufficient reason to consider allocating urban development rights	
D) CRITICAL NATURAL ASSETS		
Principle	Emphasis/desired outcome	• Protected and critical biodiversity • Urban development edge • Coastal edge **CONCEPTUAL DESIGNATIONS** • Destination place
City and public sector are committed to servicing, protecting, enhancing and extending critical natural assets.	• Enhance and connect the CNAs that support the city and the regional environment and ecology • Status quo with land uses limited to agriculture and rural zone uses as per DMS	

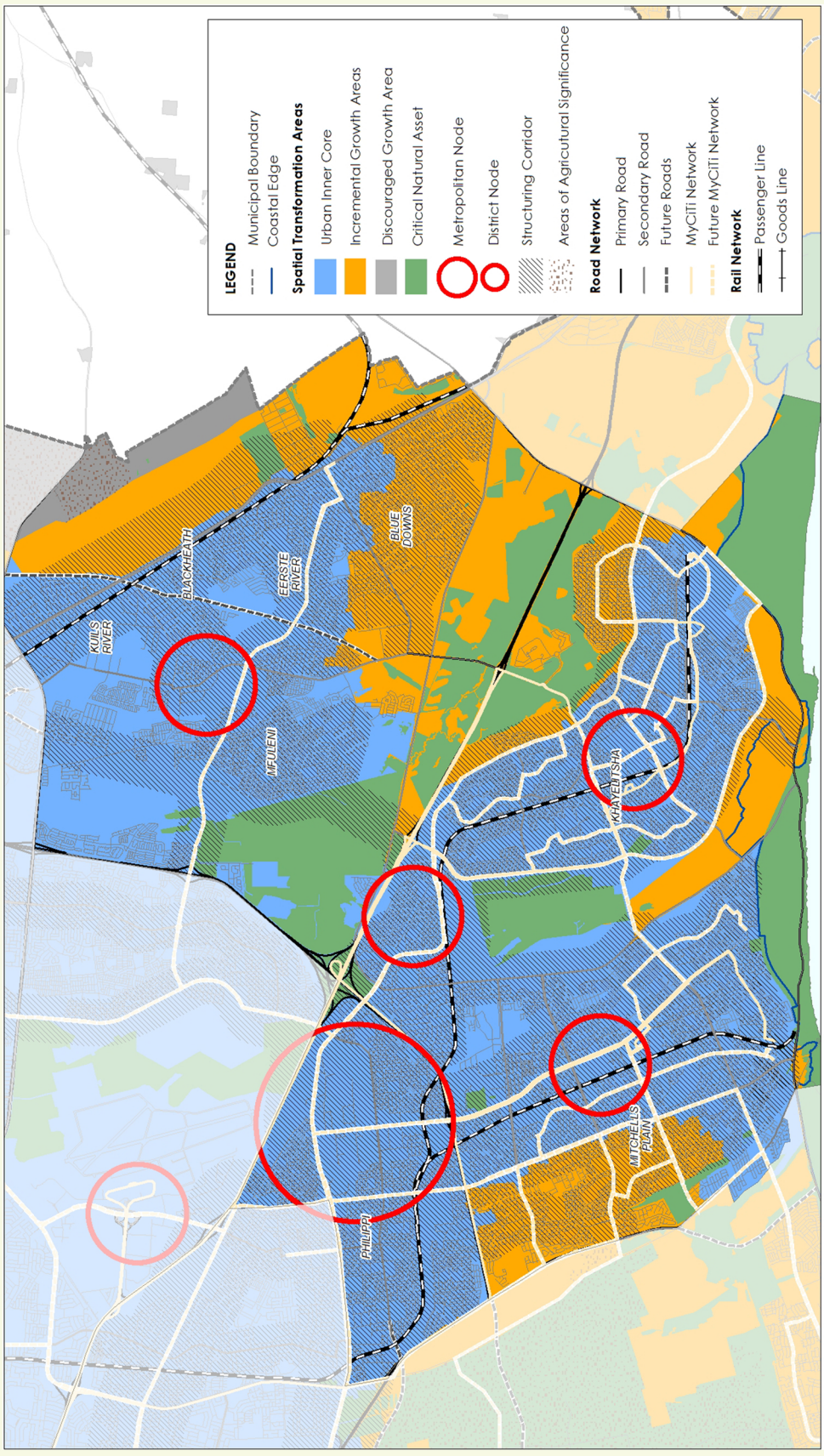


Figure 7: Consolidated MSDF spatial concept

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 KMPBD District is:

"Khayelitsha Mitchells Plain Greater Blue Downs District faces numerous challenges going forward, and the SDF must provide a basis for addressing these problems. The spatial transformation of the KMPBD District will require a focused shift from the apartheid legacy and spatial patterns of the past to unlock the potential of the district. Today's decisions and interventions will begin transforming the urban spatial and social form into a particular development direction for future decades. Real opportunities exist for embracing a new urban paradigm that is more conducive to both the present and long-term needs of district's population"

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

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

2.5 Key district-level opportunities

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

The potential to undermine green space should be avoided by enhancing and conserving well-functioning conservation areas and public green space that support economic, social, ecological service and resilience goals. As a highly urbanised district, it is necessary to plan for spaces that are both pro-green and pro-urban, effectively integrating the two through innovative urban and landscape design. Where appropriate, the multiple functions of natural open spaces can be promoted, including for example recreation, stormwater management, aquifer recharge and non-motorised transport.

The dynamic coastal environment will need responsive management to ensure that the economic and amenity value is maintained in the face of hazards and threats posed by climate change.

2.5.2 Maintaining the viability of economic areas and strengthening advantages and connections

Identifying and enhancing local economic advantages such as quality public spaces, natural assets and value-add services, and providing appropriate urban management and service support are key to maintaining the economic viability of the district.

Enhancement and development of economic assets and retention of economic areas should be supported. Those areas undergoing transition will require specific planning attention, for example the CBDs in response to the changes brought about by Covid-19. Simultaneously, methods should be pursued to make economic opportunities in the district more inclusive, for example by using public land to support SMME development or by supporting informal trade areas and protecting job-generating land uses in established industrial areas and some within residential areas.

The current congestion pattern supports the need for improvement of road and rail network connectivity to the district, however, there is an opportunity for redistribution of economic opportunity to other economic nodes in the district, which can be supported to reduce congestion and reduce the impacts of apartheid planning. In turn, an increase in residential development and conversions will increase trip generation within the district, allowing for more efficient public transport.

2.5.3 Providing a range of housing and job opportunities

The rapid increase in the population, which is anticipated to keep on increasing, makes it crucial that the provision of housing as well as economic opportunities is a priority in the district. Focus should be on the industrial areas in order to increase job opportunities. A number of higher- and lower-order development routes have been identified that present opportunities to strengthen the corridor as an area of economic activity. An area to intensify residential opportunity for the lower-income bracket should be investigated and optimised, especially where spaces are underutilised. Further to this, new development areas (open market) should also strive to make provision for more diverse income groups.

Focus should be placed on reviving/redeveloping areas such as the Philippi opportunity area where economic activity has deteriorated over the past years to cater for a wider mix and range of economic activity. Opportunities for both formal and informal economic activity should be created.

2.6 Integrated district concept and key interventions

The district concept as presented hereunder represents a synopsis of the strategic development strategies, as described and unpacked in section 2.3 above, and the application thereof at conceptual level. It provides some of the key interventions that need to be realised in order to achieve the desired end state.

Key interventions

1. 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.

2. Restore river corridors and support initiatives to clean and green rivers and earth underground water sources in the landscaping of public spaces.

3. Promote source-to-sea links along rivers, and plan for continuity across district boundaries, as applicable.

4. Pursue opportunities to enhance the connectivity and amenity value of green spaces, including those opportunities on private land. The recreational functionality and functional integrity and connectivity of green spaces must be improved and, where possible, an interlinking network of linear parks with foot and cycle paths, should be established and maintained to facilitate easy movement of people and fauna, and support flora.

5. Philippi opportunity area:
   i. Optimise the metropolitan function of this node through the redevelopment of the PTI at Stock Road Station; increasing accessibility through the extension of road linkages and improving NMT movement; and intensifying land uses through high-density, mixed-use development at appropriate locations throughout the node.

6. Swartklip:
   i. Provide a diverse mix of land uses and activities to support living, working and learning.
   ii. Ensure green spaces are accessible and add value to the quality of surrounding communities' lives.
   iii. Support the making of vibrant, active and comfortable outdoor environments, which in turn enable safer places for pedestrians.
   iv. Create economically vibrant development.
   v. Support education and skills development land uses and activities on the site.
   vi. Develop an economic ladder by accommodating inclusionary activity and a range of economic opportunities. This includes providing the correct size of economic units.

7. Khayelitsha CBD:
   i. Support a mixed-use commercial precinct that is seen to be the 'heart' of the CBD, providing a mixed high-density residential typology, and opportunity for large-scale and intensive retail, office and institutional development.

8. Kapteinsklip:
   i. Intensification at Kapteinsklip Station: Support infill development and development of high-density residential development.

9. Blue Downs CBD:
   i. Maximise the area with mixed-use development from high-density residential to mixed-use activities that generate employment opportunities, complement the civic node support and encourage private investors in the area and provide development incentives. The overall development of the area should be informed through a development framework.

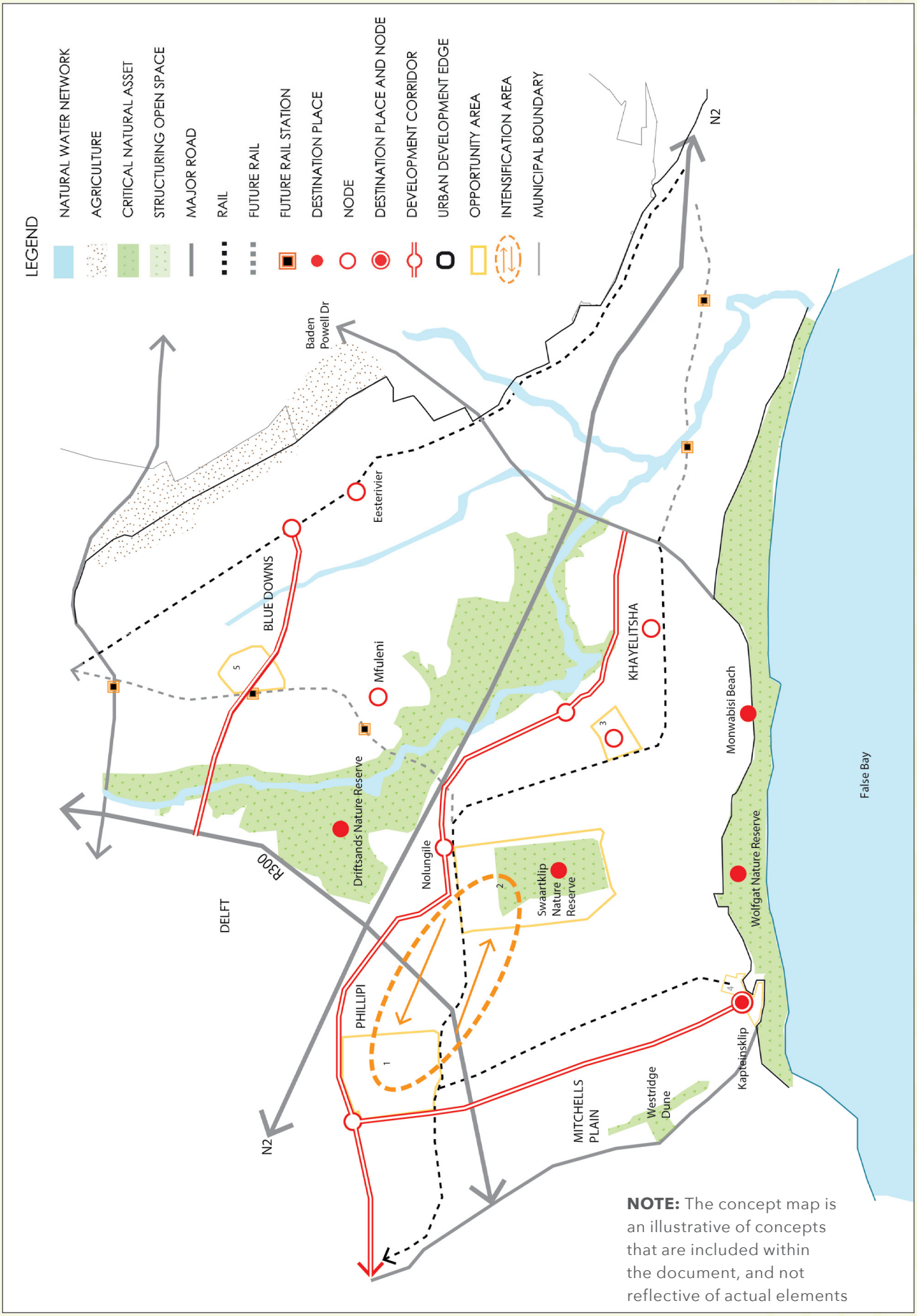


Figure 8: Integrated concept diagram for KMPBD District

THE CITY'S SMART PARK PROGRAMME SEEKS TO PROVIDE UNDER-SERVED COMMUNITIES WITH HIGH-QUALITY, SUSTAINABLE PARK FACILITIES.

3.
THE DISTRICTWIDE DEVELOPMENT GUIDELINES

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

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

3.1 Spatial planning categories and environmental management zones

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

3.1.1 Environment

a) Hydrological and coastal zones
b) Biodiversity and structuring open space (figure 11)
c) Agricultural areas of significance
d) Cultural and heritage management (figure 12)

3.1.2 Urban development

a) Existing urban development
b) Residential development
c) Non-residential development
d) Mixed use
e) Utility service infrastructure installations and networks

3.1.3 Transport route designations

a) Freeways and expressways
b) Railt
c) Development routes
d) Connector routes
e) Non-motorised transport
f) Airports and other

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

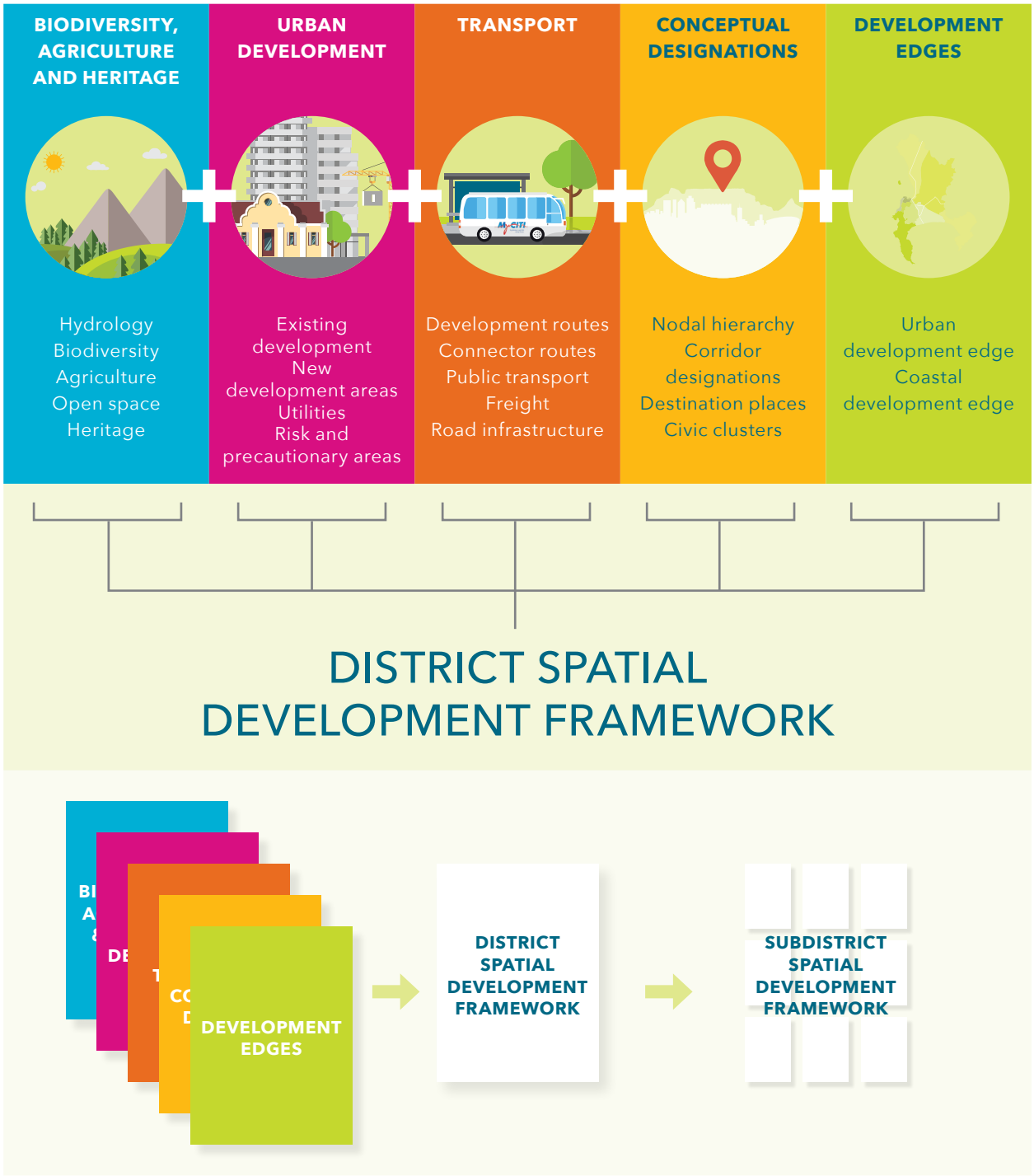


Figure 9: Five categories for development guidance in the District Plan

The District Plan has been generated on a geographic information system (GIS), which improves the accuracy and legibility of mapping. This is particularly useful to the mapping of development edges and the precautionary areas (see table 8), which are generally defined according to cadastral boundaries. However, although appropriate at a district and subdistrict scale, the spatial planning categories are generally broad classifications, which may require a greater level of detail through sector-specific plans or local area planning frameworks to further guide decision making at a local and site level.

