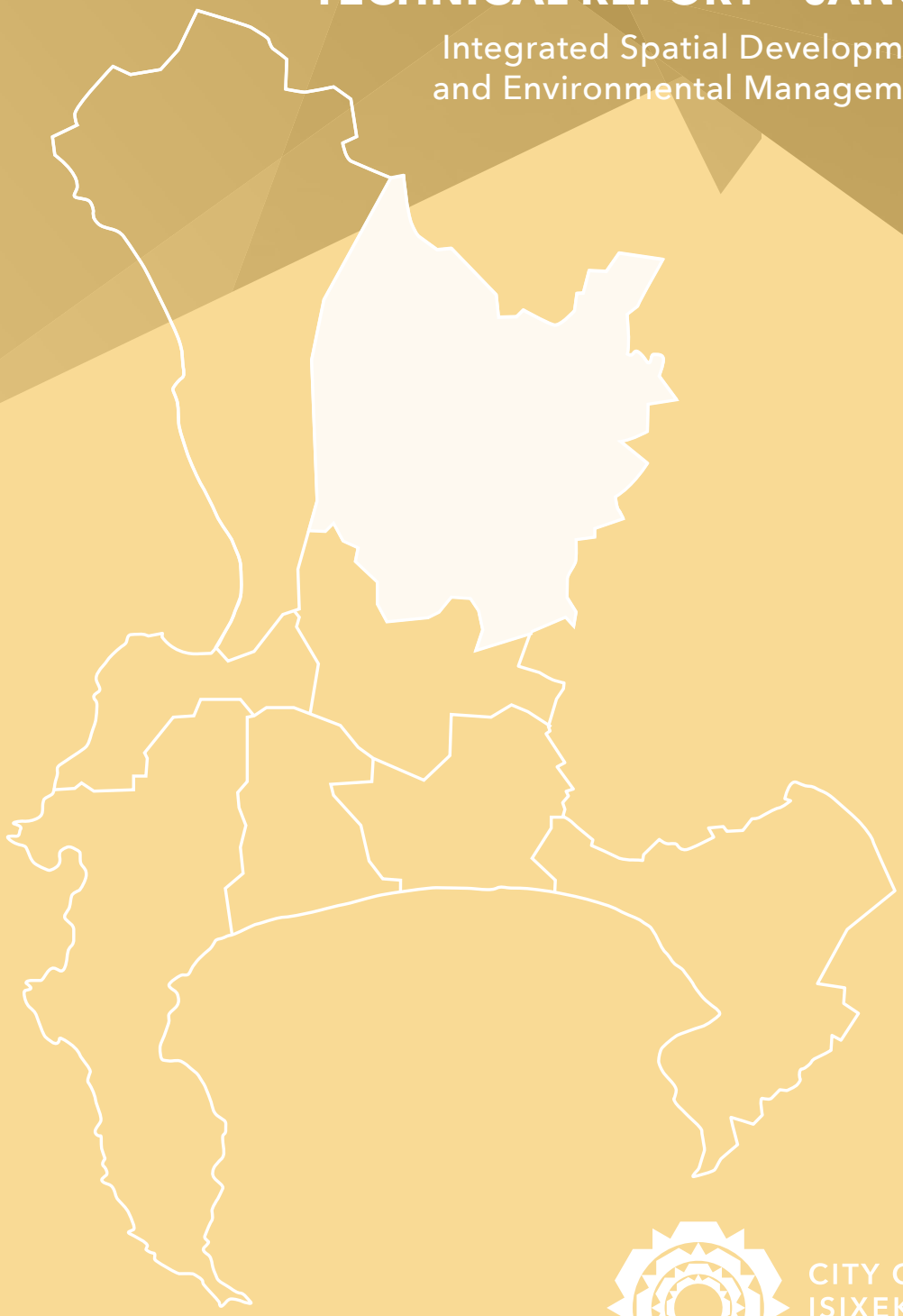
NORTHERN DISTRICT PLAN VOLUME 2

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 NORTHERN 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 subdistrict with guidelines

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 Northern 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 Northern District Plan study area boundaries are based on the planning district boundaries and have not been amended.

The Northern District comprises the jurisdictional area of the City of Cape Town, east of the N7, and includes the area north of the N1 and east of the R300. The district includes the areas of Bellville north of the N1, Durbanville, Kraaifontein, Brackenfell, Fisantekraal as well as the rural settlements of Klipheuwel, Mikpunt, Joostenbergvlakte and Philadelphia. The district accommodates mixed-use nodes such as Tyger Valley, Durbanville central business district (CBD), Cape Gate/ Kraaifontein CBD, Brackenfell CBD, as well as a number of industrial areas. The vast agricultural hinterland accommodates a number of well-known wine farms and accompanying tourist attractions. Natural areas in the district include the Tygerberg and Bracken nature reserves, Durbanville Nature Reserve, Uitkamp Wetland Nature Reserve, Botterblom Nature Reserve, Joostenbergskloof conservation area, Van Schoorsdrift conservation area and Aries Fontein conservation area (the latter three are in process for proclamation as section 23 nature reserves) and numerous private biodiversity stewardship sites and City Recreation and Parks Biodiversity Agreement sites.

The district is faced with numerous challenges, inter alia the need to preserve the agricultural hinterland for agricultural production, the need to provide employment opportunities for especially lower-income environments, and also to provide for more integrated human settlements to accommodate the growing population.

Figure 1: Northern District boundaries

1.2 Purpose of the District Plan

The District Plan aims to respond to the question:

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

The spatial development framework includes the spatial vision, policy objectives and principles, and provides spatial development guidelines and implementation actions setting out how to achieve the spatial vision given the challenges and opportunities that the district faces.

Therefore, the District Plan is a medium-term plan (developed on an approximate 10-year planning horizon) that will guide spatial development processes within the district; provides policy direction for the nature and form of development; and guides land use and environmental decisions by providing a greater level of detail than is provided in the MSDF. The more detailed guidance is in chapters 3 and 4.

The District Plan also informs strategic public and private investment initiatives as well as the development priorities for more detailed local area planning. These are captured in volume 3. Given that the District Plan integrates various policy instruments, i.e. the line departments of the City and sector departments of the provincial or national government, it serves as the single geographically defined (i.e. district) spatial vision for the built environment through applicable land use policy guidance and the identification of projects for implementation.

The overall intent of the District Plan is to find ways to respond to the backlog in services and accommodation and the future land use needs, given the estimated future growth in population. This is to be done in a manner to ensure compliance with the principles of the relevant legislation, e.g. the Spatial Planning and Land Use Management Act, Act 16 of 2013 (SPLUMA) and the Land Use Planning Act, Act 3 of 2014 (LUPA).