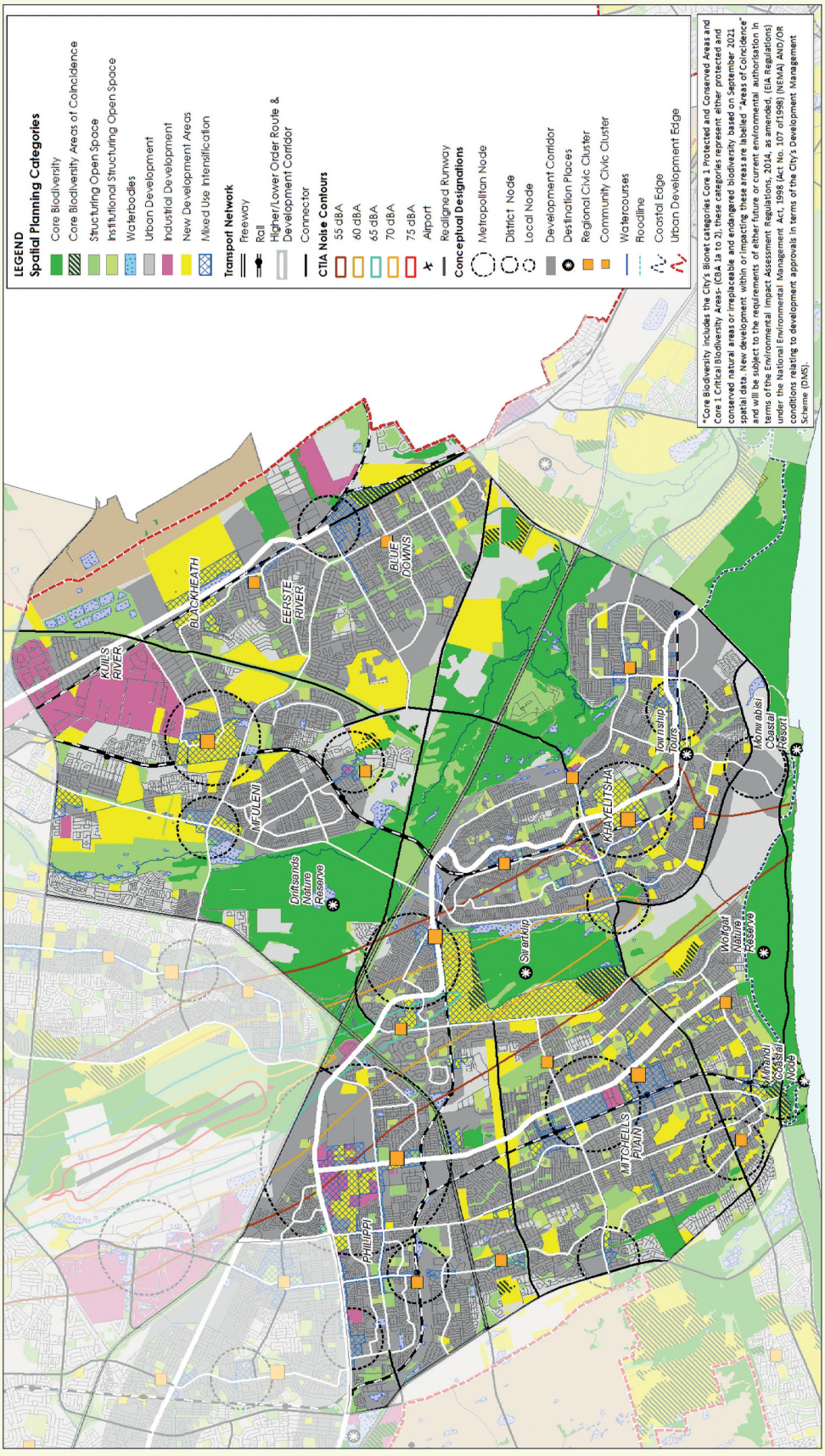


Figure 10: KMPBD District Spatial Development Framework

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

The land use classification system adopted by the KMPBD District Plan is consistent with the bioregional planning framework and broad spatial planning categories (SPCs) utilised by the MSDF (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 GINet[3] has informed the structuring open space category, which is reflected on the district and subdistrict maps.

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

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

The following table should be read together with the accompanying maps, figures[4] 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

	COMPONENTS AND DISTRICT ELEMENTS	GUIDELINES AND MANAGEMENT PRIORITIES
	HYDROLOGICAL ZONE (FLOOD RISK AREAS, RIVERS, WETLANDS, ESTUARIES AND AQUIFERS)	
RIVERS, 1:100-YEAR FLOODPLAINS, WATERCOURSES AND WATERBODIES	**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 vlei systems, as flooding may originate from groundwater, collection of stormwater or runoff in low-lying areas. **Rivers, wetlands and their associated buffers**	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 to allow for NMT movement where practical areas for permeable walkways and cycle tracks for NMT can be considered in the design of green open spaces surrounding wetlands and river corridors. This will ensure good groundwater infiltration, safety and equitable access to promote the reconnection of people and nature, improving health and wellbeing. 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 on-site 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 within the 1:100-year floodplain should be subject to formal acknowledgement by the owner of acceptance of liability of flood risk, and is only permissible where there are existing rights. 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 must 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 accordance with 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.

RIVERS, 1:100-YEAR FLOODPLAINS, WATERCOURSES AND WATERBODIES	**a) Flood prone areas**	14. Direct informal settlement dwellers away from risk areas, including below the 1:100-year floodline. 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 treatment and management of water at source. 17. In general, new buildings and developments overlooking rivers should be orientated towards the river, where possible, and the principles of water-sensitive urban design should be applied.
	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. 3. There are groundwater protection zones with specific requirements associated with the Cape Flats Aquifer wellfield. These must be taken into account.
	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. Promote the utilisation of localised water sources for maintenance of landscaped spaces. Encourage on-site water storage integrated into design of new developments.
AREAS SEAWARD OF THE COASTAL EDGE LINE AND AREAS EXPOSED TO RISK FROM COASTAL PROCESSES	**COASTAL ZONE**	
	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.

AREAS SEAWARD OF THE COASTAL EDGE LINE AND AREAS EXPOSED TO RISK FROM COASTAL PROCESSES

COMPONENTS AND DISTRICT ELEMENTS	GUIDELINES AND MANAGEMENT PRIORITIES
COASTAL ZONE	
a) Coastal protection zone (seaward of the coastal development edge line)	5. Amenity opportunities should be promoted with minimum disturbance to the coastal environment and coastal processes. The recreational amenity of the coast should be protected and careful consideration given to issues such as beach shadowing caused by tall building proposals; stormwater discharge into the coastal environment; and noise resulting from extensive densification of land use. 6. The construction of amenities that facilitate access to the beach, such as parking lots, must be supplemented by ancillary infrastructure (such as raised boardwalks) to prevent damage by pedestrians to sensitive dune and beach systems. 7. Access to the coast must be maintained and improved and such access must not impact the functional integrity of natural coastal systems. 8. In areas of intense coastal recreational focus, e.g. coastal nodes, those natural and heritage-related elements that contribute to the attraction and success of the coastal node must not be impacted on. 9. Where coastal defences need to be enhanced to protect against extreme weather events and/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) Areas exposed to coastal processes (may be landward of the coastal edge line)	1. Development or land uses should not create adverse effects on the functioning of coastal processes. Prohibit major new urban development infrastructure and bulk services investment in coastal areas that are exposed to coastal processes. 2. Redevelopment (intensification) and new urban development proposed in these areas should reflect consideration of potential flood risks and include mitigation measures, where necessary. 3. Where development proposed in these areas requires new or amended land use rights, the desirability of which is guided by this District Plan and relevant policy, such development should reflect consideration of potential flood risks and include mitigation measures as may be deemed necessary by the relevant decision maker.
BIODIVERSITY AND STRUCTURING OPEN SPACES	**CONSERVATION AND BIODIVERSITY PRIORITY ZONE** (Full extent together with GINet shown in figure 11)	
	Core biodiversity (appears on SDF and subdistrict maps) **a) Protected and conserved areas Core 1**	1. Only conservation-related activities/development in accordance with reserve management plans should be considered. 2. Consolidate and link existing protected areas. 3. Support operational requirements of biodiversity areas to enhance their multifunctional use, ecosystem services provided and conservation value.

	COMPONENTS AND DISTRICT ELEMENTS	GUIDELINES AND MANAGEMENT PRIORITIES
BIODIVERSITY AND STRUCTURING OPEN SPACES	**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.

BIODIVERSITY AND STRUCTURING OPEN SPACES	**d) Ecological support areas (core 2; CBA 2)**	1. Low-impact activities may be considered. 2. Maintain and enhance/promote linkages between these areas.
	e) Other natural areas (buffer 1) Extensive agricultural areas that contribute to the rural and cultural landscape, some of which include historic farmsteads. **Other ecological support areas (buffer 2)**	1. Low-impact activities may be appropriate. 2. Development (e.g. structures) in support of both tourism and biodiversity conservation in agriculture and core areas should preferably be located in other natural areas and ecological support areas, if logistically feasible. 3. Agricultural use could be considered appropriate in these areas as well as uses or activities directly relating to the agricultural enterprise. This could include farm buildings and farm worker accommodation. 4. Further uses and activities could be considered where contextually appropriate, such as small-scale holiday accommodation, restaurants, 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.	

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 Public parks, connecting open space, sports fields, and includes institutional open spaces *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.*	**General structuring open space guidelines** 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 be consistent with the District Plan. 1. Development adjacent to open spaces, or which rationalises these spaces, should be orientated 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 GINet4. 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. Optimise the uses and functioning of public parks and the role they play in pedestrian networks across the district.

BIODIVERSITY AND STRUCTURING OPEN SPACES	**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** 11. 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** 12. 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** 13. 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. **Extensive open space in neighbourhoods with multiple vulnerabilities** 14. 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. 15. 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** 16. Open space qualities that add to the sense of place of cemeteries to be promoted, such as tree cover, views or other landscape qualities.

	COMPONENTS AND DISTRICT ELEMENTS	GUIDELINES AND MANAGEMENT PRIORITIES
BIODIVERSITY AND STRUCTURING OPEN SPACES	**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** 17. 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. 18. 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.	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.	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.

AGRICULTURE, CULTURE AND HERITAGE	CULTURE AND HERITAGE ZONE	
	a) Cultural landscapes	1. Ensure heritage resources are conserved 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. Ensure a place's character is protected and enhanced rather than just protecting individual sites.
	b) Scenic routes Example: Baden Powell Drive	1. Prioritise the upgrade of these routes and support implementation thereof. This should align broadly with the route's scenic quality value, degree of tourism use, and road surface and reserve upgrade necessity. 2. In general, development along scenic drives and routes should seek to retain views from the route and not negatively affect the character of the landscape through which it passes. 3. Any development along scenic drives and routes should include 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 scenic drives and along scenic drives is enhanced.

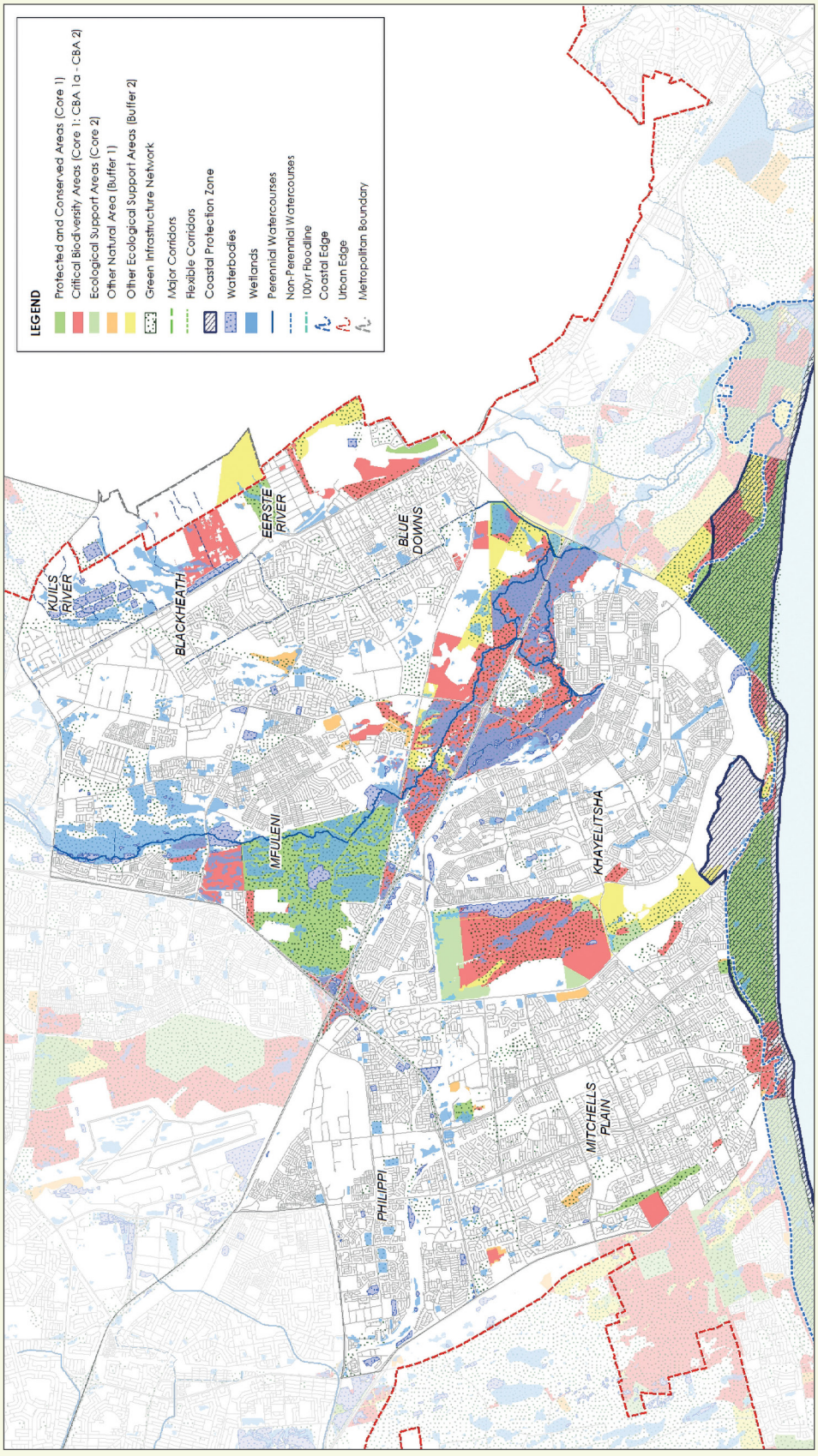


Figure 11: Green infrastructure and biodiversity map

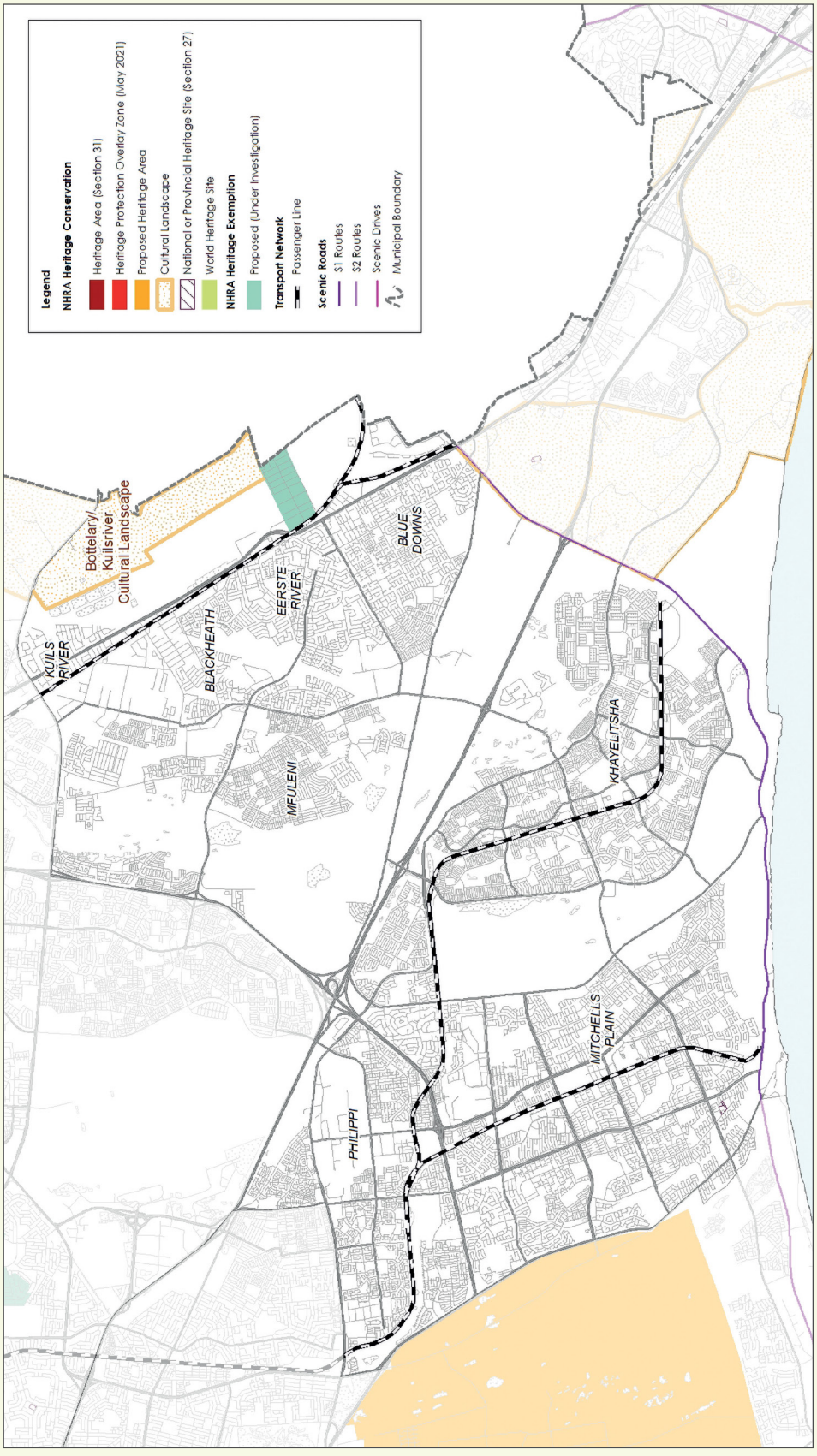


Figure 12: Cultural and heritage map

KHAYELITSHA IS THE LARGEST TOWNSHIP IN CAPE TOWN.

3.2.2 Urban development

The KMPBD DSDF 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 and industrial land. Areas with the highest agglomeration of industrial activities are Saxenburg Park and Philippi area. The Khaya industrial area has not been performing over the past 10 years and has seen a significant amount of land invasion. However, before the invasion the area was shifting towards a mixed-use nature accommodating a variety of land uses, also becoming well known for its nightlife activity.

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

dwelling units or gross leasable area, and should be encouraged in locations with good public transport access, concentrations of employment, commercial development and other amenities, or where such accessibility and concentration 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 (m^2). 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 KMPBD 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

TYPOLOGY	HELDERBERG DISTRICT
Main formal dwellings	61 447

Source: Data from Land Use Model estimates

b) Density guidelines for new residential development

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

Table 7: District gross density targets and guidelines

TARGET	GUIDELINE	DENSITY
Target 1: Potential low-density development	Areas proposed for new lower-density development where the gross density could average 10–25 du/ha. The achievement of this target could occur via a range of housing typologies and varying net densities across the area. The development of required community facilities and open space should be addressed as part of the development of this area.	10–45 du/ha
Target 2: Potential medium-density development	Areas proposed for new medium-density development where the gross density should average 45–75 du/ha. The achievement of this target could occur via a range of housing typologies and varying net densities across the area. The development of required community facilities and open space should be addressed as part of the development of this area.	45–75 du/ha
Target 3: Potential high-density development	Areas proposed for new higher-density development where the gross density should average > 75 du/ha. The achievement of this target could occur via a range of housing typologies and varying net densities across the area. The development of required community facilities and open space should be addressed as part of the development of this area.	> 75 du/ha

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

a. Access to public transport system (existing or planned): Medium to high levels of densification should be aligned with existing/proposed public transport routes. This is essential for housing developments targeted at lower-income earners,who are unable to afford the costs of private transport. It should not be an overriding consideration for middle- and upper-income townhouse/group housing developments, as the residents are likely to make greater use of private transport.

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

c. Land use compatibility: Dense residential development should not be located near land uses that pose a safety or health risk to future residents (i.e. heavy or risk industrial uses).

d. Access to open space: Medium- to high-density development should have access to urban open spaces (such as squares and promenades), recreational green spaces (parks and sports fields) and natural open space (nature reserves, beaches), if available, to provide physical and psychological relief from higher- density living environments.

e. Infrastructure capacity: Densification should not be supported where water, wastewater and stormwater capacity are reaching points of absolute constraint, and the cost implications of rectifying the situation are too high for the private sector, or are not provided for in the City's capital budget or pipeline of projects.

c) Non-residential 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.

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 8: Urban development SPC

TYPOLOGIES 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 4 and 6). 3. Support the incremental intensification over time of urban areas, where appropriate. This should be guided by available infrastructure capacity, neighbourhood density and character, proximity to job opportunities and social facilities, and access to public transport. 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 will 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 CCT Informal Trading By-law. 9. Encourage the design of new developments and commercial centres to accommodate space for markets and less formal businesses in central and high-footfall parts of the development. 10. Promote informal trading within higher-order activity generators, such as urban nodes, transport interchanges, commercial and shopping centres, public spaces, parking areas, road reserves and destination places. Increase the scope of land use rights for properties within local urban nodes by utilising overlay zones in appropriate areas.

Urban development – General (all subcategories)	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 on residential zoned properties and developing overlay zones to specify the necessary rights, where required. 12. Support urban agriculture uses on the following land: (a) underutilised public land within or on the outskirts of housing development, and (b) housing development land that will not be used in the short term. Urban agriculture uses include allotment areas, community gardens and small-scale farming. 13. Support the establishment of urban agriculture in townships to grow township-based food markets. 14. Encourage the retention of green infrastructure ecosystem services and optimise them, wherever possible, through appropriate location and design choices.
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 in line with the requirements for provision of associated social facilities and recreational spaces. 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) and 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, 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 must 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. 16. Prioritise development that allows for areawide settlement planning, a range of housing typologies and prices, and mixed-use developments, which promotes diversification of human settlement tenure (including market-driven, gap, social housing, and subsidised human settlements). 17. Promote and support high-density, mixed-residential typology options for the affordable (gap) market (inclusionary housing, FLISP, incremental housing, additional housing rental stock and social housing) in all areas of mixed-use intensification and diversification associated with identified urban nodes, development corridors and development focus areas. 18. Promote incremental growth by supporting small-scale rental unit and micro-developers to develop small-scale rental units (backyard dwellings) as an additional use within the SR1 and SR2 zones (MPBL, 2019). These unit plans should adhere to the City's building plan approval standards and be approved in terms of the National Building Regulations.

	19. Prioritise affordable housing (both rental and ownership) in areas of economic potential in district/local nodes, civic precincts and development corridors that achieve maximum densities. 20. Promote and prioritise development of appropriately diversified densities of affordable housing on state-/City-owned land. 21. Promote the development of affordable housing by the private sector through the implementation of the principle of inclusionary housing development. 22. Mixed-market developments should promote integration through the use of tenure blind design.
Informal settlements (and TRAs), e.g. • Browns Farms • Boys Town • Crossroads • Kosovo • Monwabisi Park • Site B and Site C • BM and TR sections • Happy Valley • Mfuleni • Green Park • Los Angeles	23. 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). 24. Support development applications for the provision of basic infrastructure services in informal settlements (electricity, water and sanitation and accessibility routes). Informal settlement upgrading must account for greater service ratios allowing for increased taps and sanitation sites in a re-blocking project (as confirmed by the Covid-19 pandemic). 25. 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. 26. Prevent expansion of informal settlements into identified precautionary areas (e.g. flood-prone and veldfire-risk areas), sensitive environmental areas such as high visual impact areas or biodiversity network areas (usually identified by the urban edge in this district), or high-value agricultural and heritage areas. 27. 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 a sustainable human settlement. 28. To create sustainable human settlements, support the re-blocking process from the outset to include access to connecting roads and access for emergency services, walking routes and NMT, well-lit public open spaces (POS) and social facility areas, and the use of green infrastructure to support climate change adaptation. 29. Support in-situ upgrading of informal settlements, where possible, and deliver urban house typologies to achieve higher densities to minimise relocations. 30. Support the City's goals to transform informal settlements by promoting micro-developers. 31. Support suitable temporary land uses where informal settlements have been relocated to prevent resettlement of informal dwellers.

TYPOLOGIES AND DISTRICT ELEMENTS	DISTRICT DEVELOPMENT GUIDELINES
C) SUBCATEGORY: NON-RESIDENTIAL DEVELOPMENT	
Industrial: Existing and new development areas, e.g. • Philippi • Mitchells Plain • Blackheath • Saxenburg Park 1 and 2 • Eerste River Industria • **Investigate the following areas 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	1. General industrial areas should be supported in industrial designated areas and allowances should be as per the Municipal Planning By- law. 2. Support the prioritisation of public-private sector investment in identified growth areas within the industrial nodes, ports and primary freight infrastructure. 3. Provide incentives to encourage appropriate industrial development close to areas of socio-economic need. 4. Due to particular requirements for road and waste infrastructure associated with industrial zoned land, these (industrial areas) should generally be reserved to optimise this infrastructure and mitigate potential negative impacts. 5. Allowance could be made for limited forms of non-industrial activity, preferably activities that are ancillary to the permitted uses. The allowances should not compromise the general use of the areas zoned for industry purposes. 6. Where proposed new industrial areas are surrounded by dense residential development, consideration has to be given to the social, health and safety impacts of proposed industries. 7. A risk management and prevention plan must be submitted to the Council for approval before any activity or use involving hazardous substances is permitted. 8. 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** 1. No inappropriate urban development (i.e. residential development, community services and retail services) should be permitted within or in close proximity to heavy/noxious industrial zones, solid waste disposal and wastewater treatment sites and transfer sites. 2. Existing developments in the above areas may require mitigation measures and limits on the further enhancement of development rights. 3. These areas should be reserved for noxious trade, and risk activities. Consent for other uses outside of this zoning should (be discouraged) and take the potential negative impacts into account.

D) SUBCATEGORY: MIXED USE	
Mixed-use intensification areas and mixed-use new development areas Business strip areas along, for example: • Spine Road (portion between Mew Way and Jeff Masemola) • Ntlazane Road • Merrydale Avenue • AZ Berman Drive • Alpine • Kilimanjaro • Blue Downs Way • Mfuleni Main Road • O Nqubelani Street • Mbaba Street/Uluntu Street • Forest Drive	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.

THE CITY PURSUES AN INTER-MODAL TRANSPORT SYSTEM WHERE COMMUTERS CAN SEAMLESSLY TRANSFER FROM ONE MODE OF TRANSPORT TO ANOTHER.

3.2.4 Utility service infrastructure installations and networks

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

Table 9: Utility service infrastructure installations and networks SPC

PRECAUTIONARY AREAS AND UTILITY SERVICE INFRASTRUCTURE INSTALLATIONS	DISTRICT ELEMENTS	DISTRICT DEVELOPMENT GUIDELINES
a) Noise exclusion zones	• CTIA noise cones (2025 ultimate scenario) • Airport obstacle limitation surfaces (AOLS)	1. Residential uses are not recommended below the 65 dBA noise contour zone of the CTIA (or any other airport) planned primary runway, which is to be realigned, as well as the planned secondary runway. No new residential developments should be encouraged within the affected areas without noise mitigation measures in place. Noise zones indicated are not fixed and are subject to future refinement. 2. Non-residential (industrial and commercial) uses may be accommodated above the 65 dBA noise contour, provided that mitigating measures against the noise pollution are put in place. 3. The AOLS limit building heights of developments located in proximity to the airport flight paths. These developments are subject to comment from the South African Civil Aviation Authority.
b) Risk installations		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)	• Swartklip landfill site • Site along Faure Road • Driftsands landfill	1. Support the re-use of water with the highest potential in areas close to WWTW. 2. 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: • Welmoed cemetery • Khayelitsha cemetery	1. Support the continued use of cemeteries for their purpose. 2. Identify and support the establishment of other interment options to supplement or complement the traditional in-ground burial. 3. Prioritise the identification of additional cemetery development in the short-medium term, in addition to catering for urban growth in the district.
e) Broadband/ IT/Wi-Fi cabling	All areas – but primarily the following: • All nodes • All development corridors	1. In all developments, support and promote the continued roll-out of the City's Broadband Project by expanding the City's optic fibre infrastructure. 2. 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:

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

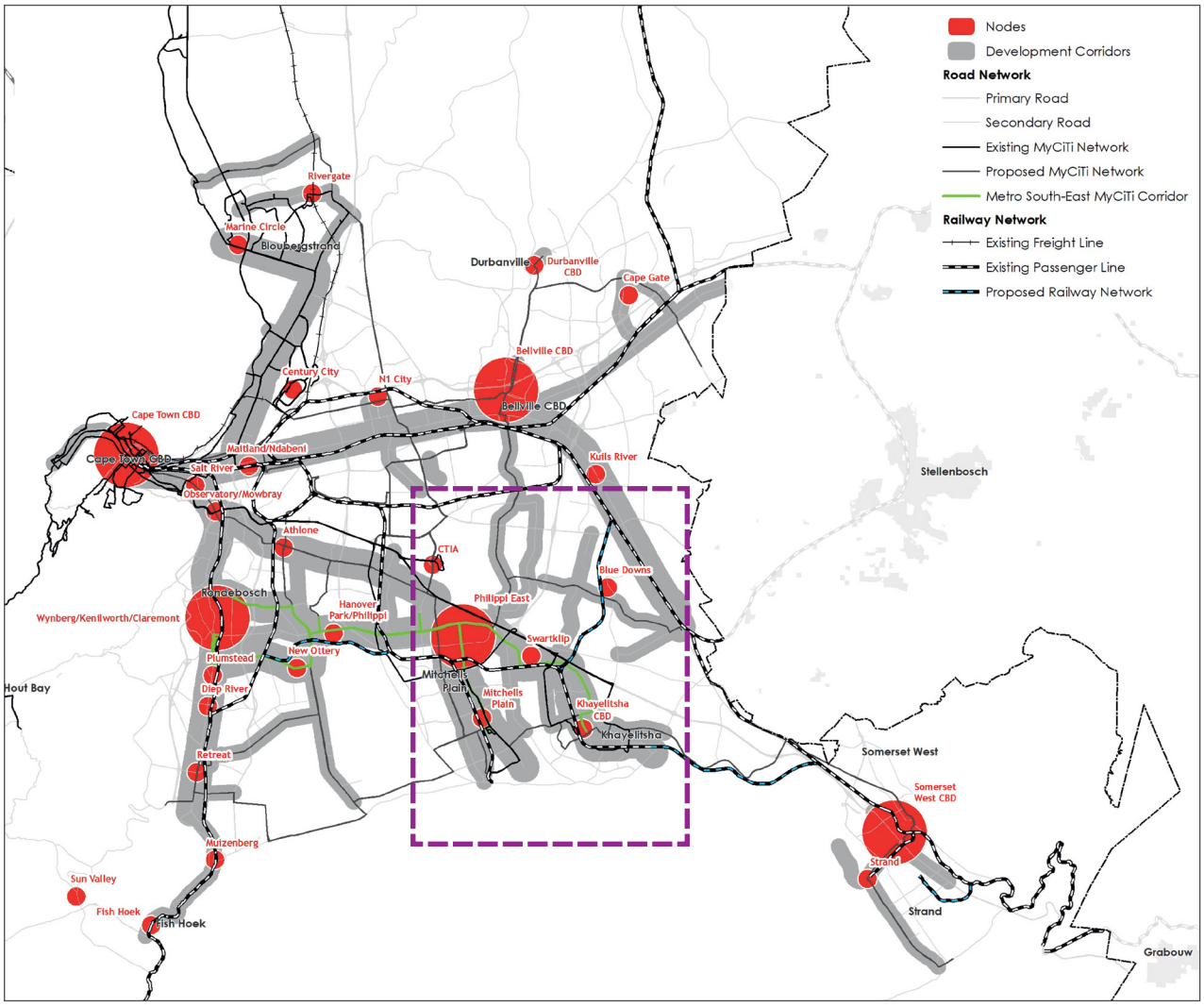


Figure 13: Structuring corridors

In alignment with the CTMSDF, the KMPBD 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 10: 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.
b) Freeways	• N2 (Settlers Way) • Vanguard Drive • R300 (Kuils River Road)	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).

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

c) Rail	• Mitchells Plain line • Khayelitsha line • Eerste River line	1. Ensure existing passenger rail lines for public transport right of way are retained, and also retain the opportunity for new rail links that are planned. This includes the 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.
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 guidelines for areas further away from the development route)	**Metro-scale** / high order (high-frequency and -volume public transport routes within MSDF development corridors – e.g. IRT trunk routes) • Metro south-east (Thabo Mbeki and Jeff Masemola) • AZ Berman 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.

SDF ROUTE DESIGNATIONS	DISTRICT ELEMENTS	DISTRICT-WIDE DEVELOPMENT GUIDELINES
d) Development routes	**District scale/ lower order** (high-frequency, low-volume public transport routes • Spine Road • Merrydale Road • Mfuleni Main Road (N Nqubelani) • Blue Downs Way • Ntlazane Road • Makabeni Road • 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	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. 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 • Old Faure Road • Van Riebeek Road • Saxdowns link • Symphony Way **Lower order** (Low-mobility routes serving only a local area) • Local neighbourhood roads **Scenic routes** • SR1 and SR2 routes as approved in terms of policy (see environmental section for specific development guidance)	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, parking requirements, and visual impact and character implications. 3. The characteristic mix of a 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 its current form. 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 guidelines as provided for in section 136B of the Municipal Planning By-law. 5. The role of these routes as significant community-service public transport routes should be reinforced. 6. In support of the City's Comprehensive Transit Oriented Development (CTOD) 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 (and improve bi-directional flow) on key connector routes. 7. Civic upgrades, landscaping and NMT provision should be made as and where appropriate, including, where possible, as part of new developments to ensure quality streetscapes. 8. Appropriate lower-order roads linking neighbourhoods and opportunity areas (such as parks and commercial areas) should be identified for prioritised NMT treatment. 9. For development guidance along connector routes that are also approved scenic routes, refer to specific development guidelines for scenic routes in the environment section (section 3.1.1 above).

SDF ROUTE DESIGNATIONS	DISTRICT ELEMENTS	DISTRICT-WIDE DEVELOPMENT GUIDELINES
f) NMT routes	**Higher order** ('destination' promenades, cycle routes, and closed streets that are high attractors from across the metro) **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. Support public or private investment in these metro attraction routes as key (economic) attractors to regional recreation and tourism destinations. 2. Any nearby development should aim to contribute to the enhancement of these routes (including associated management), where possible. 3. Plan for and implement/facilitate links between these routes and adjacent/access roads, public transport, and parking to support pedestrian access to, and utilisation along, the NMT. 4. All transport routes should aim to be NMT-friendly (with a zero death objective), and the roadways themselves, as well as adjacent pavements (or road reserve areas) and property parking areas and associated pedestrian access areas should be planned and developed to this end. 5. Plan for increasing micro-mobility, including more pedestrian, more bicycle and motorised bicycle trips, etc., to support greater localisation (reduced trip lengths) and walkability associated with more integrated urban development and reducing the city's overall carbon footprint. 6. Planned NMT links should be steadily formalised/upgraded to provide for not only safer movement, but an enhanced the NMT experience and beter-quality urban environments. Development and management of public-private partnerships should be encouraged, wherever possible. 7. Particular focus should be on improved pathways around (or along) district public open space areas (as significant amenity attractions). Again, where development and management partnerships are possible would be desirable. 8. A key focus in areas with significant development informality must be on ensuring NMT routes are not encroached upon by development or related activities. 9. 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.

3.4 Guidelines related to conceptual designations

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

3.4.1 Corridors

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

3.4.1.1 Development corridors

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

economic and social opportunity and access, and facilitate greater walkability and ease of movement for private and public transport users.

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

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

Table 11: Development corridor guidelines

DESIGNATION: DEVELOPMENT CORRIDORS (see route designations section for development route)	
DISTRICT ELEMENTS	**DISTRICT-WIDE DEVELOPMENT GUIDELINES**
a) Metro scale/Higher order • Govan Mbeki • New Eisleben Road • Spine Road • Sheffield • Hindle Road • Mew Way • Swartklip Road b) District scale/Lower order • Spine Road • Ntlazane Road • Merrydale Road • Oscar Mpetha • Jeff Masemola • Merrydale Avenue • Park Avenue • Alpine • Kilimanjaro • Govan Mbeki • Mfuleni Main Road	1.1. Support higher-intensity development within development corridors than in surrounding urban areas. Guide highest-intensity development to nodal areas (see guidelines for urban nodes) and development routes (i.e. properties abutting development corridor main roads). 2. In areas between nodes along 'metro-scale' development corridors, generally support medium-high-density residential development within the broadly defined primary extent area within 400 m (± 5-minute walk) of the development corridor main road (development route) and railway stations, and medium-density residential development within the secondary extent areas further away between 400–800 m (i.e. ± 10-minute walk). However, these are not definitive extents and must be considered a guide dependent on local area circumstances. 3. In areas between nodes along 'district-scale' development, corridors generally support medium- density residential development within 400 m (± 5-minute walk) of the development corridor main road (development route). 4. Residential densification should be context specific, and may require that it occurs in an incremental step-by-step manner over time rather than in a massive 'big- bang' step. Particular attention needs to be given in areas further away from the development route (and especially beyond 400 m) to ensuring appropriately sensitive new development where this is significantly at odds with existing development in the area (e.g. where more than three-storey development is being considered on properties adjacent to/within existing single-storey residential areas – irrespective of the existing zoning). Site circumstances, including shadow effects, development gradient (between proposed and adjacent existing building heights), location (at interface with higher-order road vs embedded within residential area), etc. must be considered to determine the appropriateness of proposed development. 5. The optimal location of new non-residential development (e.g. schools, professional services and other facilities) is in close proximity to the development route. However, small urban nodes, other existing business precincts, and supporting higher-order connectors elsewhere within the development corridor extent are also appropriate areas for lower-order non- residential activities (including certain low-order/-impact business activities).

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:

i. '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).

ii. '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.

Table 12: Green corridor guidelines

GREEN CORRIDORS	DEVELOPMENT GUIDELINES
a) **Major green corridors** Solid line corridors follow existing open green corridor opportunities, conserved areas, and specific linear features, e.g. rivers.	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.

[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.*

THE 45-HA KHAYELITSHA WETLAND PARK IS AN EXCELLENT EXAMPLE OF A SUSTAINABLE DEVELOPMENT IN AN URBAN ENVIRONMENT.

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 13: Nodal designations

DESIGNATION	DEVELOPMENT GUIDELINES
a) General	**NOTES REGARDING NODAL DEVELOPMENT GUIDELINES** a) 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. b) 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. c) Refer to section 3.2.2.5 for density targets and guidelines applicable to new development areas. d) The considerations in section 3.2.2.5(b) should be taken into account when applying the density thresholds as indicated in this table. 1. Encourage mixed land use intensification in nodal areas with the level of intensity guided by the scale of the node as indicated below. 2. Encourage residential intensification and clustering of public services dependent on the scale and local context of the node. 3. Support the development or upgrading of social facilities to be multifunctional to ensure space is utilised optimally. 4. Support the development of NMT infrastructure to improve accessibility between nodal areas, public transport routes and public facilities/services. 5. The design of areas in and around PTIs and demarcated informal trading areas should improve opportunities for commercialisation (formal and informal). 6. 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. 7. Support redevelopment and conversion of areas with underutilised infrastructure to capitalise on existing infrastructure and attract investment.
b) Metropolitan (these have similar characteristics and only the scale at which they operate differs) For example: Philippi (Swartklip forms part of the broader Philippi opportunity area)	1. Encourage mixed land use intensification within a radius of approximately 2,5 km. 2. 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. 3. 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. 4. Encourage the conversion of functionally obsolete building stock to affordable housing.

c) District node For example: • Khayelitsha CBD • Mitchells Plain CBD • Blue Downs CBD	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 For example: • Philippi Station node • Westgate nodal area • Westridge node • Rocklands node and Rocklands civic centre • Lentegeur node • Lookout Hill nodal area • Kuyasa Station node • Vuyani centre • Mfuleni • Silversands	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 For example: • Chris Hani Station • Harare • Silvertown Makhaza • Tafelsig • Westridge • Colorado Park (civic centre) (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 on pg 69 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 14 and associated with the guidelines in the table 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.