The District Plan attempts to find innovative ways to deal with historic development challenges while balancing the need to promote, among others, green infrastructure, environmental sustainability and climate resilience approaches and principles. Therefore, the DSDF is integrated with the EMF and aims to achieve a single policy document (the District Plan) for planning and environmental decision making. It also initiated a process for achieving needed exclusions from environmental processes and for fast-tracking the development process. These processes are discussed in more detail in the implementation plan. Some of these exclusion processes were already initiated.

The District Plan strives to provide a greater focus on ways to enhance implementation and is a guiding tool for decision making; it does not take the role of the Development Management Scheme (DMS) (formerly Zoning Scheme); does not take away or confer rights; can be deviated from; and should be read in conjunction with other spatial policies such as the Densification Policy and the Urban Design Policy.

1.3 Statutory mandates to prepare, and status of, a District Plan

The District Plan consists of two components, namely a Spatial Development Framework (SDF) and Environmental Management Framework (EMF). The District SDF is a subplan of the Municipal SDF (MSDF) and is provided for in the City of Cape Town Municipal Planning By-law 2015 (MPBL). It provides more detail than the MSDF. According to section 11(1) (chapter 3, part 3) of the MPBL, the District SDFs may be adopted and must provide at least the elements listed under annexure 3 (see volume 4: technical annexures).

The components of the District Plan that must be used to evaluate the suitability of an application for development, i.e. consistency with policy, include:

a. The District Plan map (figure 13);
b. The relevant subdistrict maps that replicate the District Plan , but includes additional (more local area) detailed spatial designations; and
c. The district and subdistrict development guidelines in chapters 3 and 4.

Environmental management frameworks (EMFs) are prepared in accordance with the EMF Regulations promulgated on 18 June 2010 in terms of the National Environmental Management Act, Act 107 of 1998 (NEMA). Lastly, the approval of the District Plan includes an implementation plan that directs the prioritisation of private/public investment and execution of projects (generally by the public sector) to support the rollout of the district's vision, and can be found in volume 3.

1.4 The need for and scope of review

1.4.1 Current review of 2012 district plans

The approval of the 2018 MSDF and the fact that the previous district plans were almost 10 years old, gave rise, among others, to the need to review the 2012 district spatial plans to ensure alignment with the MSDF.

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

The District Plan review responds to the changing contexts and circumstances of the city and the respective districts and local areas, and the implications thereof, and ensures that the policy appropriately responds to these. These changes could include aspects such as development trends, population changes and overarching external factors, e.g. macroeconomic and other drivers.

Given that the EMF was approved along with the district spatial plans in 2012, the review of the District SDF includes a review of the EMF and results in an integrated District SDF and EMF. Furthermore, the updates/amendments received during the 2019/20 and the 2021 public engagement processes have initiated a technical review of the MSDF in order to ensure alignment between the MSDF and district plans. The relationship between these plans is shown in figure 2 below. These were approved by Council as a suite of interrelated documents.

The detailed scope and overview of the drafting process of the District Plan review are included in technical annexure 2 located in volume 4.

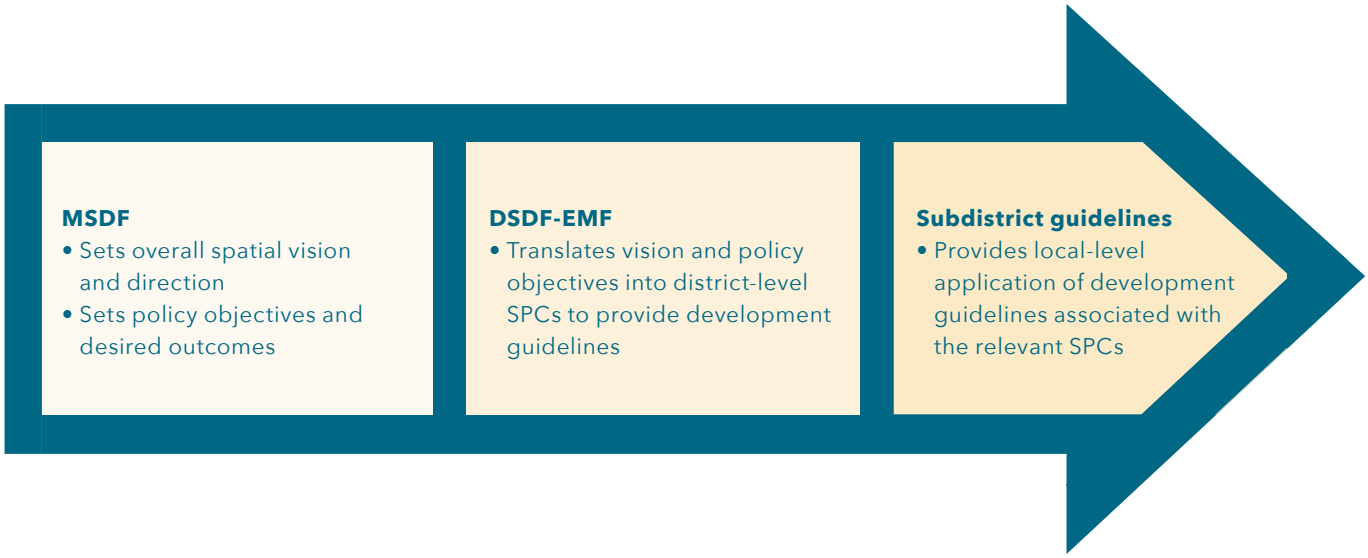


Figure 2: District SDF-EMF (District Plan) in relation to the MSDF and subdistrict guidelines

1.4.2 Future review of the District Plan

It is envisaged that the District Plan will be reviewed on a 10-year basis and, to some extent, should fulfil the need for a sense of continuity and predictability. However, within that period, there are likely to be components of the District Plan that will require amendment or review as summarised in table 1.

Table 1: Schedule for review of DSDF

COMPONENT OF DISTRICT PLAN	SCOPE OF REVIEW	PERIOD
Integrated District SDF and EMF	Comprehensive	10 years
Spatial development framework: district development guidelines	Limited, focused on urban edge line	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

ESTABLISHED IN 1845 AS A HARD-PACK ROAD, VOORTREKKER ROAD WAS THE FIRST MAJOR ARTERIAL ROAD CONNECTING CAPE TOWN TO THE NORTHERN-EASTERN HINTERLAND.

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.