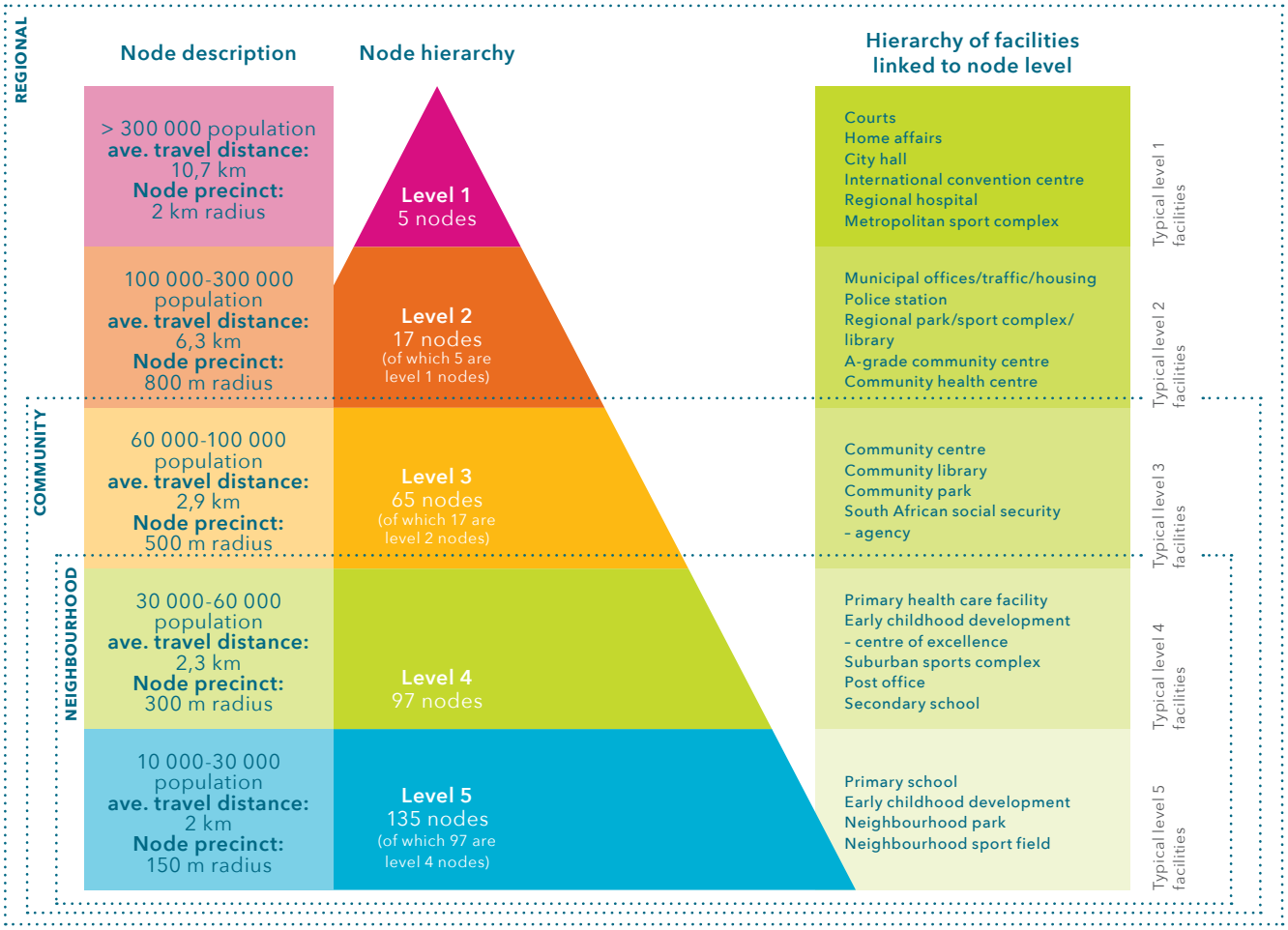


Figure 14: Civic clusters as integrated into District Plan

Table 14: Civic cluster guidelines

DESIGNATION	DEVELOPMENT GUIDELINES
a) General	1. Encourage the optimal use of existing social facilities and clustering to improve access, especially for non-motorised transport. 2. Promote the development of multifunctional facilities that could be shared and use space optimally.
b) Regional civic clusters	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. Promote 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: A precinct radius ranging between 800 m and 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: A 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: A 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 15: Destination places guidelines

DESIGNATION	DEVELOPMENT GUIDELINES
Coastal based • • Monwabisi • • Mnandi **Proposed special destination place** • Swartklip site: proposed Swartklip Conservation Area **Existing nature reserves** • Driftsands Nature Reserve • Wolfgat Nature Reserve • Macassar Dunes conservation areas **Existing district parks** • Khayelitsha Wetlands Park	1. Prioritise place-making interventions that enhance destination places. 2. Support and encourage recreational enhancement related to tourism opportunities at places that attract visitors. 3. Ensure that smaller-scale destination places not suitable for high visitor numbers are maintained and supported in terms of its contribution to recreation and the tourism economy. 4. Encourage appropriate development in areas surrounding the destination place and ensure that interfaces are treated sensitively. 5. 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). 6. Promote informal trading at suitable destination places (i.e. mobile food trucks along hiking and cycling paths, especially along scenic routes and viewpoints). 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 accessible access and infrastructure along routes. 8. Maintain and improve the levels of public accessibility to these areas. Promote and support creating access through public transport and non-motorised transport route to increase the level of accessibility to the destination places.

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 16: Urban development edge guidelines

URBAN DEVELOPMENT EDGE	
ELEMENTS/AREAS	**DEVELOPMENT GUIDELINES**
All areas beyond the urban development edge	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 4.3 (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 and tourism economy. However, limit the scale of such development and restrict any subdivision to maintain and consolidate the long-term integrity of these areas. 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	3. Ensure that urban development at the urban development edge interface results in a positive interface (regarding 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	4. 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 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 and 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.

MONWABISI TIDAL POOL, PART OF THE POPULAR MONWABISI RESORT AND BEACH, IS POPULAR WITH RESIDENTS FROM SURROUNDING MITCHELLS PLAIN, STRANDFONTEIN AND KHAYELITSHA.

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

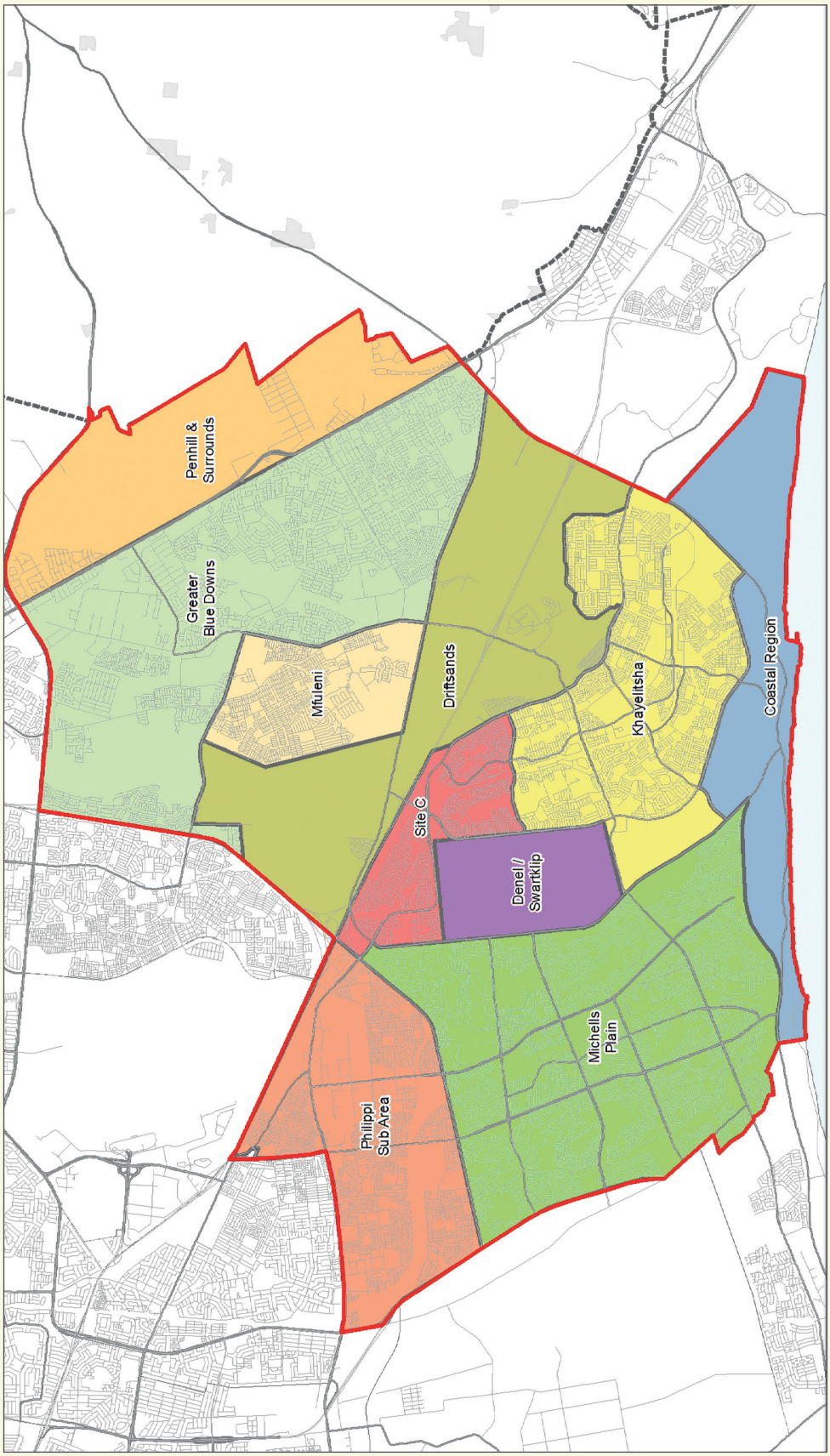


Figure 15: KMPBD subdistricts

As indicated in section 1, the purpose of the District Plan is to provide broad guidance for land use and environmental decision making across the district. However, the desired spatial vision may vary in relation to the particular needs across the district. Thus, land use guidance in support of achieving this variable vision needs to be reflective of local area character, and development capacity and desirability.

Therefore the purpose of this section is to provide guidance for land use decision making on a more localised scale, hereafter referred to as subdistricts.

Note as a general rule:

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

Subdistricts

The Khayelitsha Mitchells Plain Greater Blue Downs (KMPBD) District comprises 10 subdistricts (see figure 14), namely:

- Subdistrict 1: Philippi
- Subdistrict 2: Mitchells Plain
- Subdistrict 3: Coastal
- Subdistrict 4: Denel/Swartklip
- Subdistrict 5: Site B, Site C, TR section and surrounds
- Subdistrict 6: Greater Khayelitsha
- Subdistrict 7: Driftsands
- Subdistrict 8: Greater Blue Downs
- Subdistrict 9: Mfuleni, Fairdale and Fountain Village
- Subdistrict 10: Penhill and surrounds

4.1 Subdistrict 1: Philippi

This subdistrict forms part of the metro south-east integration zone and hosts the Philippi node, which is identified as a metropolitan node in the MSDF and has been prioritised as a catalytic precinct by Council. This classification implies that this node is a focus for high-intensity, mixed land uses at points of high accessibility, exposure, convenience and urban opportunity in terms of the land use intensification guidelines presented in the MSDF (2018). The subdistrict guidelines presented here are therefore geared towards supporting the development of the emerging Philippi node to its highest and best potential. The local area plan for the Philippi opportunity area (POA) presents a more detailed development strategy for how the node is to be developed. Development focus areas identified within this subdistrict include the POA. Urban support focus areas identified within this subdistrict include Philippi East, Crossroads, Weltevreden Valley, Browns Farms/ Kosovo. Philippi East has also been identified as one of the top 10 areas in need of community facilities within the city.

Table 17: Subdistrict 1: Philippi development guidelines

SUBDISTRICT 1: PHILIPPI SUBDISTRICT – DEVELOPMENT GUIDELINES FOR EXISTING AREAS	
LOCAL OBJECTIVES	**SUGGESTED RESPONSE/GUIDELINES/POLICY STATEMENTS**
a) Provide direct access to the industrial hub. b) Promote the integration of Philippi to surrounding area. c) Allow for the integration of the Philippi industrial area with the Airport industrial area. d) Focus intensification in urban nodes to realise a very high/high intensity, mix and clustering of urban activities or land uses at points of very high/high accessibility, exposure, convenience and urban opportunity. e) Promote appropriate urban infill development. f) Encourage intensification and densification along development routes. g) Include walking and cycling as essential components of land use planning consideration. h) Infrastructure upgrade and quality maintenance should be of the utmost importance for the majority of low-income areas. Issues of drainage, sewer and potholes should be maintained regularly to allow the flow of businesses and for the local residents to enjoy their environment. i) Maintain and improve the quality of existing public open space.	1. Encourage direct access to the industrial area through the extension of New Eisleben/Borcherds Quarry over the N2 to the airport industrial area. 2. Extension of Sheffield Road west and across the railway line and the Philippi horticultural area (PHA) to Ottery Road. This will improve access to the industrial and commercial complex. 3. Promote and support a direct link to Bellville opportunity area through Symphony Way (T13). 4. Retain and promote investment in the Philippi industrial area by encouraging and supporting industrial infill development in the industrial area. 5. Noxious industries should be discouraged in the Philippi industrial area. 6. Residential uses are not recommended above the 65 dBa noise contour zone of the CTIA planned primary runway 2, which is to be realigned, as well as the planned second runway. No new residential developments should be encouraged within the affected areas without noise mitigation measures in place. 7. Support the integration of Airport industrial with Philippi industrial area through encouraging a physical and functional linkage, e.g. the Borcherds Quarry extension. 8. Enhance and integrate street frontages of industrial buildings onto streets for visibility and safety. 9. Ensure appropriate interfaces of industries with existing residential areas. 10. Support mixed-use intensification along developmental routes such as Sheffield Road, Stock Road, New Eisleben, Ngulube Road, White Hart Road and Govan Mbeki Road to support the establishment of a node (a town centre at Stock Road). 11. Built development along these routes should reflect a positive and active street-level interface and avoid excessive lengths of blank walls. 12. Support mixed and high-density residential development at key intersections (Stock and Sheffield and Eisleben and Govan Mbeki roads), stations and modal interchanges.

j) Identify alternative housing opportunities for informal settlements and support initiatives to improve access of communities to basic services, including engineering services, health services and education.	13. Support intensification on land abutting railway stations, Stock Road/ Joe Gqabi Station and Philippi Station and other interchanges. 14. Encourage the development of small-scale industrial hives to provide access to economic opportunities and employment to the local residents. 15. Support home-based micro-enterprises that encourage property owners to build four or more small-scale rental units for commercial income. 16. Application for legal taverns and shebeens should be considered along higher-/lower-order development routes and corridors. Where embedded in residential areas, careful consideration should be given to whether the use is appropriate, especially with impacts on surrounding uses (e.g. crèches and other education facilities, churches) as well as on-site considerations. Off-site liquor sales should be treated as house shops for strictly take-way and any possible impact minimised, e.g. operating times. 17. Support and encourage spatial change that is visible through the small-scale end result of investment. These investments are in the form of conversion of the front of the house to business/shop, the upright extension onto first floors, intense interior arrangement to optimise income, conversion of entire dwelling for commercial use and encroachment on outside property boundaries to provide business infrastructure, where appropriate and safe for pedestrian movement.

Subdistrict 1: New development areas

Philippi (subdistrict map reference 1) is identified and prioritised as a TOD catalytic precinct of the IDP. This presents a major opportunity to facilitate and catalyse development in the area. The Philippi regeneration framework presents a framework for the development of the Philippi opportunity area (POA) towards unlocking its potential as a metropolitan node. It includes portions of Philippi East, Philippi industrial area and Crossroads.

Two new local cluster nodes are proposed in the Philippi opportunity area (POA). The first is at the intersection of Govan Mbeki and New Eisleben Road at the planned PTI station, the Philippi Village Hub. The second is at the planned PTI on Stock Road, which is referred to as the Joe Gqabi Hub where retail and commercial consolidation is to be supported, including high-intensity mixed uses. These two nodes are to merge to create a new town centre with high- density residential development and mixed land use intensification.

The development of the POA is focused on three key focus areas termed priority zones:

- Priority zone 1, the development of Emms Road, Amsterdam and Ingulube into an activity corridor
- Priority zone 2, the development of a town centre that is clearly recognisable; and
- Priority zone 3, the development of Sheffield Rd as a green and economically active corridor.

Local spatial objectives: development guidelines

- A flexible and incremental design approach that will support and identify key structuring elements required to initiate the change while accommodating phased growth.
- Support continuous connections with the surroundings, and prioritise NMT linkages by clustering and locating public facilities in accessible locations.
- With limited space available, support high-density and multifunctional development in order to optimise available space.
- Allow space to be activated by supporting activities/land uses that provide passive surveillance, which contributes to safe space. Also improve pedestrian walkways and provide property street lighting.
- Support multifunctional and active spaces that also play a supporting role to the drainage systems to manage flooding challenges.
- Support the making of vibrant and mixed-use active space, while allowing the space to celebrate its culture and heritages.