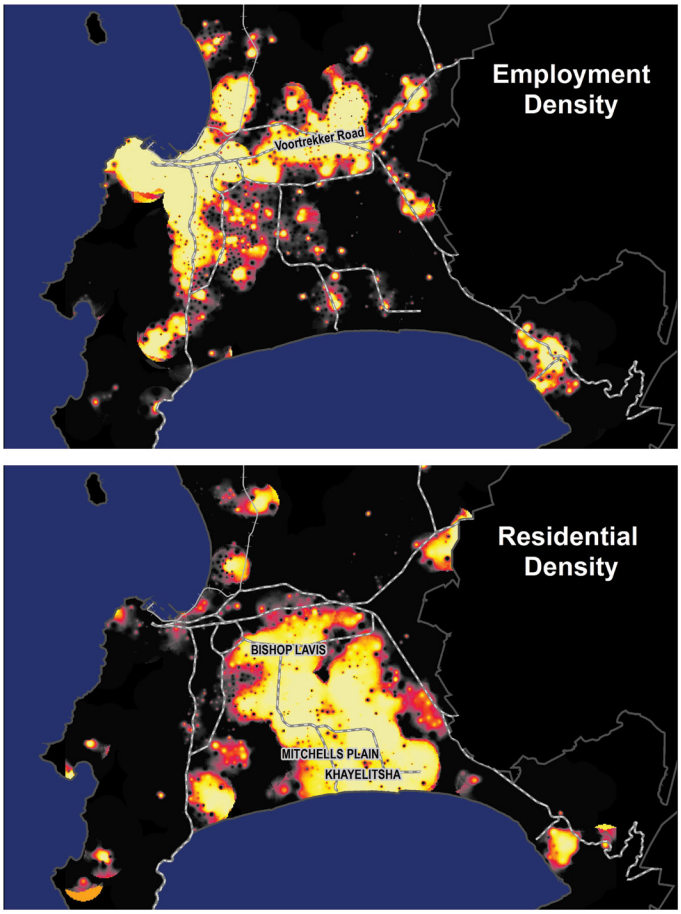


Figure 5: Employment density vs residential density

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.

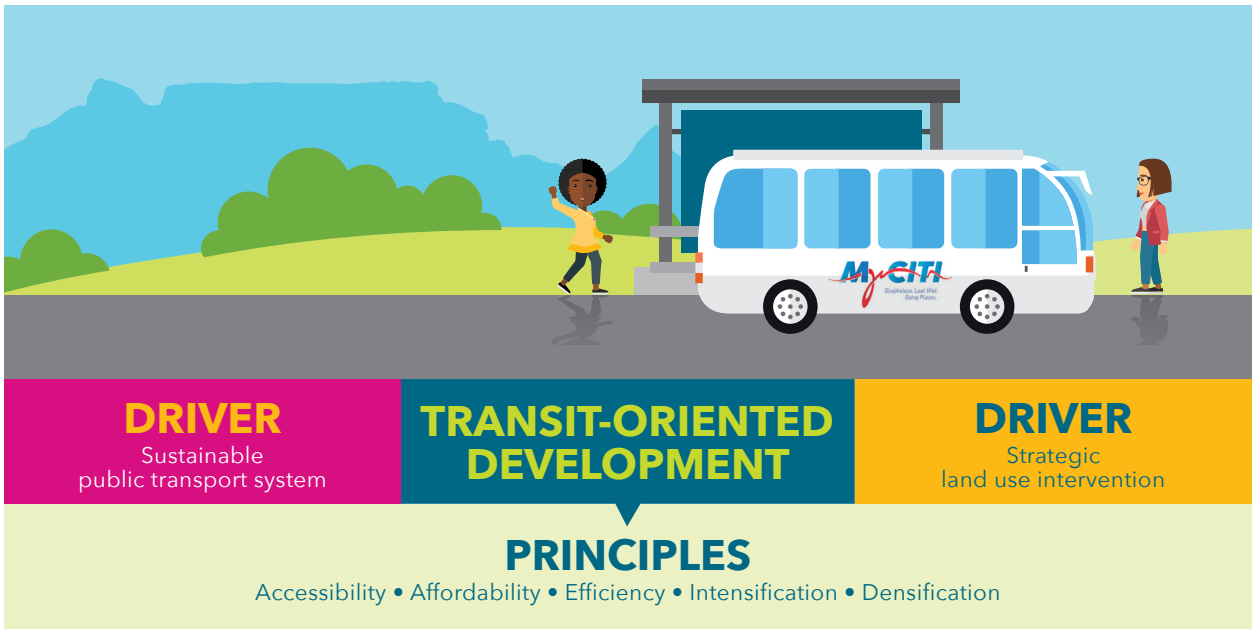


Figure 6: TOD principles adopted in the Cape Town Strategic Framework

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.

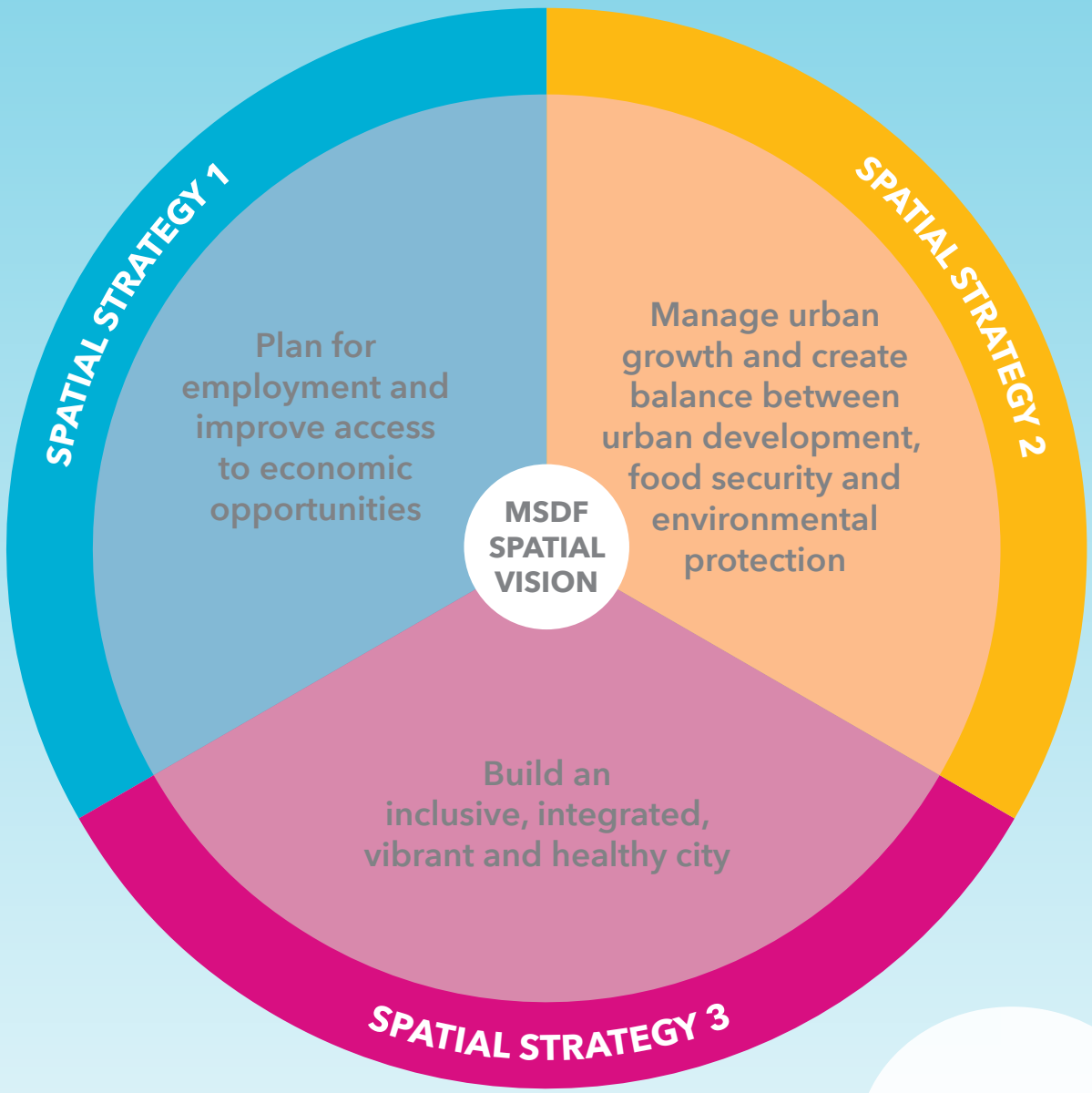
3) Discouraged growth areas (DGAs)

- 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 is committed to spatially targeting 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 is committed to servicing existing communities.

New development subject to capacity.</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.	• 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 is committed to servicing, protecting, enhancing and extending critical natural assets.	• • Enhance and connect the CNAs that support the city and the regional environment and ecology • • Status quo with land uses limited to agriculture and rural zone uses as per DMS	

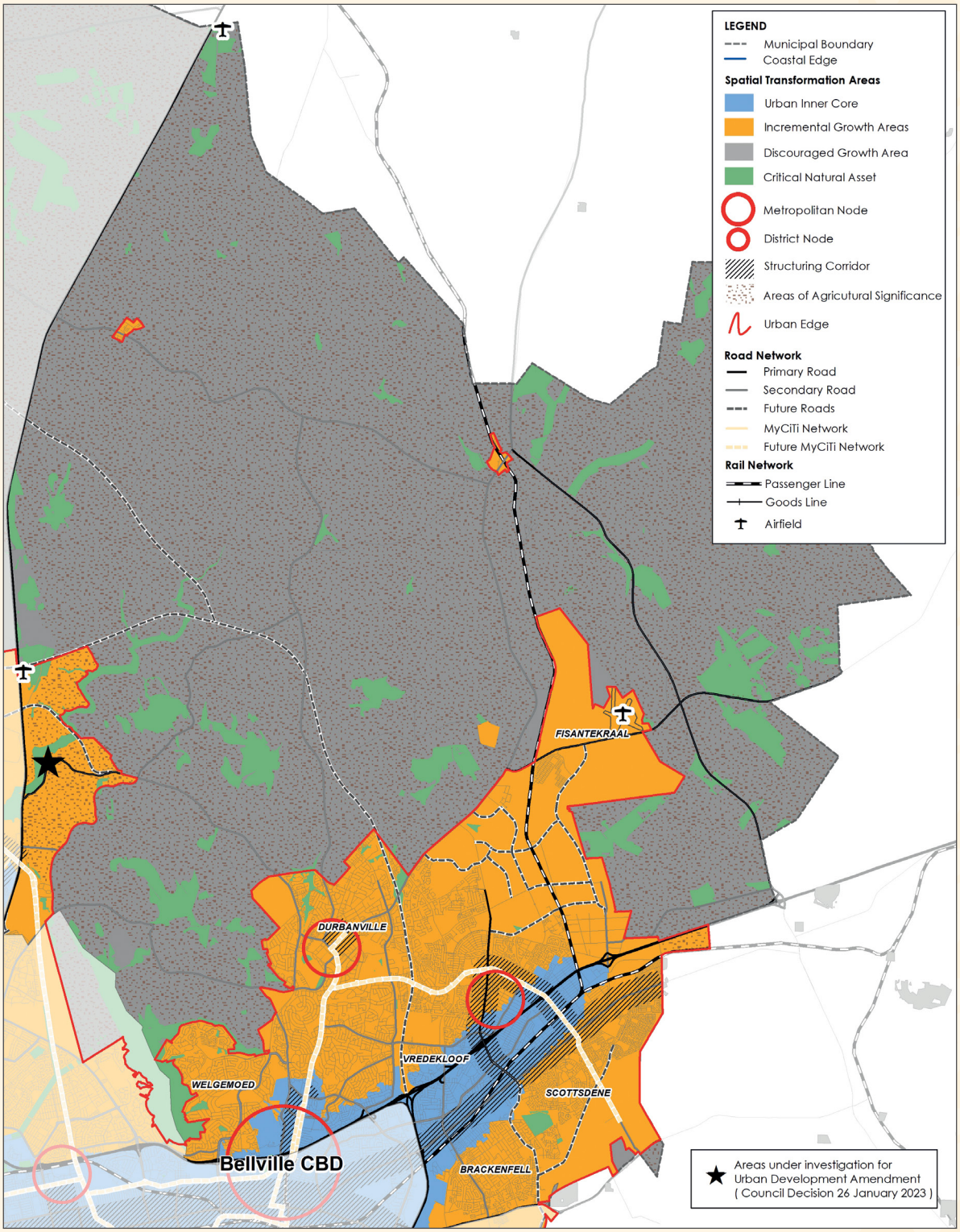


Figure 7: Consolidated MSDF spatial concept

2.3 District spatial vision

The overall spatial vision for the Northern District takes its cue from the MSDF spatial vision for the city as a whole, but focuses on and responds to the more uniquely specific informants within the Northern 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 Northern District is:

"A district that is defined by its diversity in terms of urban uses and densities, ranging from very low densities mainly north of the N1 freeway to higher densities south of the N1, a vast agricultural and rural hinterland, to be protected, and remote residential enclaves that are not linked to the urban footprint. The district lacks public transport and therefore is primarily dependent on private transport, taxis and GAB transport. In order to address this, the focus will be targeted densification and diversification of development and redevelopment that is context appropriate and linked to identified nodal areas and relevant corridors in order to create a more diverse mixed-use environment that will have the potential to serve all people of the district and wider area, whilst also protecting and enhancing the natural assets of the district. Furthermore, the vision is to increase accessibility to a wider range of economic and residential opportunities as well as public infrastructure in order to reduce travelling expenses."

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

2.4 Role of the district

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

a. **Accommodating growth through targeted intensification and infill development**
The Tyger Valley node offers potential for expansion and intensification through mixed-use development of, inter alia, the expansion of Tyger Valley retail node, the University of Stellenbosch Business School site (in partnership with the City), the Galleria development as well as the Transnet property across from Willowbridge. Furthermore, the Durbanville CBD and Cape Gate/Kraaifontein nodes offer an opportunity for integration and intensification. The land south of Fisantekraal (west of the Lucullus Road link) offers an opportunity for mixed-use development in the form of an employment centre, as well as the smallholdings to the east and west of Botfontein Road (industrial and related), in closer proximity to lower- and middle- income settlements. Some opportunity is also created along the N1 corridor for land extensive uses, such as distribution centres, which should serve as employment centres (although limited), but otherwise also protecting the limited available industrial land parcels within the urban footprint. The latter will, however, be subject to the availability of bulk infrastructure, inclusive of accessibility.