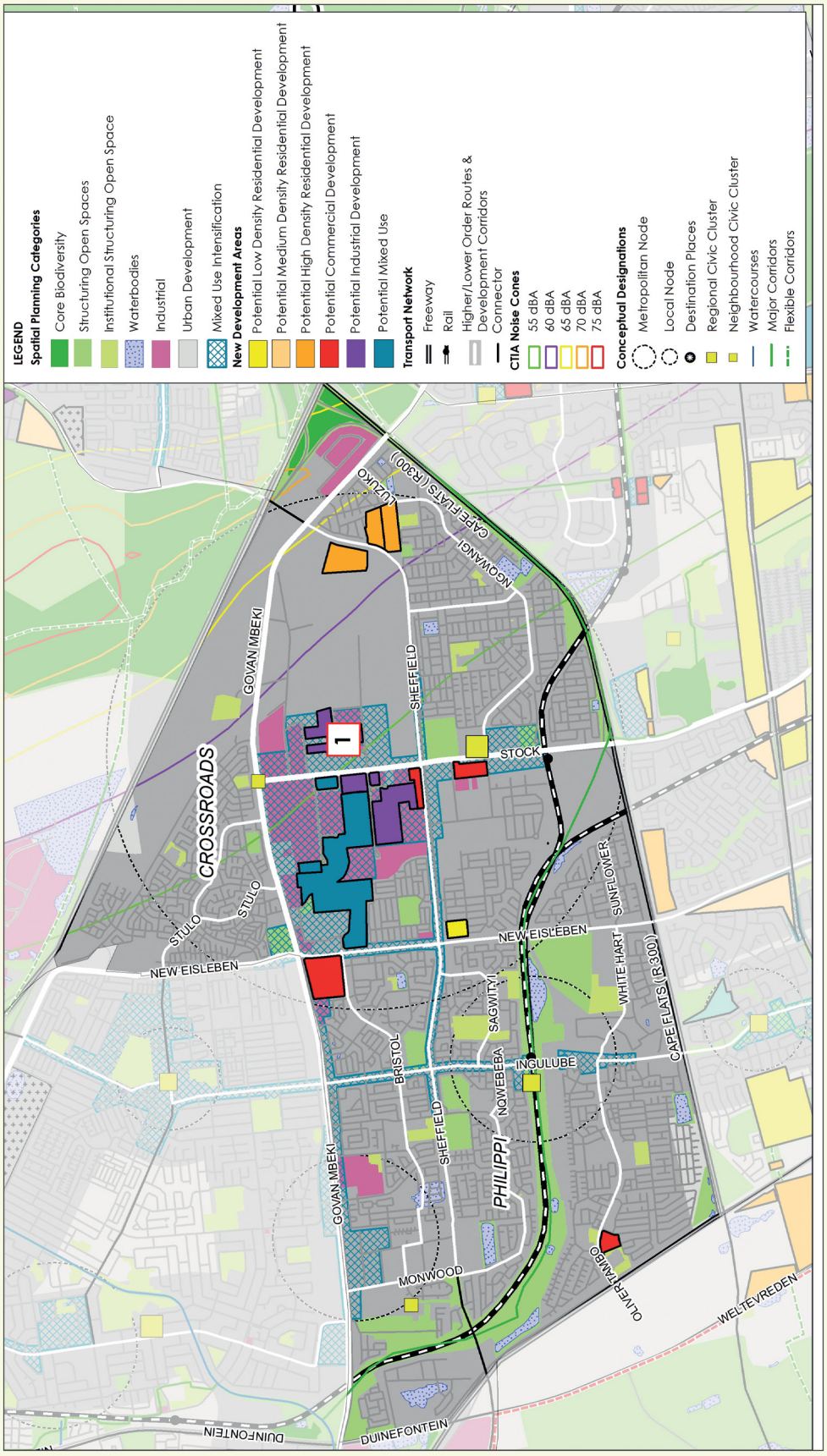


Figure 16: Subdistrict 1: Philippi

4.2 Subdistrict 2: Mitchells Plain

The Mitchells Plain subdistrict is bounded by Vanguard, the R300, Baden Powell Drive and Swartklip Road and includes the suburbs/neighbourhoods of Colorado, Weltevreden Valley, Woodlands, Beacon Valley, Lentegeur, Eastridge, Westridge, Mitchells Plain, Portlands, Rocklands and Tafelsig. Development focus areas identified within this subdistrict include Mitchells Plain CBD. Urban support focus areas identified within this subdistrict include Tafelsig, Beacon Valley and Eastridge. Colorado Park has also been identified as one of the top 10 areas in need of community facilities within the city.

Table 18: Subdistrict 2: Mitchells Plain development guidelines

SUBDISTRICT 2: MITCHELLS PLAIN SUBDISTRICT – DEVELOPMENT GUIDELINES FOR EXISTING AREAS	
LOCAL OBJECTIVES	**SUGGESTED RESPONSE/GUIDELINES/POLICY STATEMENTS**
a) Ensure a sustainable and integrated green structure. b) Maintain and improve the quality of existing public open space. c) Encourage the reclassification of AZ Berman and Spine Road to accommodate both mobility and activity functions with direct access on certain portions of these routes, where appropriate. d) Create opportunities for economic activity and employment- generating activities at different scales associated with existing public movement structure and station areas. e) Support infill development on underutilised land. f) Promote the development of multifunctional public facilities, where possible, in order to optimise use of space and enhance the safety and management thereof. g. Prevent deterioration of the natural environment and green open spaces and maximise green infrastructure potential in open spaces. h. Land should be made available for the disabled and provision of facilities that caters for the disabled communities and must cater for the elderly.	1. Support home enterprises and dwelling house conversions, encompassing a small-scale economic enterprise practice along Merrydale, AZ Berman and portions of Spine Road. The proposals should incorporate pedestrian-friendly streets. 3. Encourage NMT and the improvement of pedestrian links (by means of tree planting and the provision of street furniture and lighting from the station to the core facilities). 4. Ensure parks, open spaces and other assets provided by developers are fit for purpose and meet Council's need and service standards. 5. Promote the development of multifunctional public facilities, where possible, in order to optimise use of space and enhance safety and management thereof. 6. Lower-intensity, mixed-use development such as offices and medical surgeries at appropriate scale should be supported within 400 m (and up to 1 km in places) of urban nodes and the spines of development corridors, with a special emphasis within 400 m of these, so as to maximise the opportunities of existing infrastructure capacities. 7. Support and encourage micro-entrepreneurs to establish businesses within the residential area, where appropriate, and where they promote diversity of uses within pedestrian range. Types of activities: house shop/tuck shop, hair salon, restaurant, mechanical repair, appliance repair, business services, tailoring, shoe shop, car wash, entertainment, butchery, liquor sales, etc. 8. Support home-based micro-enterprises that encourage property owners to build four or more small-scale rental units for commercial income. 9. Ensure that the informal sector and small businesses are not excluded from formal economic development. 10. Within the urban node areas, encourage large commercial developments to establish a functional and accessible pedestrian-friendly interface between formal and informal activities; and make provision for trading spaces for SMMEs/small businesses.. 11. Support medium- to high-density residential development and commercial uses in the station areas, Lentegeur, Mitchells Plain and Kapteinsklip. 12. Where appropriate, support rezoning of land located within the station areas. Priority should be given to properties located within 1 km to accommodate high- density, mixed-use development opportunities. 13. Prevent pollution of natural water sources and features through control measures where stormwater or sewage overflow discharge points intersect with watercourses or natural features.

Subdistrict 2: New development areas

New medium-density residential development is proposed for the undeveloped properties described below. These properties provide an opportunity for medium-density 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.

Site (Mitchells Plain subdistrict map reference 3) is ideally located and provides an opportunity for mixed-use redevelopment and bulk-up in the form of commercial/office/residential development on certain portions of the underdeveloped portions of the site.

New mixed-use development is proposed on the undeveloped land (erf 1210 Mitchells Plain). This land parcel provides an opportunity for mixed-use development in the form of commercial and medium-density residential development. Support the linkage of Washington Drive and Hans Aschenborn Road, which is ideal for commercial and office activities and supporting on-street parking.

Residential infill development (medium density) is proposed for a number of undeveloped sites within the Weltevreden Valley smallholding area (Mitchells Plain subdistrict map reference 2). There is a need for precinct-level planning that will assist in consolidating how the area is developed overall. There is also a need to integrate the area with the surrounding area, and the road layout should seek to promote easy access and movement. The area presents opportunities for more medium- to high-density development, incorporating non-residential land uses to support a sustainable community.

The Kapteinsklip nodal area (Mitchells Plain subdistrict map reference 5) supports intensification and a mix of land uses. The development of this site is critical to addressing the objective of encouraging greater access to the coast, as well as the need to intensify urban nodal development in support of public transport systems. To the north of Baden Powell Drive, it is proposed that new development be enabled to encourage a mixed-use vibrant station precinct. Multistorey, mixed-use development, including commercial use should be encouraged around the station and along main access routes. Medium- to high-density infill development should further reinforce the urban node with provision made for public facilities close to the station. Development of the site should reinforce access between the station area and Kilimanjaro Road, as well as enable a new link to the south of the station from Dolomites to Merrydale Road.

The Swartklip sports ground (Mitchells Plain subdistrict map reference 4) measures approximately 51,7 ha in extent. It is proposed that a portion of the site be redeveloped to accommodate medium- to high-density residential development. The development framework should be developed on how the site can be integrated with the proposed housing development and the existing sports facilities, also considering the interface to the sports ground. It is critical that the development framework addresses the sharing of space in order to ensure optimal use of the available space.

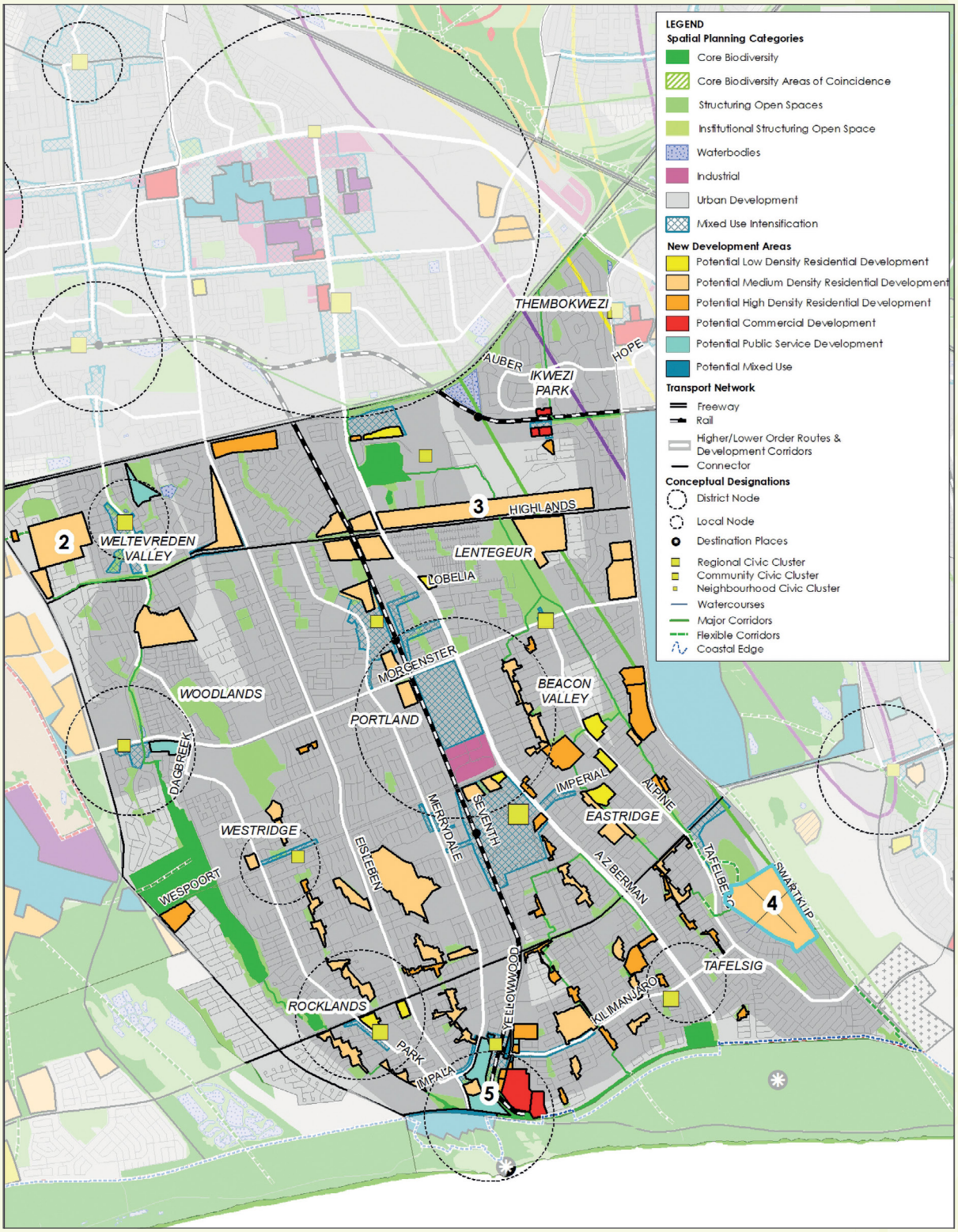


Figure 17: Subdistrict 2: Mitchells Plain

4.3 Subdistrict 3: Coastal region

The Coastal subdistrict consists of the area along the False Bay coast, which is bounded by Baden Powell and Mew Way and includes Mnandi and Monwabisi coastal resorts, Monwabisi informal settlement and Wolfgat Nature Reserve. The subdistrict is aligned along Baden Powell Drive scenic route and is characterised by steep dune slopes, the False Bay coastline and green links towards the coast and informal settlements, which are at some parts gradually encroaching towards the coast. Urban support focus areas identified within this subdistrict include Monwabisi.

Table 19: Subdistrict 3: Coastal region development guidelines

SUBDISTRICT 3: COASTAL SUBDISTRICT – DEVELOPMENT GUIDELINES FOR EXISTING AREAS	
SPATIAL DEVELOPMENT OBJECTIVES	**SUPPORTING DEVELOPMENT GUIDELINES**
a) Development along the coast must be done in a sustainable and precautionary manner. b) Support the realignment of Baden Powell to reinforce the west-east green corridor. c) Promote Wolfgat Nature Reserve as a destination place. d) Protect and enhance environmentally sensitive areas, including areas of biodiversity value in a manner that will facilitate public access and use of these resources. e) Ensure that public access to and along the coast is maintained. f) Adopt a proactive planning approach to sand mining resource management. g) Facilitate incremental densification that will promote a denser urban form.	1. Should Human Settlements decide to formalise the informal settlement in Monwabisi, consideration must be given for an appropriate interface to Baden Powell and this should be guided by the Scenic Route Land Use Management Plan or any relevant policy in this regard. 2. The Scenic Route Land Use Management Plan or updates of this policy should guide all land use management decisions (along Baden Powell Drive). 3. Promote the enhancement of local attraction in the form of a waterfront or boardwalk and create safe access to the beach. Prioritise pedestrian access between areas north of Baden Powell and the resort and beach areas to the south. 4. Promote activities that attract more tourism to the area and promote local business and economic opportunities. 5. Promote nodal rather than strip development at the coastal nodes of Mnandi and Monwabisi. 6. A minimum buffer of 50 m from primary dune areas should be respected to ensure that development impact on coastal processes is mitigated as far as possible. 7. Support upgrading and development of tourism-related infrastructure, where appropriate. This could include consolidation of infrastructure as part of an integrated development at the coastal node. 8. Promote the enhancement of the existing Wolfgat Nature Reserve as a destination place and encourage the development of recreational and educational facilities that facilitate access to the nature reserve. 9. Ensure that the creation/provision of tourist attractions/facilities are appropriate with regard to the character, scale and nature of the natural coastal area. 10. Portions of the Monwabisi area present an opportunity for medium to high-density residential infill development. A development framework should be developed for the area. 11. Oscar Mpetha Road presents an opportunity for a land use intensification corridor. Proposal should include mixed land uses inclusive of employment-generating opportunities and different housing typologies linking to the Monwabisi beach node.

SUBDISTRICT 3: COASTAL SUBDISTRICT – DEVELOPMENT GUIDELINES FOR EXISTING AREAS	
SPATIAL DEVELOPMENT OBJECTIVES	**SUPPORTING DEVELOPMENT GUIDELINES**
	12. Development proposals should enhance the opportunity for public access to, and, along the coastline. This should focus on clearly demarcated footpaths designed to reduce the impact in sensitive environments. 13. Allow for sand mining operations as provided for in the Macassar Dunes Management Plan. 14. Support in-situ upgrading opportunities for the existing Monwabisi Park informal settlement. 15. Where densities are too high to facilitate the upgrading of an area, support de-densifications of the settlements and assist with the identification and development of alternative land for resettlement.

Subdistrict 3: New development areas

Explore the opportunity for an in-situ upgrade of the Monwabisi informal settlement area. Portions that front onto Oscar Mpetha and Mew Way should be developed with high-density complemented by commercial activities.

Public access to the coast should be a foremost consideration in any development proposal for coastal nodes. Infrastructure that facilitates public access to and experience of the coastline such as boardwalks, hiking trails and viewing platforms is critical and should be supported.

Proposal for a new access to the resort area, off the current Oscar Mpetha Road alignment. This route will form a local development axis through the new development area and will enable direct access to the public beach and tidal pool area.

Encourage the development of safe gateways/access points to open spaces adjacent to the reserves. Pedestrian access between areas to the north of Baden Powel Drive and the resort and beach areas to the south must be prioritised.

While Baden Powel Drive performs a key mobility role, appropriate pedestrian access is critical in ensuring positive north–south linkage.

Coastal region upgrading (high-level conceptual framework)

Development of a concept plan to investigate the possibility of developing seaward of the coastal line in order to enhance public amenity and recreation. However, a further development must take cognisance of the existing natural systems and play a role in reducing or ensuring no

negative impacts on the biodiversity as well as other ecosystem services provided by the open space and natural systems. The concept plan must seek to explore opportunities of opening up the coastal area with the focus of using natural systems as places of attraction for tourism.

The approach for development of the area seaward needs to be clearly reserved as both a recreational asset and as a danger zone buffer. Public access to and along the coastline should not be unduly compromised, and any development should be sufficiently set back so as not to be subject to sea storm or flooding damage, especially in light of predicted sea-level rise associated with climate change. Coastal development should also minimise associated visual impact.

Macassar sand mining (Coastal subdistrict map reference 6) represents a development framework to guide the expansion of the area, incorporating the future development of the Macassar area). Detailed planning is required for the area in order to create opportunities for employment and enhancement of the livelihoods of communities in the immediate surrounding. The creation of formal residential development would also assist with the housing need.

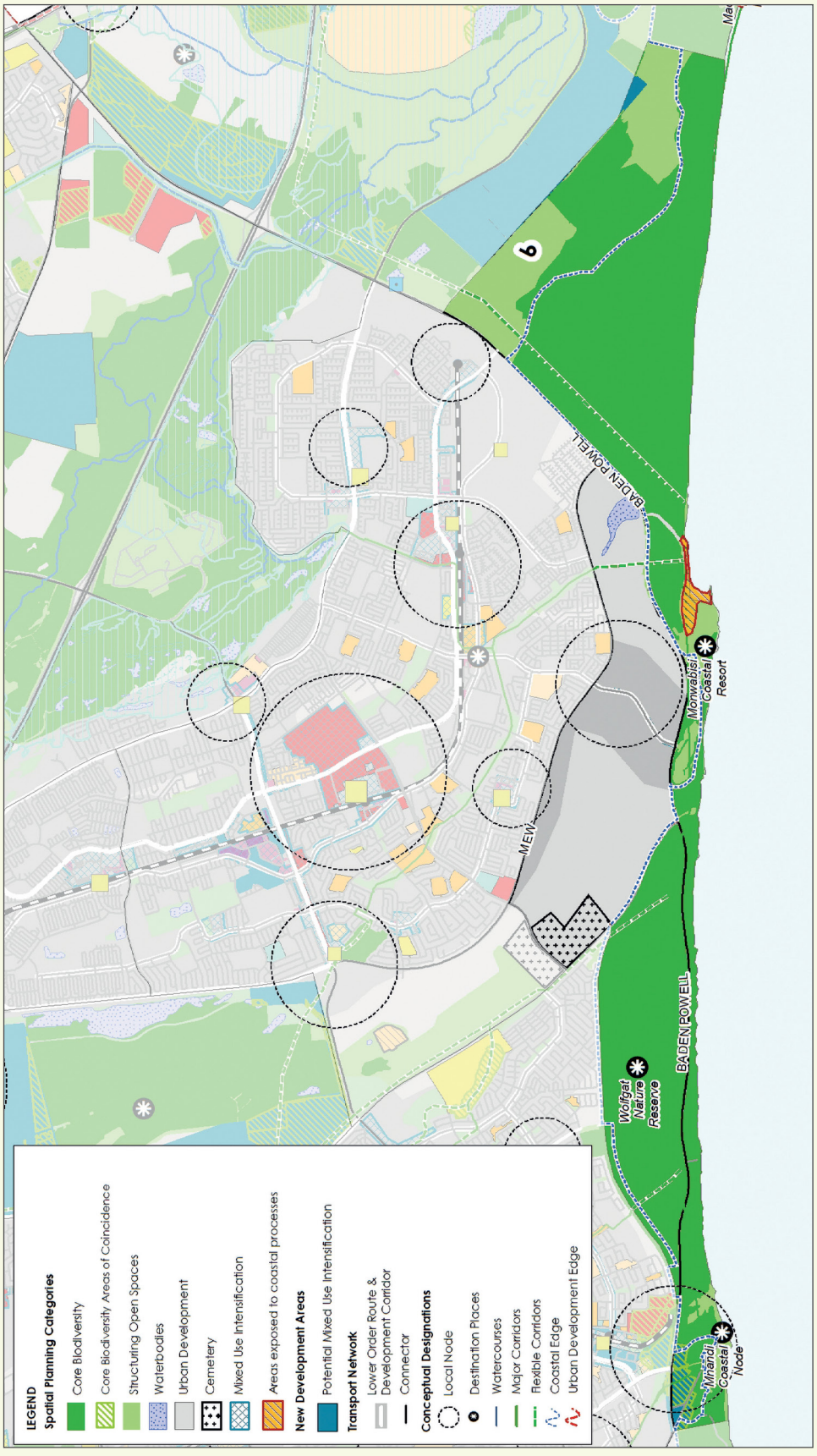


Figure 18: Subdistrict 3: Coastal region

THE 248-HA WOLFGAT NATURE RESERVE HAS UNIQUE VEGETATION CONSISTING OF CAPE FLATS DUNE STRANDVELD, DUNES AND LIMESTONE, AND SERVES AS A 'GREEN BELT' FOT SURROUNDING COMMUNITIES.

4.4 Subdistrict 4: Swartklip

The Swartklip site (erf 52676) is 500 ha of land strategically located between Mitchells Plain and Khayelitsha, which is bounded by the Khayelitsha railway, Spine Road, Swartklip Road and Mew Way. The Nolungile Station is located on the north-eastern corner, and the Lookout Hill precinct (a destination place) and municipal golf course are located opposite the south-eastern corner of the site. Although the site, which has effectively been 'sterilised' by its role as a weapons manufacturing and testing facility, has been a significant barrier between communities in the past, it now holds the opportunity to play multiple roles in terms of sustainable City development and exploration of opportunities for social and spatial integration. Development focus areas identified in this subdistrict include Swartklip.

Table 20: Subdistrict 4: Swartklip development guidelines

SUBDISTRICT 4: SWARTKLIP SITE – DEVELOPMENT GUIDELINES	
SPATIAL DEVELOPMENT OBJECTIVES	**SUPPORTING DEVELOPMENT GUIDELINES**
a) Develop in synergy with the existing natural environment, forming an integrated open space system that is enhanced. b) Creating a high-quality and vibrant public realm by designing streets, and parks as focus of community life. c) Establish a broad mix of social facilities and infrastructure development. Incorporate a mix of well-located, multifunctional social facilities to establish integrated urban development and liveable neighbourhoods. These meet the needs of the population, support higher densities and allow for smaller living spaces. d) Establish a compact urban development with higher residential densities. This creates an appropriate development intensity that maximises the utilisation of the area and realises a more efficient development. l) Provide for a mix of land use and employment-generating activities. m) Promote a diversity of uses and provide for a wide range of usage groups.	1. Noxious or risk industry should not be supported on the Swartklip site, however various areas could be considered for general industrial activity. 2. As a general principle, housing should seek to reinforce the public environment by creating positive interfaces with streets and open space. 3. Ensure that the development of the Swartklip site plays an integration role between Khayelitsha and Mitchells Plain. Ensure the opportunity for an east–west connection linking Khayelitsha to Mitchells Plain exists on the northern portion of the site. 4. Support pedestrian and vehicular connections across the railway line from Govan Mbeki Road, opening up linkages to the area and mitigating the barrier effect of the rail line. 5. Support the activation of Swartklip Road as a development corridor. 6. Encourage puncturing access to the site with structuring routes to enhance permeability and access. This should occur through the continuation of east–west links through Mitchells Plain into the Swartklip site, including providing access to the site at Highlands Drive, Morgenster and Imperial Roads as well as connections with Khayelitsha via Aliam and Sigwele off Mew Way. 7. Support the activation of Spine Road as a development corridor allowing access to the southern development portions of the site. 8. Encourage appropriate provision for NMT access on structuring routes as well as in relation to public links and walking trails within the conservation and park areas. 9. Residential uses are not recommended above the 65 dBa noise contour zone of the CTIA planned primary runway 2, which is to be realigned, as well as the planned second runway. No new residential developments should be encouraged within the affected areas without noise mitigation measures in place.

Subdistrict 4: New development areas

Economic opportunities

The system of access and exposure to the site presents opportunities in terms of accommodating a range of economic opportunities.

Development of the site should maximise the opportunity for a vertical and horizontal mix in residential and commercial activity. The development should seek to accommodate a range of scale of economic opportunity, particularly around areas of high exposure. The innovative use of existing buildings to support economic activities should be explored.

Facilitate the provision of infill housing opportunities

The site offers the opportunity to accommodate a range of typologies of housing and income groups. The site further offers medium-density housing fronting onto and within the zone proximate to the Swartklip Road development route.

The northern portion of the site, particularly areas that are proximate to the Nolungile Station, is indicated for a component of restricted development. This potential should be reviewed in the light of updated information on the noise impacts of the potentially realigned runway. Once potential impacts have been considered, alternative uses such as light industrial may be considered in this area.

An opportunity for a gradient toward lower-density residential development is presented by the less exposed, internal areas of the site, particularly where they interface with the conservation area. Where secured, publicly assisted housing should explore a range of mechanisms to ensure that rental and ownership options are catered for and that delivery of a range of housing gap housing that should be catered for on-site.

Proposed special destination place

Propose a metropolitan park and conservation area, explore opportunities for a metropolitan-scale park and conservation area associated with the Swartklip site in order to promote the site as a special destination place and enhance access to open space in the area.

The park could be incorporated on the eastern edge of the Swartklip site and could have a multifunctional role to assist in unlocking the range of commercial and tourism potentials that are envisaged for the site.

It is proposed that formal conservation protection is afforded to a large portion of the site, including the significant longitudinal dunes in the central area of the site to ensure protection for the last remaining inland unprotected Cape Flats dune system with associated wetland in the City and a significant area of high-quality Strandveld vegetation.

The conservation area should conserve the highly threatened flora and fauna community on-site, as well as promote the integrity of the biodiversity network by forming the northern anchor in the biodiversity corridor.

Urban development

Promote integrated planning and development, where possible, and enhance the quality of the urban environment by improving the quality of open space and natural structuring elements. Maintaining the natural integrity of the site is critical as it forms part of the biodiversity network and is a core conservation site.

The location of public facilities should be informed by the system of access set up by the movement network. Public facilities should be clustered at accessible locations associated with the series of public access points to the site. The types of facilities developed are likely to be of a local order.

4.5 Subdistrict 5: Site C, TR section and surrounds

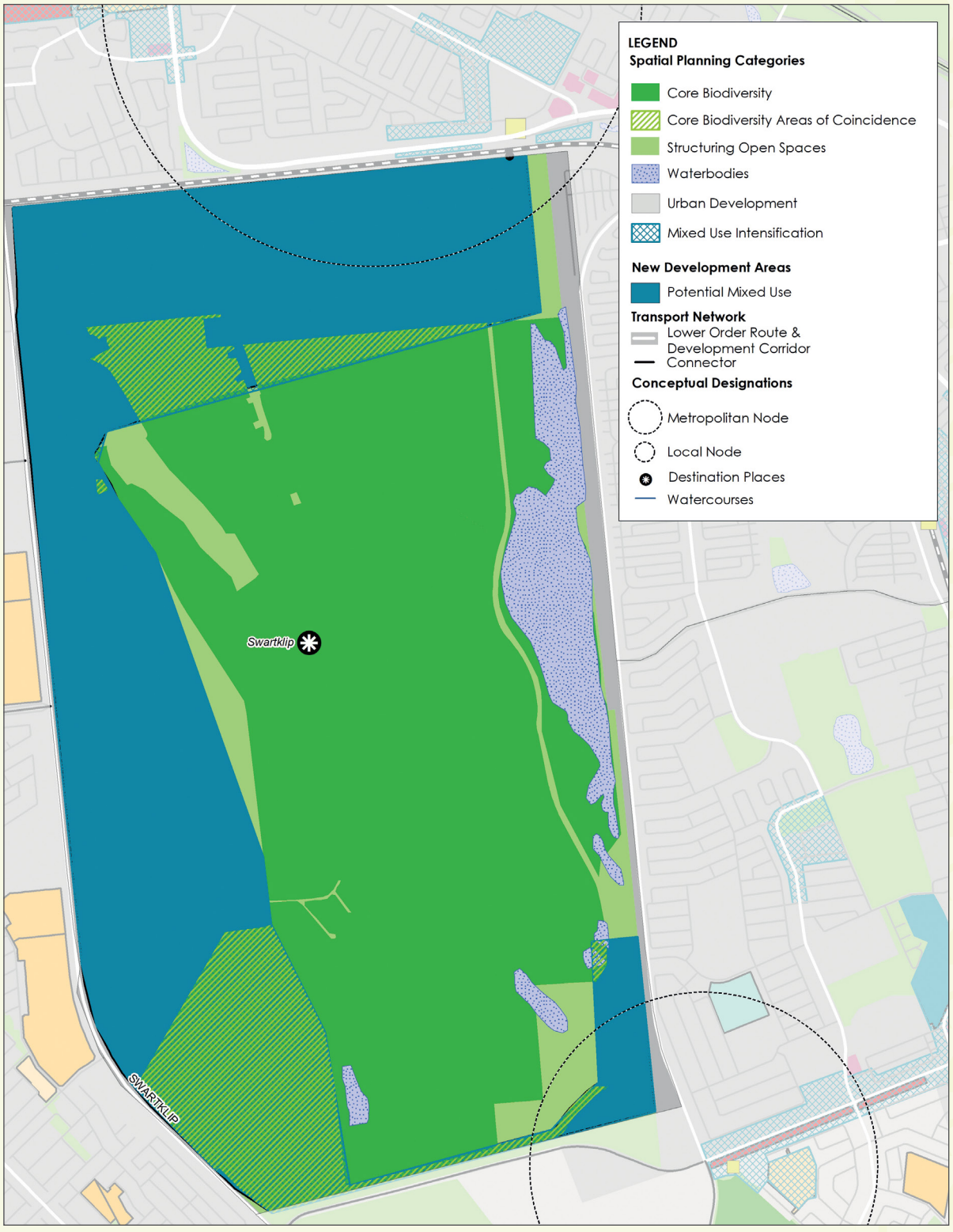


Figure 19: Subdistrict 4: Swartklip

This subdistrict largely lies in the north-east quadrant of Khayelitsha. The subdistrict is bounded by the N2, Govan Mbeki Road, Pama Road, Mew Way and Swartklip Road and includes two of the most intensively utilised stations in the metropolitan area, namely Nolungile and Nonqubela railway stations. A major component of this subdistrict is squatting areas which, often illegally, occupy land identified for the development of business, community facilities and other housing projects. Development focus areas identified within this subdistrict include Bongweni. The entire subdistrict has been identified as a need for urban support focus areas. Bongweni has also been identified as one of the top 10 areas in need of community facilities within the city.

Table 21: Subdistrict 5: Site C, TR section and surrounds development guidelines

SUBDISTRICT 5: SITE C, TR SECTION AND SURROUNDS – DEVELOPMENT GUIDELINES	
SPATIAL DEVELOPMENT OBJECTIVES	**SUPPORTING DEVELOPMENT GUIDELINES**
a) Promote opportunities for business activities in close proximity to public transport routes, transport interchange precincts and services. b) Prioritise the relocation of informal settlements located within the future Blue Downs rail link reserve.	1. De-densification should be supported in areas identified as critical to the open space system, particularly detention areas prone to flooding. This includes the following areas: i. Areas around Nolungile Station, TR section Bongweni along Mew Way, Bongweni along Govan Mbeki Road, RR section and Mxolisi Phetani (part of the Nolungile–OR Tambo Axis) ii. Densely populated areas north of Pama Road iii. Southern edge along the N2 Victoria Mxenge and K section in Site B (where re-densification and relocation could be considered to ensure that proposed open spaces become functional). 2. Support the upgrading of existing informal settlements that are located on land suitable for urban development. 3. Allowance should be made in the provision of essential and basic services for the management of greywater and flooding. 4. Plan for growth and change through best practice design of services, infrastructure, open space and recreation facilities. 5. Nolungile and Nonqubela stations should be strengthened as commercial nodes. 6. Support and encourage micro-entrepreneurs to establish businesses within the residential area, where appropriate, and where they promote diversity of uses within the pedestrian range. Types of activities: liquor sales, street trading, house shop/tuck shop, hair salon, restaurant, mechanical repair, appliance repair, business services, tailoring, shoe shop, carwash, entertainment, butchery, etc. 7. Support home-based micro-enterprises that encourage property owners to build four or more small- scale rental units for commercial income. 8. Promote mixed use with associated two- to three-storey housing and commercial activity along Solomon Tshuku in Site C. 9. Facilitate safer pedestrian access across railway lines and high-order mobility routes.

SUBDISTRICT 5: SITE C, TR SECTION AND SURROUNDS – DEVELOPMENT GUIDELINES	
SPATIAL DEVELOPMENT OBJECTIVES	**SUPPORTING DEVELOPMENT GUIDELINES**
	10. Support community-based urban agriculture initiatives, where appropriate. Potential for this may be explored in the following areas: i. On the northern edge of the Site C flanking the N2 freeway. This will help to create a buffer between the settlement and the freeway. ii. To the south of Nolungile Station – a mixed-use green zone provides a buffer between urban development and the Swartklip site. 11. Support the upgrading of Site C area fronting onto the N2 freeway to create a positive interface. 12. Applications for legal taverns and shebeens should be considered along higher-/lower-order development routes and corridors. Where embedded in residential areas, careful consideration should be given to whether the use is appropriate, especially with impacts on surrounding uses (e.g. crèches and other education facilities, churches) as well as on-site considerations. Off-site liquor sales should be treated as house shops for strictly take-way and any possible impact minimised, e.g. operating times.

Subdistrict 5: New development area

Washington Square

Promote mixed-use development or medium-density housing fronting onto Swartklip Road. This potential should be reviewed in light of updated information on the noise impacts of the potentially realigned runway. The remainder of the site should accommodate a mix of residential forms as well as appropriately located community facilities.

The Oliver Tambo precinct

The OR Tambo precinct is located in a highly exposed area at one of the two access points to Khayelitsha off the N2 and has high economic opportunities. Proposals for the site should seek to capitalise on this visibility and opportunity through encouraging new mixed-use development associated with the precinct. This could include new retail/commercial development, as well as a mix of medium-/high-density housing opportunities to be defined through local precinct planning. New development should create a positive interface with Thabo Mbeki Road, fronting onto the street and defining the public space through active ground-floor interfaces.

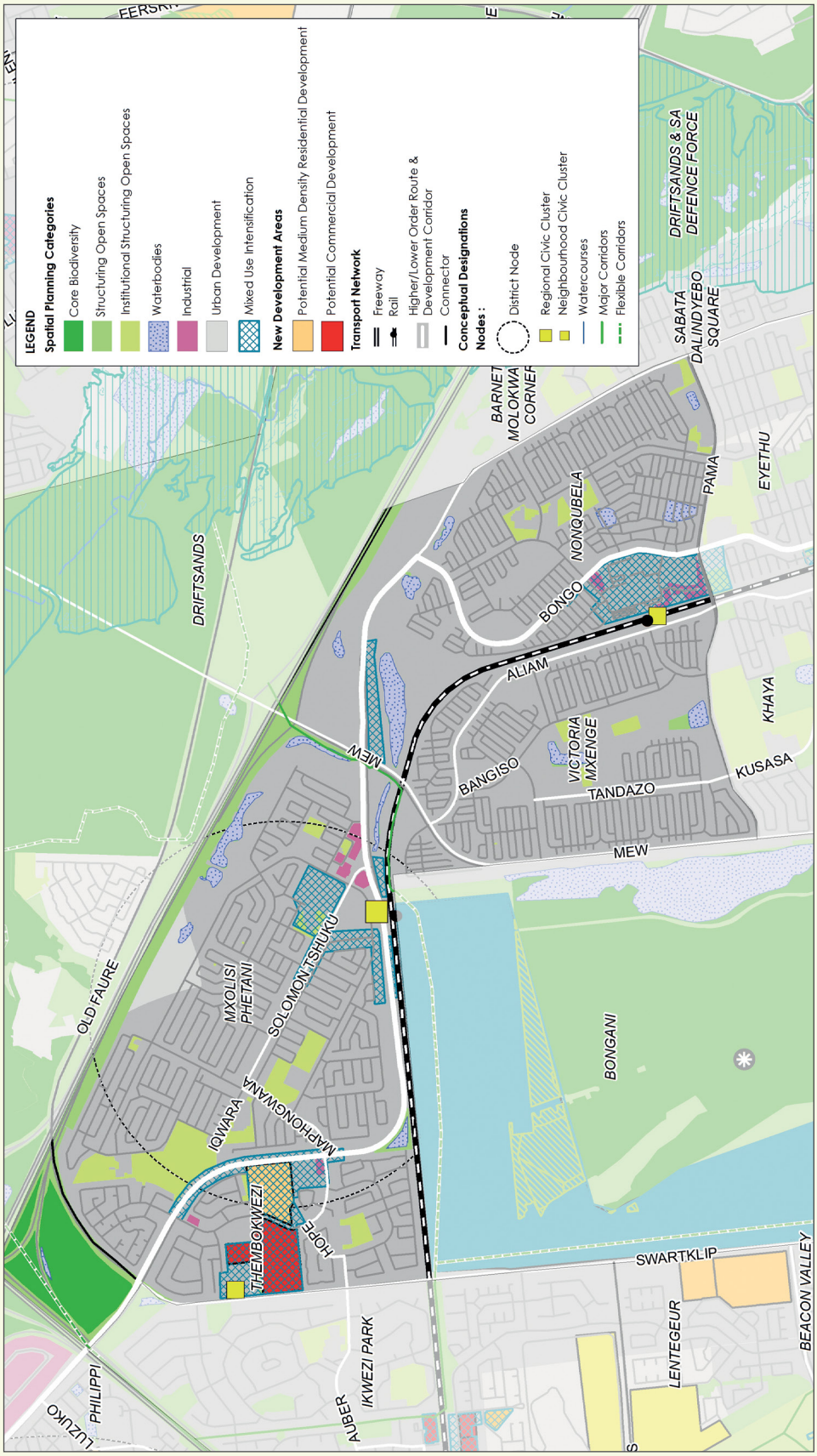


Figure 20: Subdistrict 5: Site C, TR section and surrounds

[CAPTION]

4.6 Subdistrict 6: Greater Khayelitsha

The Greater Khayelitsha subdistrict is bounded by the N2, Swartklip Road, Baden Powell and Lansdowne Roads and includes Khayelitsha CBD, Eyethu, Ilitha Park, Harare, Kuyasa, Umrhabulo Triangle, Mandela Park, Graceland, Griffith Mxenge and Silvertown. The subdistrict is characterised by monofunctional land uses (mainly residential), with informal settlements in some parts. Development focus areas identified within this subdistrict include Khuyasa Station precinct and Khayelitsha CBD. Urban support focus areas identified within this subdistrict include Enkanini and Makhaza. Harare and Makhaza have also been identified as one of the top 10 areas in need of community facilities within the city.