Parts of Durban Road (along the southern boundary of the district) and parts of Old Paarl Road (between Okavango Road and Van Riebeeck Street) have been identified as two major structuring corridors in the city. They reflect the targeted, prioritised areas earmarked for the largest spectrum of land use mix associated with the highest density of population and employment. As a result, it has a significant role to play in accommodating city growth.

b. **Conserving threatened habitats**
The Northern District includes parts of the Tygerberg Nature Reserve in its boundaries. The Tygerberg Nature Reserve should be protected and enhanced in terms of function and role. In addition, the Durbanville Nature Reserve and the Bracken Nature Reserve are home to a range of protection-worthy biodiversity (fauna and flora). Both the Tygerberg Nature Reserve and Bracken Nature Reserve also host significant cultural heritage resources. As growth is accommodated in the district, care needs to be taken to conserve these habitats to sustain biodiversity species and protect the cultural heritage resources in an integrated and sustainable green network. Other areas include the Uitkamp Wetland Nature Reserve, Botterblom Nature Reserve, Joostenbergskloof conservation area, Van Schoorsdrift conservation area and Aries Fontein conservation area (the latter three are in process for proclamation as section 23 nature reserves)

and numerous private biodiversity stewardship sites and City Recreation and Parks Biodiversity Agreement sites. Another protection-worthy habitat (also destination place) is the Kuils River and Elsieskraal River corridors as it has a multifunctional role as a natural asset as well as a passive recreation space in the district.

Further to the above, rural settlements such as Philadelphia, Klipheuwel and Mikpunt should be protected from expansion, and urban sprawl should be prevented in order to protect the vast agricultural hinterland and, in doing so, building a denser urban footprint to increase the potential for TOD.

c. Providing a range of housing and job opportunities

In light of rapid urbanisation, the district has an important role to play in addressing the City's housing backlog by providing an integrated range of housing opportunities, and promoting economic development as a means of creating job opportunities. To this end, new infill areas should support the accommodation of a wider mix of residential options and income groups, as well as making appropriate provision for social facilities (including civic precincts). Currently, the district has some of the lowest residential densities (areas such as Aurora, Vierlanden, Vygeboom and Welgemoed), with most of these properties also being single residential in nature. The plan must also position the district to attract new businesses that create a diversity of jobs in accessible locations and promote jobs closer to home. The role of the current economic markets is to be respected; office, retail and industrial uses in the Northern District is of strategic importance and is to be enhanced and emerging areas (or areas with potential) to be supported.

d. 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 and ecological service and resilience goals. 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 recreation, stormwater management, aquifer recharge and non-motorised transport as examples.

2.5 Integrated district concept and key interventions

The district concept presented below 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

The following key intervention/actions are proposed to facilitate the achievement of the spatial objectives through the spatial vision, the role of the district and the spatial concept:

1. Protect Mikpunt, Philadelphia and Klipheuwel from expansion.
2. Limit urban infill along M12 as IRT route.
3. Explore opportunities for extension north of Atlantic Hills/Atlas Park for mixed uses, inclusive of employment-creating uses as well as human settlement opportunities.
4. Intensification in Durbanville secondary CBD, especially higher-density residential.
5. Link Tyger Valley node to Bellville node and PTI to strengthen the metro node.
6. Integrate Cape Gate node with Kraaifontein node with appropriate intensification and mixed-use activity.
7. Link Fisantekraal to the south with urban footprint via mixed-use development (employment-generating focus), dependent on bulk services and adequate accessibility. However, also protect the Joostenbergvlakte smallholdings/residential estates from change in land use for the duration of the District Plan.
8. Mixed-use node west and east of Botfontein Road to be considered to provide for the need for employment generation as well providing space for relocation of informal settlements within the Wallacedene and Bloekombos areas.
9. Limit urban expansion along N1 corridor for land-extensive uses, dependent on bulk services and accessibility.
10. Protect agricultural land from urban expansion.
11. Amend urban development edge to provide for inclusion of Cape Winelands Airport as well as rounding off the urban development edge to the north of the R312 (Lichtenburg Road).

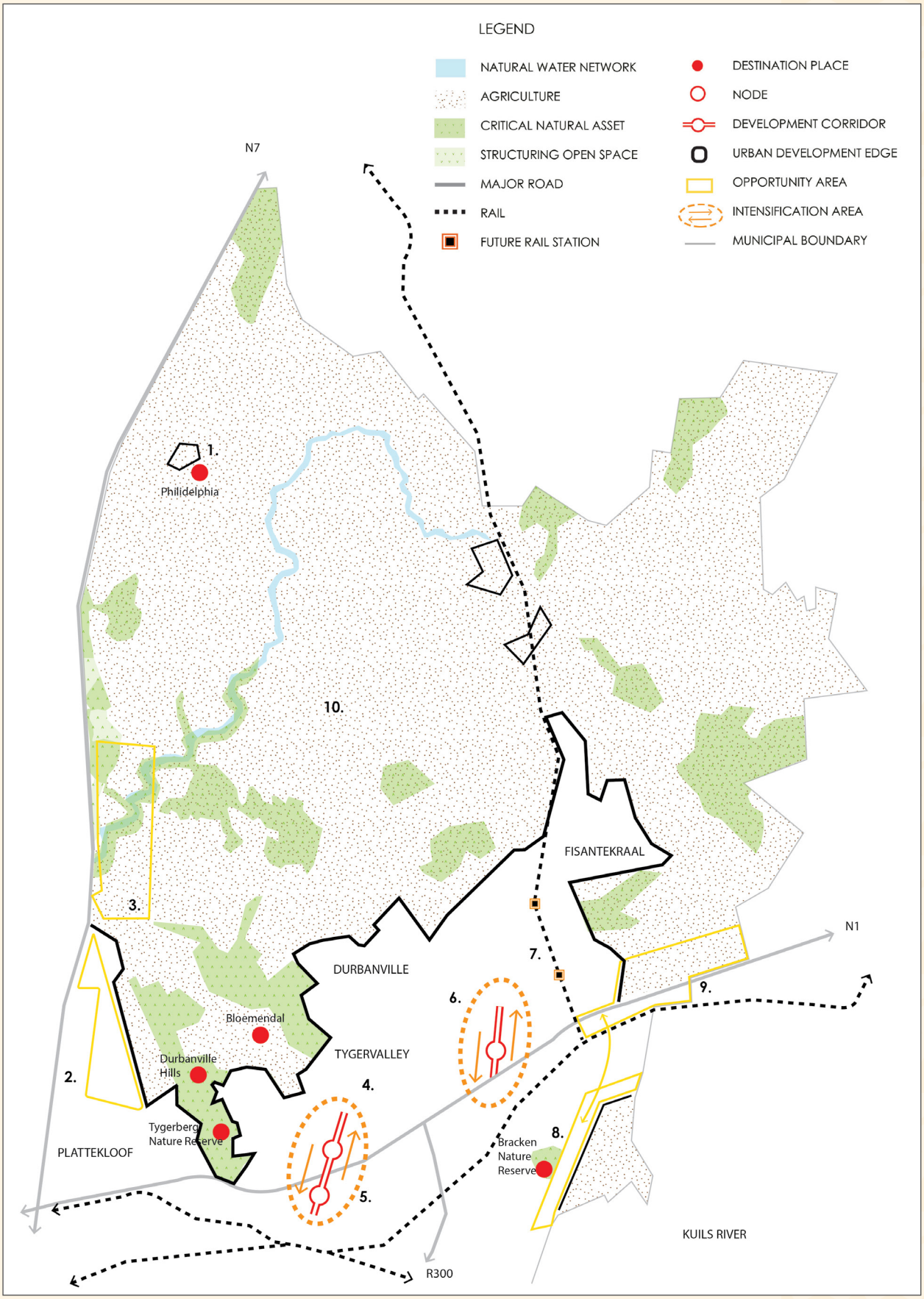


Figure 8: Integrated concept diagram for Northern District

HIGH POTENTIAL AND UNIQUE AGRICULTURAL LAND INCLUDES AREAS THAT HAVE BEEN PLOUGHED FOR ORCHARDS, VINEYARDS, FORESTRY PLANTATIONS, ANNUAL CROPS, PASTURES AND IRRIGATION LANDS.

3.
THE DISTRICTWIDE DEVELOPMENT GUIDELINES

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

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

3.1 Spatial planning categories and environmental management zones

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

3.1.1 Environment: biodiversity, agriculture and heritage management

a) Watercourses, flood-risk areas, wetlands, waterbodies and aquifers
b) Biodiversity and structuring open spaces
c) Areas of agricultural significance and smallholdings
d) Cultural and heritage resources

3.1.2 Urban development

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

3.1.3 Transport infrastructure and route designations

a) Freeways and expressways
b) Rail
c) Development routes
d) Connector routes
e) Non-motorised transport (NMT)
f) Airports and other freight hubs

3.1.4 Conceptual designations

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

3.1.5 Development edges

a) Urban development edge

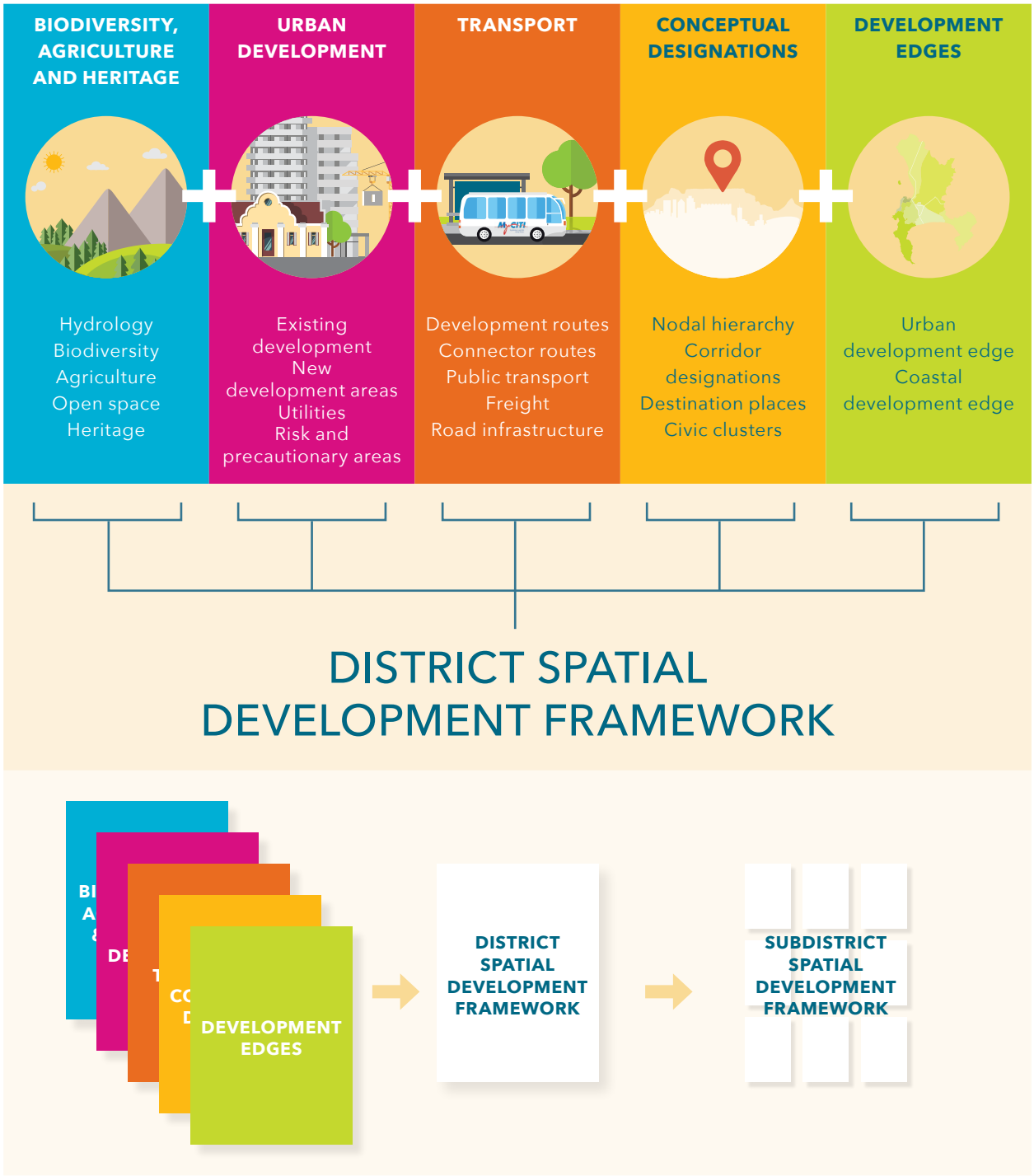


Figure 9: Five categories for development guidance in the District Plan

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.