Table 22: Subdistrict 6: Greater Khayelitsha development guidelines

SUBDISTRICT 6: GREATER KHAYELITSHA – DEVELOPMENT GUIDELINES	
SPATIAL DEVELOPMENT OBJECTIVES	**SUPPORTING DEVELOPMENT GUIDELINES**
a) Facilitate opportunities for infill housing and densification in a manner that will contribute to the upliftment of the area. b) Encourage land use transformation in dilapidated areas that will accelerate urban regeneration (e.g. in proximity of the Khayelitsha CBD and Kuyasa Station). c) Identify opportunities for the establishment and support of SMMEs. d) Reduction of unregulated/ illegal liquor outlets to reduce the negative impact associated with alcohol use.	1. Within the CBD area, encourage large commercial developments to establish a functional and accessible pedestrian-friendly interface between formal and informal activities. 2. Encourage local business development along local streets displaying existing local business energy or the potential to accommodate local business development, where business activity can be reinforced, such as in Spine Road, Phakamani Road, Jeff Masemola Road, Ngcwalazi Drive, Ntlazane Road, Walter Sisulu Road. For example, offices and medical surgeries at appropriate scale should be supported. 3. Support home-based micro-enterprises that encourage property owners to build four or more small-scale rental units for commercial income. 4. Application for legal taverns and shebeens should be considered along development corridors and other structuring routes. Where embedded in residential areas, careful consideration should be given to whether the use is appropriate, especially with impacts on surrounding uses (e.g. crèches and other education facilities, churches) as well as on-site considerations. Off-site liquor sales should be treated as house shops for strictly take-way and possible impact minimised, e.g. operating times. 5. Support and encourage spatial change that is visible through the small-scale end result of investment. These investments are in the form of conversion of the front of the house to business/shop, the upright extension onto first floors, intense interior arrangement to optimise income, conversion of entire dwelling for commercial use and encroachment outside property boundaries to provide business infrastructure, where appropriate and safe for pedestrian movement. 5. Support and encourage the viability of street-front retail in many parts of the district and must be strengthened through greater support of informal street-front retail activity. These are the areas that have potential: Jeff Masemola, Spine Road, Govan Mbeki, Ntlazane Road, Ngcwalazi Drive, Walter Sisulu, portions of Steve Biko Road, Oscar Mpetha and other relevant roads within the district. 6. Support development of a dignified public environment that will support economic activity, and provide confidence for private investment in the area and ensure a safe pedestrian environment. 7. Reinforce the development of emerging nodal areas (e.g. Kuyasa Station, Harare Square) to serve surrounding suburbs. 8. Cluster and locate activities and public facilities in accessible and ideal locations.

	9. Reinforce high-density and multifunctional open spaces by supporting the sharing of available land, e.g. support the multifunctional and active open space even if the primary use is for ecological functions. 10. Encourage integrated multifunctional stormwater and green spaces. 11. Encourage sports facilities – should be enclosed around schools and residential apartments, and school grounds that are underutilised should be considered for residential apartments with enclosed sports facilities. 12. Closure of any open space in the area should be discouraged given the extent of under-provision. In addition, provision of quality multifunctional open space should be promoted. 13. Support, where appropriate, the provision of local parks and sports fields as part of the integrated settlement upgrades. 14. Where possible, support and encourage integration of open space network with school facilities through the shared use of sports fields with the surrounding communities. *The list above is not exhaustive.*

Subdistrict 6: New development areas

Khayelitsha CBD

Vacant land west of Walter Sisulu Road toward the station presents the opportunity for more intense mixed-use development (including retail and commercial and high-density residential activity).

Active edges onto the pedestrian network should be promoted through the development of ground-floor retail and commercial interfaces (and public facilities) that provide access to these spaces, and by defining pedestrian space in line with local urban design guidelines.

The western side of Khayelitsha Station presents opportunities for new development. It is proposed that a new station forecourt be developed, associated with new mixed-use development between Ntlazane Road and the station.

Support mixed-use development within the Khayelitsha CBD in areas where there are potential for commercial development.

District station areas and gateways (corner of Spine and Mew Way, corner of Spine and Govan Mbeki)

Support mixed-use development along Phakamani Road. The sites that are currently vacant and earmarked for industrial purposes should be considered for the development of commercial activities and promoting nightlife.

Portions of Spine Road to be developed with mixed-use commercial activities with buildings up to three to four storeys high, with residential components on the top floor, and also promoting nightlife activities. Permit direct access on some portions of Spine Road, and allow properties backing onto that road to have direct access from Spine Road with active street frontage on economic active portions of the road.

Underutilised public open spaces along Spine Road to be used/converted for recreational and commercial activities.

Support tourist-related initiatives complementing Lookout Hill and promote it as a tourism gateway to the area, and upgrade infrastructure in the area to make it more attractive and appealing for tourists.

Residential infill development (medium density) is proposed for a number of unused school sites located in older, established residential areas in the greater Khayelitsha area.

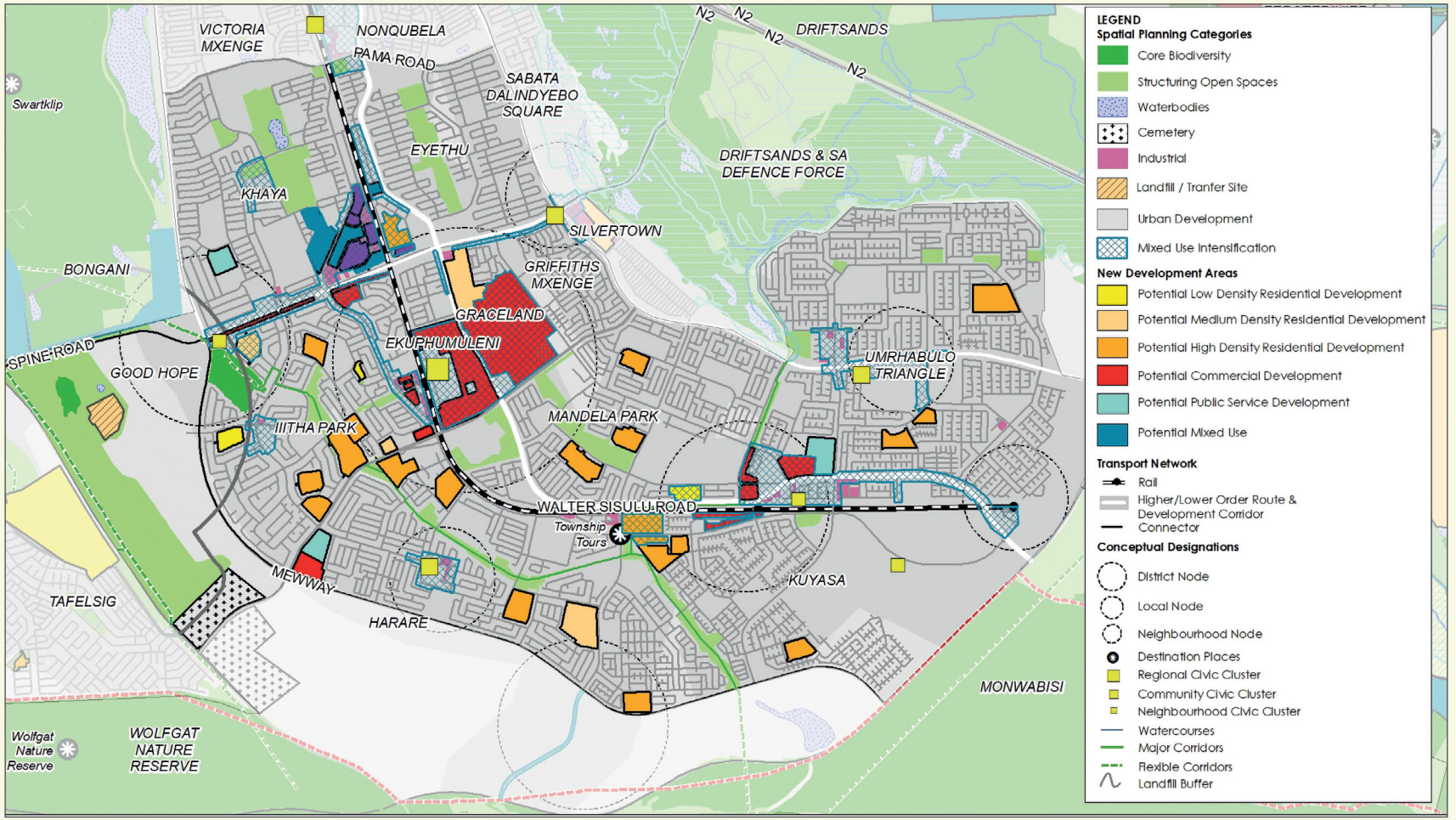


Figure 21: Subdistrict 6: Greater Khayelitsha

4.7 Subdistrict 7: Driftsands

Subdistrict 7 is bounded by portions of Hindle Road, the R300, the N2, Lansdowne Road, Baden Powell Drive and Faure Road and is traversed by the Kuils River system along its entire width. The subdistrict is divided by the N2 national road and includes Green Park and Los Angeles informal settlements and Sikhumbule township. The Cape Town Film Studio is also located in this subdistrict.

Table 23: Subdistrict 7: Driftsands development guidelines

SUBDISTRICT 7: DRIFTSANDS – DEVELOPMENT GUIDELINES	
LOCAL OBJECTIVES	**SUGGESTED RESPONSE/GUIDELINES/POLICY STATEMENTS**
a) Identify alternative housing opportunities for informal settlements and support initiatives to improve access of communities to basic services, including engineering services, health services and education. b) Ensure the retention of unique environmental assets that exist on land. c) Facilitate increased connectivity and integration with surrounding areas. d) Relocation of informal settlement within the dam wall and other wetland areas. e) Establish measures to project the Kuilsriver corridor from pollution. f) Erf 543 has the potential to unlock much needed employment opportunity in the form of industrial development. There is a need for an overall precinct planning structure and strategy to provide coordination and direction in terms of future land uses.	1. Investigate the feasibility of establishing initiation sites within this subdistrict. 2. Support in situ upgrading of Green Park and Los Angeles informal settlements. Investigate the possibility of housing development opportunities. 3. Adequate linkages should also be established to link the existing settlements within the Driftsands area to areas across the R300 and N2. 4. Support residential and mixed-use infill development within and around the Cape Town Film Studio area. Development to ensure appropriate interface with natural biodiversity corridor.

Subdistrict 7: New development areas

Conserve remnants of sensitive and threatened vegetation types and control development pressure in the key sensitive areas in the Faure area.

Land uses that may negatively impact drainage should be avoided near the Kuils River, its floodplains and wetlands, as well as over the aquifer, particularly built-up areas.

Support residential and mixed-use infill development in accordance with the approved Development Framework and Environmental Authorisation of the Cape Town Film Studio (previously known as Dreamworld). Development to ensure appropriate interface with natural biodiversity corridor.

Investigate the possibility of residential infill development (medium density).

Due to urbanisation and land settlement in this precinct (Driftsands subdistrict map references 8 and 9), the future of the Driftsands nature area is in the process of being deproclaimed. There is a need to give planning direction to maximise opportunities. The precinct planning structure should be compiled by a multidisciplinary team with active engagement from the departments of Human Settlement, Environmental Management, Engineering Services, Spatial Planning and Land Use Management involving representation by all role players at both a local, provincial and national level. The site presents opportunities for a mixed-use development where meaningful job opportunities can be created. The development of the area should ensure maximum protection to viable conservation areas, ensure proper communication with existing surrounding communities and consider their requirements in the development of the area.

The military base camp (Driftsands subdistrict map reference 7) is seen as a strategically located site, with easy access to the N2, R300 and N1. The site should be investigated in terms of the need for the military base camp, or to possibly relocate the military base and open up the land for development opportunities in the form of industrial development. The district currently has only one functional industrial area, which is the Blackheath area) Other potential industrial areas have been lost to land invasion.

The district's population is expected to grow in the next 10- to 20-year horizon, and the need to create or start planning for employment opportunities is crucial at this stage. However, the employment opportunities should be within close proximity to where people reside in order to minimise the long travel distance to work and congestions as a result of people converging to the city centre. Therefore, there is a need for a feasibility study to understand how the site can be unlocked for the opportunities it offers to the district, and for the development of a precinct plan on how the site can be developed.

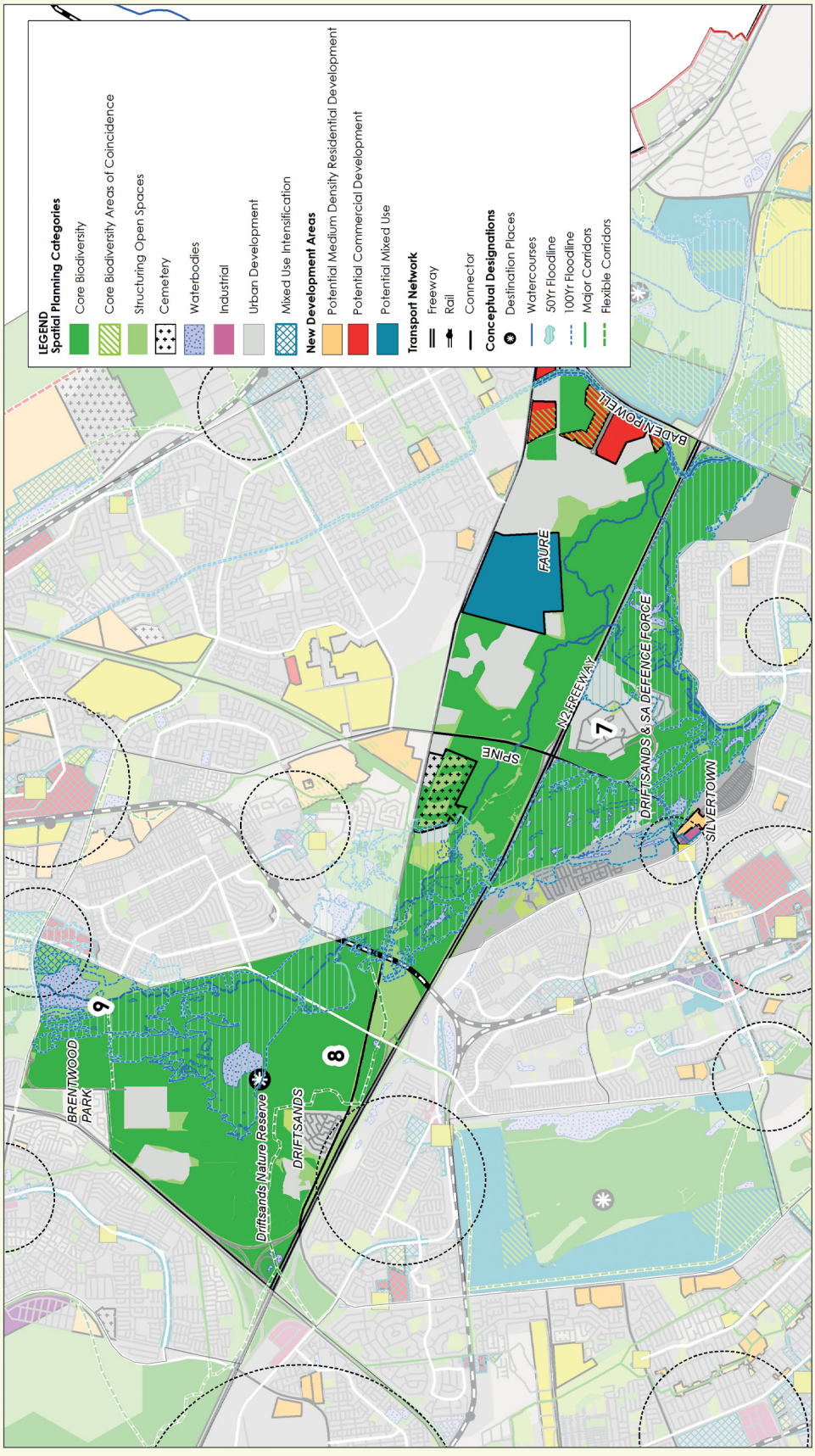


Figure 22: Subdistrict 7: Driftsands

4.8 Subdistrict 8: Mfuleni, Fairdale and Fountain Village

The Mfuleni subdistrict is bounded by Hindle Road, Faure Road, Eersriv Way and Driftsands Nature Reserve. Urban support focus areas identified within this subdistrict include Mfuleni and Fairdale. Mfuleni has also been identified as one of the top 10 areas in need of community facilities within the city.

Table 24: Subdistrict 8: Mfuleni, Fairdale and Fountain Village development guidelines

SUBDISTRICT 8: MFULENI, FAIRDALE AND FOUNTAIN VILLAGE – DEVELOPMENT GUIDELINES	
SPATIAL DEVELOPMENT OBJECTIVES	**SUPPORTING DEVELOPMENT GUIDELINES**
a) Promote opportunities for business activities and higher-density residential development 1 km from public transport routes, transport interchange precincts and services. b) Increase the development and economic potential of the area by facilitating increased connectivity and integration with surrounding areas. c) Facilitate opportunities for densification in a manner that will benefit and uplift the area. d) Ensure development of quality environments. e) Development of a functional network of open space, including active and passive open spaces such as sports fields and parks respectively. f) Deliver improvements to planning application processes aimed at making them simpler, and reducing average time taken to determine planning applications.	1. Land use applications (where applicable) should respond to future road and rail links, including: i. The rail extension from Khayelitsha to link with Blue Downs through Mfuleni ii. The Mew Way/Saxdowns link iii. Klipfontein Road extension 2. Support development resulting in land use intensification and appropriate mixed uses along identified development routes, around nodes and key intersections and development along current and future public transport routes that facilitate safer pedestrian access across railway lines and high-order mobility routes. 3. Ensure that the informal economy and small businesses are not excluded from formal economic development. 4. Encourage large commercial developments to make provision for trading spaces for SMMEs/small businesses. 5. Investigate the potential for development that is complementary to the existing sports facility precinct at the Hindle/Eerste River node in order to capitalise on potential economic opportunities associated with the sports facility precinct, without compromising the optimal functioning of this important facility. 6. Support NMT within the CBD, especially between the taxi rank and the library. 7. 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 settlement. 8. Allowance should be made in the provision of essential and basic services for the management of greywater and flooding. 9. Support and encourage micro-entrepreneurs to establish business activities along development routes and corridors, within transport interchanges (bus and rail), and within 800 m up to 1 km from these routes. Consideration should also be given to these types of activities within residential areas, where appropriate and where they promote diversity of uses within pedestrian range. Types of activities: liquor sales, street trading, house shop/tuck shop, hair salon, takeaway/restaurant, mechanical repair, appliance repair, business services, tailoring, shoe shop, car wash, entertainment, butchery, etc. 10. Support home-based micro-enterprises that encourage property owners to build four or more small-scale rental units for commercial income.

11. Application for legal taverns and shebeens should be considered along development routes and other structuring routes. Where embedded in residential areas, careful consideration should be given to whether the use is appropriate, especially with impacts on surrounding uses (e.g. crèches and other education facilities, churches) as well as on-site considerations. Off-site liquor sales should be treated as house shops for strictly take-away and possible impact minimised, e.g. operating times.
12. Encourage local business development along development routes displaying existing local business energy or the potential to accommodate local business development where access and direct erf frontages are allowed, such as Mfuleni Main Road.
13. Create and promote opportunities for the establishment of SMMEs within appropriate areas that will uplift the area. Where feasible, Council-owned vacant land located along Mfuleni Main Road should be investigated for development of informal trade areas such as markets and related trade uses.

The list above is not exhaustive.

Subdistrict 8: Mfuleni new development areas

Mfuleni CBD area should be supported for mixed-use development from high-density residential, civic node, commercial and employment-generating uses, to maximise the opportunity of its close proximity to the future station precinct of the proposed Blue Downs Rail link.