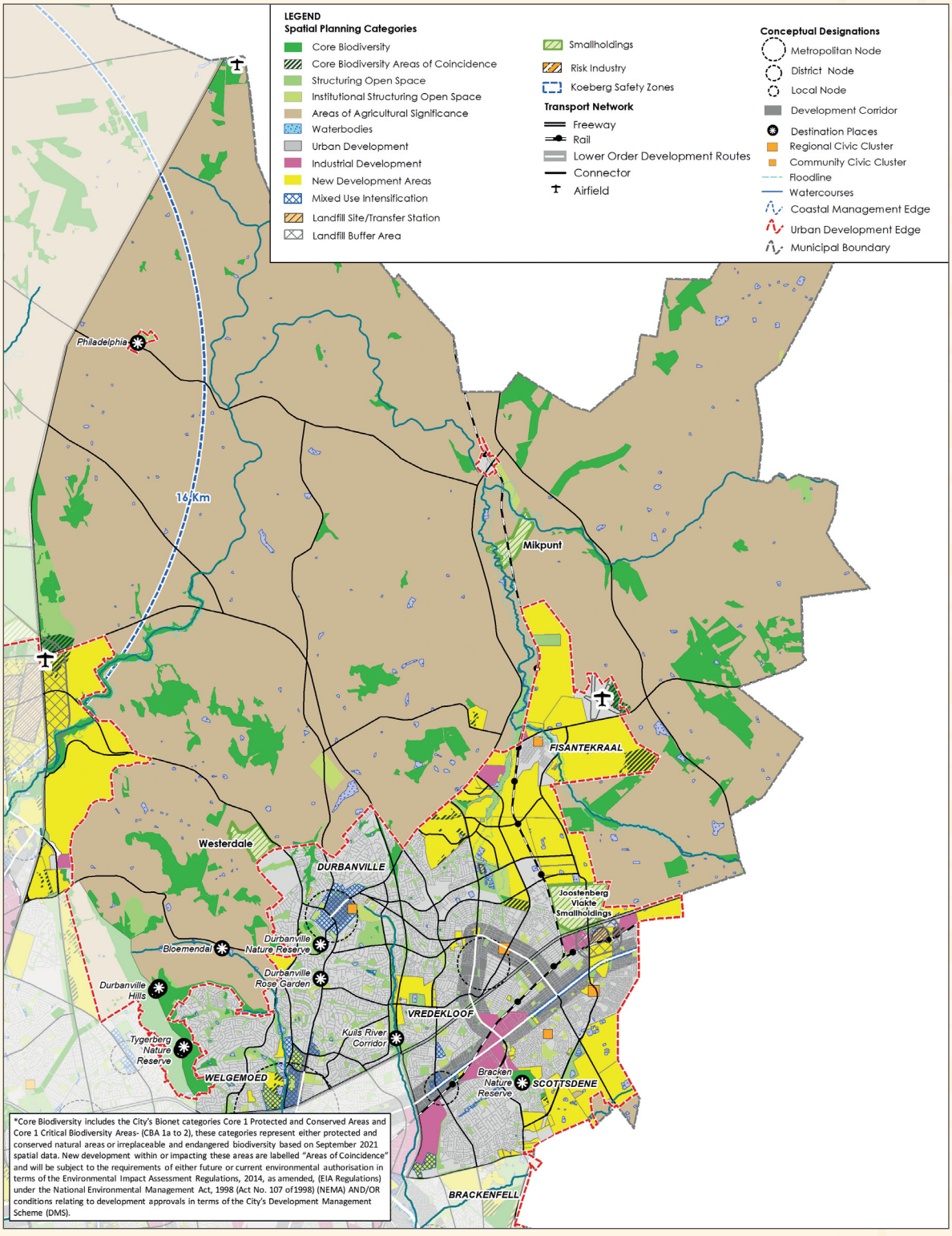


Figure 10: Northern District Spatial Development Framework

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

The land use classification system adopted by the Cape Flats District Plan is consistent with the bioregional planning framework and broad spatial planning categories (SPCs) utilised by the 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

The Northern District consists of many areas with varying levels of environmental characteristics and sensitivity. These include terrestrial and aquatic natural areas that include biodiversity, nature reserves and active and passive recreation areas, i.e. parks, sports fields, cemeteries. These are ideally 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: Development guidelines for management of environmental resources in relation to environmental management zones

	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. *Examples: Sections along the Elsieskraal River, sections of the Kuils River, Bottelary River* **Rivers, wetlands and their associated buffers** *Examples: Diep, Mosselbank, Klapmuts, Elsieskraal, Bottelary and Kuils rivers*	1. Conservation, public open space and associated recreation are appropriate uses in these areas. 2. These areas can play a valuable role in the NMT network. Allow for NMT movement where practical areas for permeable walkways and cycle tracks for NMT can be considered in the design of green open spaces surrounding wetlands and river corridors to 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 is77 undesirable and at risk in the 1:50-year floodplain. 5. Tourism-related activities such as campsites are possible in the 1:100-year floodplain. 6. Restrict building setback lines and maximise onsite water infiltration and permeability in relation to redevelopment initiatives in flood-prone areas. 7. Although some agricultural activities may be permitted within the flood-risk areas, the nature of the impacts and appropriate mitigation must be determined in the EIA process, and must be shown to be acceptable (i.e. they must not pollute water resources or increase flood risk). 8. No agricultural activities should be approved within the 1:2-year floodline. 9. Urban development 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 to be considered in development adjacent to water courses. 12. Landscaping must be approved by the City to ensure that this is done with appropriate trees and indigenous riverine plants and vegetation. Invasive alien species in or adjacent to a watercourse must be controlled in 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. 14. Direct informal settlement dwellers away from risk areas, including below the 1:100-year floodline.

RIVERS, 1:100-YEAR FLOODPLAINS, WATERCOURSES AND WATERBODIES	**a) Flood prone areas**	15. Increase infiltration capacity in river corridors and wetlands through water-sensitive urban design practices and sustainable urban drainage systems such as permeable paving, sustainable water storage systems and appropriate landscaping. 16. Incorporate stormwater quality and quantity management into redevelopment proposals in line with the Management of Urban Stormwater Impacts Policy (City policy) regarding the 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.
	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 onsite water storage integrated into design of new developments
BIODIVERSITY AND STRUCTURING OPEN SPACES	**CONSERVATION AND BIODIVERSITY PRIORITY ZONE** (Full extent together with GINet shown in figure 11)	
	a) Protected and conserved areas **Core 1**, examples Tygerberg, Bracken, Durbanville Nature Reserves; D'Urbanvale wetlands, portions of the Durbanville Racecourse, Cape Hunt and Polo Club, Kanonkop; Rondeboschjiesberg, portions of the Teleport site, the Diep River corridor; portions of the R300 road reserve to the north and south of the Klipheuwel Road, Uitkamp Wetland Nature Reserve, Botterblom Nature Reserve, Joostenbergskloof conservation area, Van Schoorsdrift conservation area, Aries Fontein conservation area, private stewardship sites (Mellish Nature Reserve, Three Fountains Nature Reserve) and City Park Biodiversity Agreement sites (Aurora Park conservation area, Majik Forest conservation area and Loevenstein Park conservation area)	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.