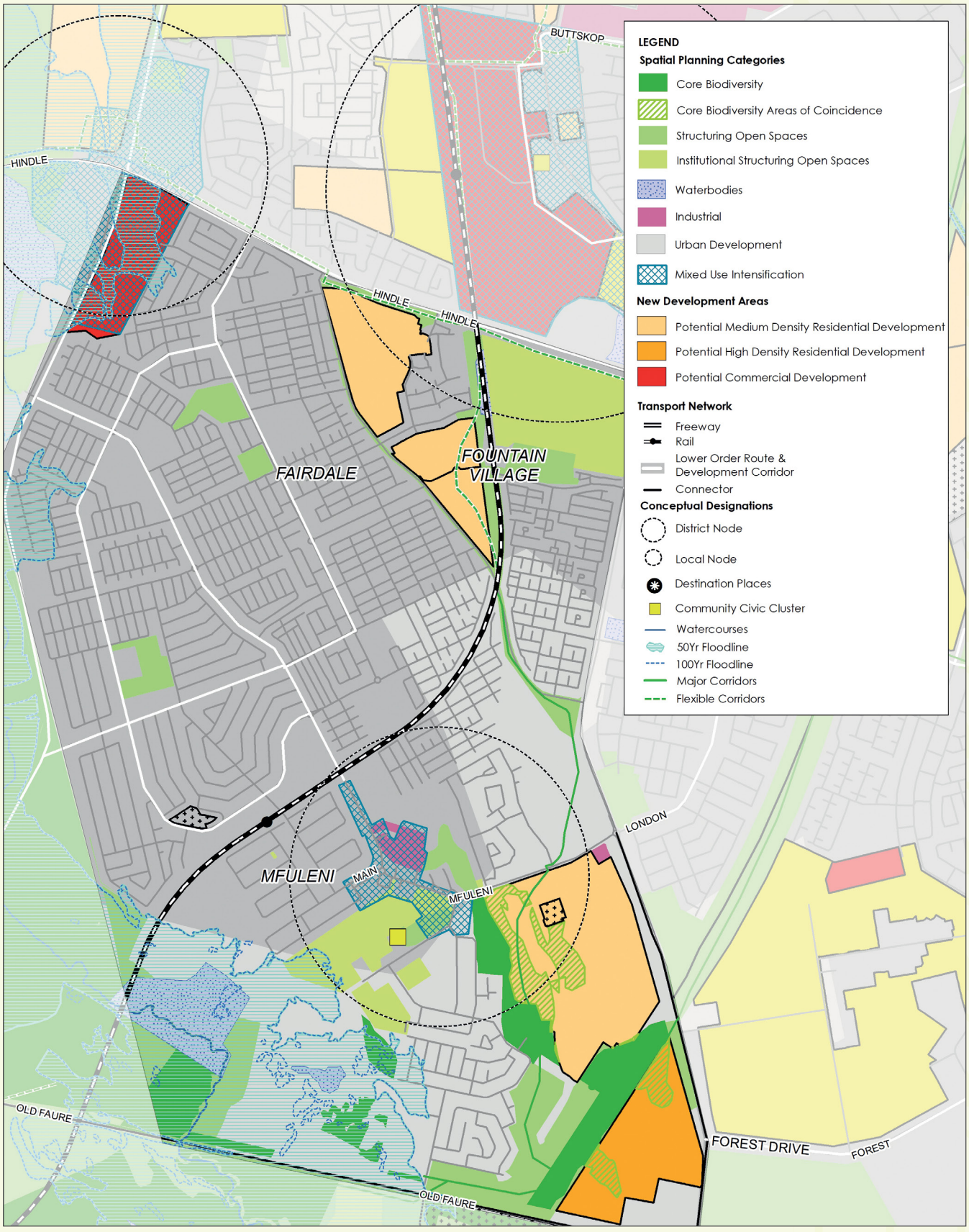


Figure 23: Subdistrict 8: Mfuleni, Fairdale and Fountain Village

4.9 Subdistrict 9: Greater Blue Downs

The Greater Blue Downs subdistrict is bounded by Stellenbosch Arterial to the north, Van Riebeeck Road to the east, Kuils River Freeway to the west and Hindle Road, Eersriv Way and Faure Road to the south. Urban support focus areas identified within this subdistrict include Happy Valley and Wesbank.

Table 25: Subdistrict 9: Greater Blue Downs development guidelines

SUBDISTRICT 9: GREATER BLUE DOWNS – DEVELOPMENT GUIDELINES	
SPATIAL DEVELOPMENT OBJECTIVES	**SUPPORTING DEVELOPMENT GUIDELINES**
a) Facilitate land use intensification (density and diversity) along high-accessibility routes. b) Develop a conceptual development framework for the Blue Downs CBD area that establishes a platform that allows for the exploration of development options and their implications for the physical development of the area. c) Reinforce industrial activities in industrial areas to promote employment within the district. d) Maintain and improve the quality of existing open space systems and interfaces.	1. Erven 1898 and 2294 (Butterfly Blue) support a development framework that will establish a mixed-use, affordable medium- to high-density residential and commercial development incorporating service industrial/commercial/office uses and regional public facilities. 2. Take existing and proposed new rail and station locations into account when assessing development applications and preparing spatial plans to ensure that the land use intensification opportunities are exploited. 3. Support township layouts that facilitate public transport provision and encourage road structures that provide logical and accessible public transport routes. 4. Within the CBD areas, encourage large commercial developments to: i. establish a functional and accessible pedestrian-friendly interface between formal and informal activities ii. make provision for trading spaces for SMMEs/small businesses. 5. Encourage land use intensification and an appropriate mix of land uses to develop along identified development corridors and along certain sections of Wesbank Road (where an existing high-street character prevails), to the extent that it will not compromise the functioning of this road as a district structuring route. 6. Intensification within the district and local nodes (Blue Downs CBD, Blue Downs Station node, Eerste River CBD) should focus on commercial and mixed-use development. 7. Intensification should also be concentrated in suitable locations abutting development routes (for example, along the rerouted Eersriv Way, Hindle Road, Blue Downs Way, Forest Drive), focusing on residential densification and supporting commercial and mixed-use development around identified nodes (such as the Blue Downs CBD). 8. Development relating to intensification should define key public spaces, including sports fields and parks. This includes encouraging positive orientation of development to open space. 9. Promote high-intensity development with mixed land use intensification, including higher-density residential development. 10. Applications for legal taverns and shebeens should be considered along local activity streets and other structuring routes. Where embedded in residential areas, careful consideration should be given to whether the use is appropriate, especially with regard to impacts on surrounding uses (e.g. crèches and other education facilities, churches) as well as on-site considerations.

SUBDISTRICT 9: GREATER BLUE DOWNS – DEVELOPMENT GUIDELINES	
SPATIAL DEVELOPMENT OBJECTIVES	**SUPPORTING DEVELOPMENT GUIDELINES**
	11. Support home-based micro-enterprises that encourage property owners to build four or more small-scale rental units for commercial income. 12. Support intense urban environments and residential densification in close proximity to the civic precinct at the intersection of Eersriv Way and Hindle Road. 13. Support higher densities along the future rail station area. 14. Direct development away from the floodplain of the Kuils River. Development setback lines for rivers and wetlands should be subject to detailed investigation as part of the EIA processes. 15. Maintain river systems within the 100-year floodline; wetlands and seasonal wet areas as recreational and ecological corridors. 16. Carefully manage existing industrial areas to protect light industrial uses while permitting alternative uses such as wholesale, retail, office, and even residential in well-located peripheral parts.

Subdistrict 9: New development areas

Blue Downs and surrounding areas

Support development of vacant land parcels for medium- to higher-density development, with a focus of density on the vacant portions along Nooiensfontein Road. Opportunities for job creation in such developments should also be explored, especially along the main spine in the developments. Adequate provision should be made for non-residential uses such as schools, open spaces, church sites, etc., which should be in line with the requirements of the local authority.

Blue Downs Central Business District (CBD)

New mixed-use development is proposed for the undeveloped land (Blue Downs subdistrict map reference 10). This land provides an opportunity for mixed-use development in the form of light industrial, commercial and office development and potentially accommodate residential development, given the locational benefits available for business intensification.

A pre-feasibility study should be undertaken for the Blue Downs area around the CBD precinct. Consider potential for this subdistrict to become a major growth corridor in the district, especially when the amount of available major vacant land is taken into account. There is a need for precinct-level planning for the formulation of development scenarios of the Blue Downs CBD that forms part of a larger district node. TOD principles will be a key element to be addressed in the proposals due to two rail stations and future BRT route located within the precinct. Opportunity for spatial transformation with mixed land uses, including a range of housing typologies.

The proposed station adjacent to the CBD (Mfuleni line) also offers the opportunity to optimise housing densities.

4.10 Subdistrict 10: Penhill and surrounds

The Penhill and surrounds subdistrict is bounded by Stellenbosch Arterial to the north and Van Riebeek Road to the west, and includes the Penhill smallholdings, Eerste River Industrial, Welmoed Cemetery, Jacobsdale smallholdings, Stellenbosch farms, Rustdal, De Wijnlanden Estate and Saxenburg Park Industrial. The Cape Town municipal boundary area is towards the northeast and the urban edge traverses the subdistrict and coincides with the municipal boundary at certain points.

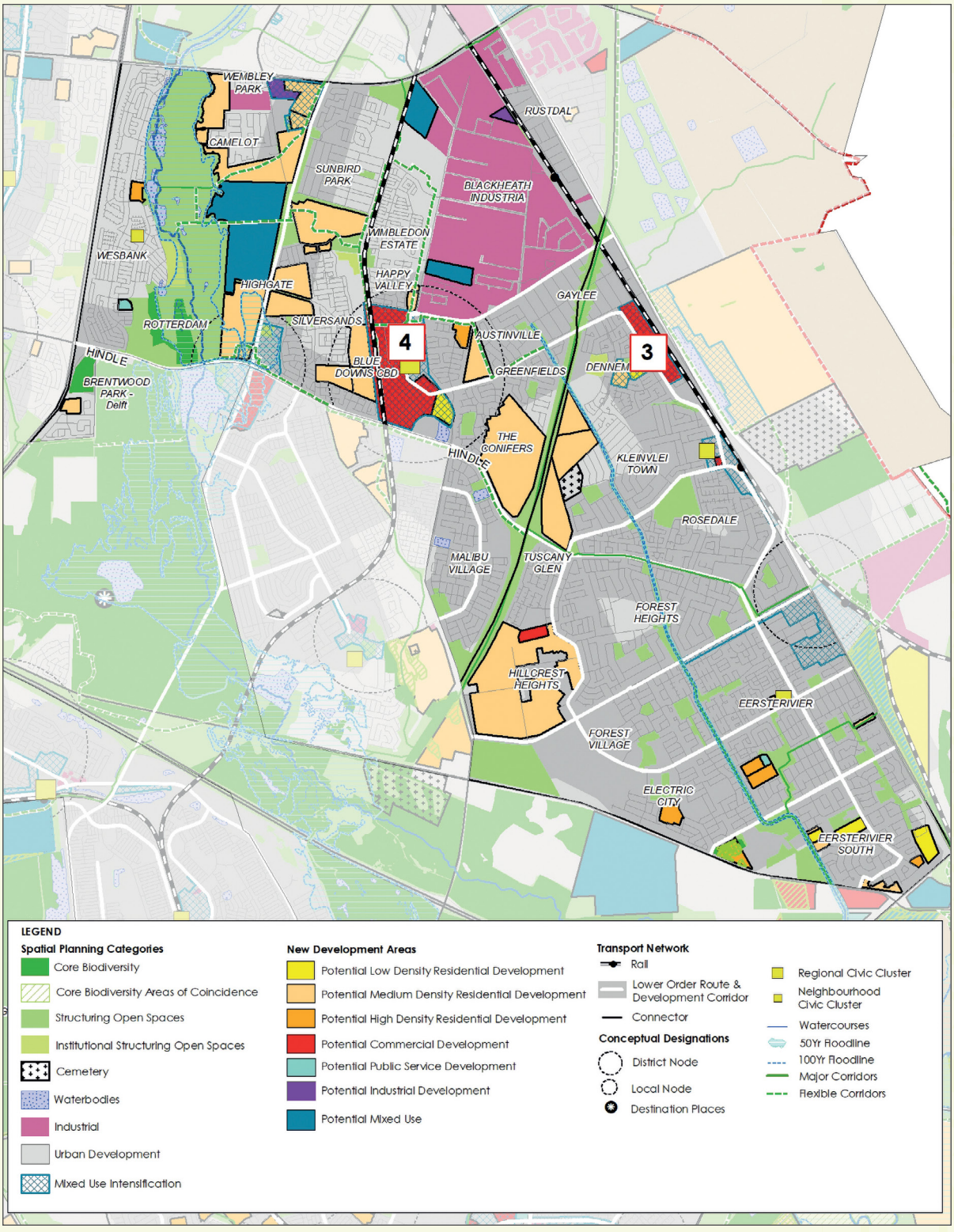


Figure 24: Subdistrict 9: Greater Blue Downs

Table 26: Subdistrict 10: Penhill and surrounds development guidelines

SUBDISTRICT 10: PENHILL AND SURROUNDS	
SPATIAL DEVELOPMENT OBJECTIVES	**SUPPORTING DEVELOPMENT GUIDELINES**
a) Incorporate sustainability and resilience. b) Consideration for appropriate increased densities. c) Ensure the area is well integrated with the other surrounding areas. d) Promote no residential land uses within Penhill area that are appropriate and responds to the needs of the area as well to the surrounding communities.	1. Support a broad mix of social facilities and infrastructure development. Incorporate a mix of well-located, multifunctional social facilities to establish integrated urban development and liveable neighbourhoods. These meet the needs of the population, support higher densities and allow for smaller living spaces. 2. Encourage a compact development within higher residential densities. This creates an appropriate development intensity that maximises the utilisation of the area and realises a more efficient development. 3. Reinforce the Eerste River and Blackheath nodes by supporting development with greater intensity of mixed use along the sections of Van Riebeeck associated with these nodes. 4. Reinforce the Urban Edge Policy by not supporting urban development beyond the urban edge and by encouraging development between Van Riebeeck and the urban edge to function as a transition zone from an urban to rural landscape. 5. Connectivity between the remaining critical biodiversity areas should be maintained and improved. 6. Establish an appropriate street network that is continuous and correctly links and extends with the existing network. 7. Explore the opportunities for business, encompassing a land use mix of retail, offices, hospitality uses, restaurants, community facilities and other business purposes that are compatible with the nature and character of the surrounding area.

Subdistrict 10: Penhill new development areas New development along van Riebeek Road

Reinforce the Eerste River and Blackheath nodes by supporting development with greater intensity of mixed use along the sections of Van Riebeeck associated with these nodes.

The site (Penhill subdistrict map reference 13) provides an opportunity for a broad mix of well-located, multifunctional social uses and public facilities that establish an integrated urban development and liveable neighbourhoods. These meet the needs of the population, support higher densities and allow for smaller living spaces.

The land parcels just north east of Penhill provincial housing project and adjacent to the Stellenbosch municipal boundary on the Polkadraai Road from Stellenbosch to Kuils River are known as Jacobsdal (Penhill subdistrict map reference 11).

Due to the potential influx of a large number of new families, there will be much pressure and demand for more economic and employment-generating land uses in the area) Furthermore, a new development area accommodating various land uses is needed in the area between the productive farms on the eastern side of the municipal boundary and the main road between Eerste River and Kuils River.

The district plan's position to accommodate the huge demand for a new development area for non-residential-related uses with the vision of creating employment opportunities, has adjusted the urban development edge in order to permit further development to take place. The adjustment of the urban development edge is subject to specialist studies that will be required to ensure that development is resecting and enhancing the view lines on Table Mountain from the Polkadraai Road as tourists and visitors use Polkadraai as a scenic tourist route. In addition, the studies must address agricultural concerns and approval by the Western Cape Department of Agriculture to confirm or determine the exact urban development edge. Separate application processes would have to be pursued, acknowledging the above listed risks, inclusive of EIAs under the NEMA, LUPA, Act 70 of 1970.

A development framework will be developed based on the feasibility report, which should outline the overall development of the area and the integration thereof.

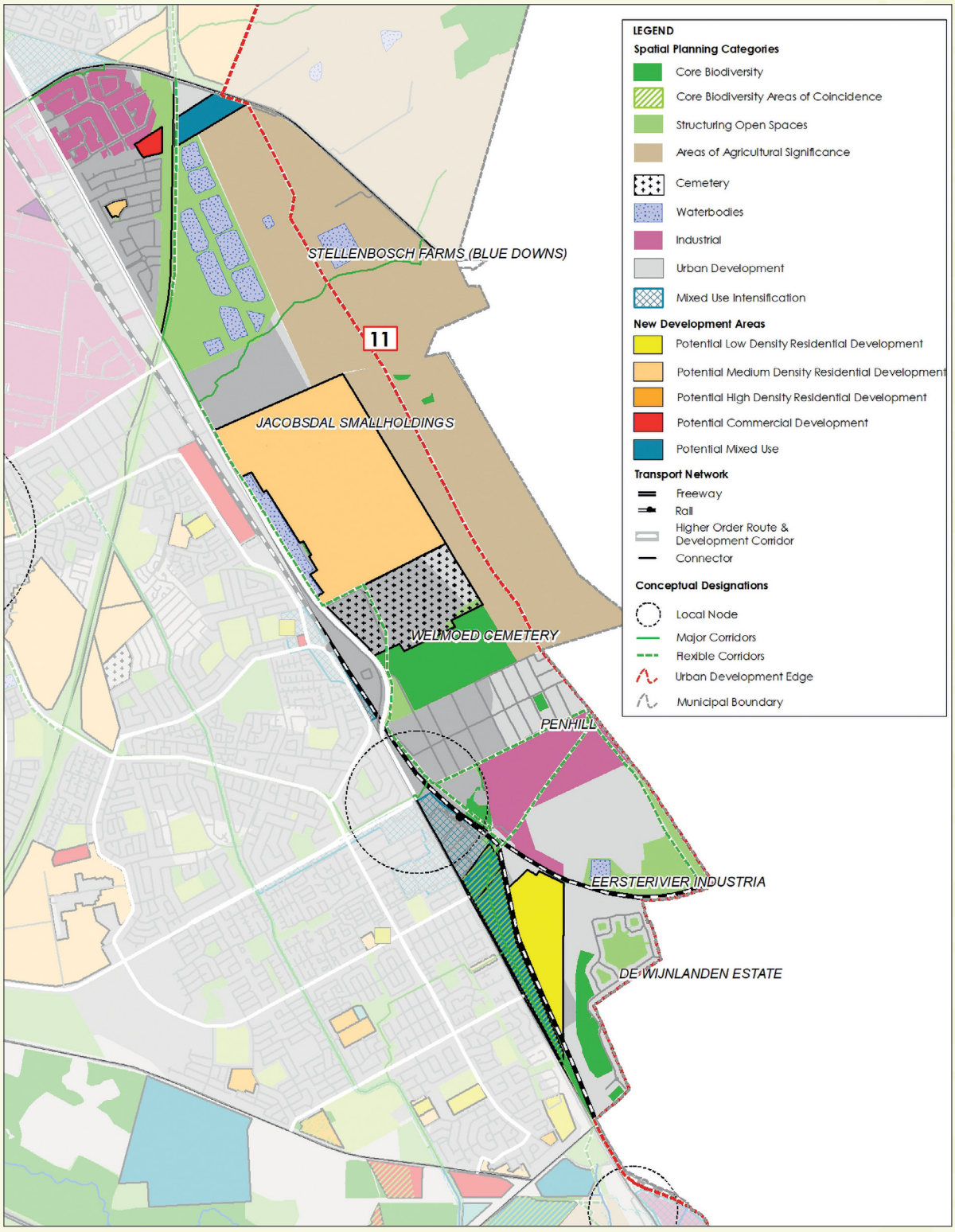


Figure 25: Subdistrict 10: Penhill and surrounds

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 subdivisional 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 TRANSFORM-ATION	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
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STAD KAAPSTAD