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)	
b) Critical biodiversity areas (core 1 CBA 1a-2) Portions of land along the Kuils River and tributaries; portions along the Elsieskraal River and tributaries (below the Door De Kraal dam); portions of the Welgemoed golf course; the Mosselbank River tributary, in the existing urban development edge of the city; portions around the Kraaifontein and Scottsdene sewerage works	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 will be considered consistent with the District Plan. 2. In such cases, development on the site will be considered consistent with the District Plan. 3. These areas will be subject to the requirements of environmental authorisation. 4. Conservation and sound environmental management principles must be demonstrably considered in the development plans. 5. Developments in these areas must provide evidence of environmental studies and processes undertaken that validates an evidence base of the environmental assets and mitigation measures. 6. 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)** Areas surrounding hilltops such as Kanonkop and the Durbanville Hills; portions of Farm Uitkamp located adjacent to Aurora in Durbanville; the Durbanville Racecourse area; smallholdings and agricultural areas.	1. Low impact activities may be considered. 2. Maintain and enhance/promote linkages between these areas.
	e) Other natural areas (buffer 1) There are very few (and very small) buffer 1 areas identified within the district. These include areas along the Kuils and Mosselbank rivers, and an area adjacent to Durmonté **Other ecological support areas (buffer 2)**	1. Low-impact activities may be appropriate. 2. Development (e.g. structures) in support of both tourism and biodiversity conservation in agriculture and core areas should preferably be located in other natural areas and ecological support areas, if logistically feasible. 3. Agricultural use could be considered appropriate in these areas as well as uses or activities directly relating to the agricultural enterprise. This could include farm buildings and farm worker accommodation. 4. Further uses and activities could be considered where contextually appropriate, such as small-scale holiday accommodation, restaurants, farm stalls/shops and tourist facilities. 5. Non-agricultural uses (e.g. in support of those activities specified above) should be managed through spot rezoning or consent uses, and fragmentation of farm units should be discouraged.
	EIA requirements and environmental management considerations for all biodiversity conservation categories i. New development that potentially impacts on areas of high biodiversity importance should only be considered under exceptional circumstances, subject to compelling motivation and in consultation with the City of Cape Town's Environmental Management Department. ii. Issues to be considered: vegetation, connectivity and access, fire control and land management issues, pollution, invasive alien vegetation and faunal species. iii. Areas of high biodiversity importance outside the urban edge should be regarded as 'no-go' areas for development. iv. A management plan must be drawn up and implemented for all activities approved in this zone. v. Protected areas should be regarded as 'no-go' areas for any form of development and no further development of any kind in these areas should be allowed without a detailed assessment of the impacts and reference to the Biodiversity Network. vi. A variety of different types of critical vegetation are included within the CBA 1 zone. For planning purposes, reference must be made to a detailed biodiversity map and consultation with the City of Cape Town's Environmental Management Department must take place. vii. Identify opportunities to permit low-impact sustainable development that contributes to a net increase in the protection of biodiversity and the establishment of functional biodiversity nodes and corridors. viii. Opportunities for sustainable, low-impact community utilisation of biodiversity resources should be identified. ix. Note that unless the Biodiversity Network is secured elsewhere, other natural vegetation areas may become increasingly significant to fulfill biodiversity targets or as biodiversity offset areas. x. The urban development edge was developed with consideration for the protection of properties from veldfire risk, where applicable. Changes in development rights and new development proposals must consider the avoidance of risk from fire as recommended in the City's Veldfire-related Planning Guidelines (2004).	

BIODIVERSITY AND STRUCTURING OPEN SPACES

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

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** 12. 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** 13. 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** 14. 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. 15. Road and rail reserve sites are not considered as part of formal community green spaces. Alternative sites will need to be considered when budgeting green space in densification proposals. **Extensive open space in neighbourhoods with multiple vulnerabilities** 16. 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. 17. 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** 18. Promote the qualities of open space of cemeteries that add to the sense of place, e.g. tree cover, views or other landscape elements.

	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	**Agricultural areas** 19. 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. 20. 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 irrigation lands. Intensive agricultural land shall be protected against conversion to other land uses, particularly urban development, unless otherwise argued in the District Plan. Example: Durbanville Hills	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. Examples: Joostenbergvlakte, Mikpunt and Westerdale.	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: Discourage the use of these properties in the interim for uses other than low-density residential, agricultural/ rural or related purposes to prevent the potential decay of these areas as a result of establishment of undesirable uses such as industries.

CULTURE AND HERITAGE ZONE AND SCENIC ROUTES

a) Provincial heritage sites
Cultural landscapes

Example: Durbanville winelands

1. Promote the conservation of heritage resources in their authentic state as far as practically possible to reflect their historic and cultural value and avoid loss of significant historic fabric and attributes.
2. Evaluate heritage resources in their broader contexts when making conservation-related decisions.
3. Carefully consider how a place's character is protected and enhanced rather than just protecting individual sites, including the setting.
4. Encourage investment in the adaptive reuse of historical sites, facilitate integration between the conservation and adaptive reuse of heritage buildings, and promote urban regeneration strategies.
5. Discourage the demolition or inappropriate alteration of historical sites where there is a possibility that these can be maintained or redeveloped.
6. Promote the retention and integration of heritage sites into a new development without undermining the viability or inclusive potential of the development.
7. Encourage appropriate and accurate interpretation of heritage resources and recognise and develop places of memory, particularly associated with the struggle against apartheid.
8. Identify new areas for heritage protection overlay zones.
9. Carefully consider whether alterations or changes are appropriate and do not derogate the heritage qualities of the place or area.
10. Encourage significant historical buildings and sites of memory to be identified as heritage indicators and conserved, restored and celebrated in areas that have been earmarked for redevelopment.
11. Encourage and enhance active interfaces with streets and the public realm, especially at ground floor, and avoid blank and sterile boundary walls and boundary treatments to streets and public realm. Encourage positive interfaces by strictly adhering to the principle of a minimum of 40% visual permeability and height not exceeding 2 m, and appropriate materiality and design.
12. Consideration should be given to the relationship between the building or site concerned and the adjacent buildings, or portions thereof, in regard to facade treatment and articulation, building height, massing and setback of new development.
13. The orientation, siting and setback of new buildings are encouraged to reflect the typical pattern of development in the immediate vicinity of the property and the landscape.
14. Avoid blank or over-scaled retaining walls that are visually obtrusive.
15. The design and materials selected for retaining walls and structures should be in keeping with the character of the existing structures of the area.

AGRICULTURE, CULTURE AND HERITAGE	COMPONENTS AND DISTRICT ELEMENTS	GUIDELINES AND MANAGEMENT PRIORITIES
	CULTURE AND HERITAGE ZONE	
	b) Proposed heritage protection overlay zones Example: Philadelphia	1. Encourage recognition and space for memorialisation. 2. Encourage the protection of heritage sites and the interfaces to these sites where detailed area guidelines are not yet in place. 3. For proposed heritage protection overlay zones, ensure that new developments and development activities are of an appropriate scale, height and form, and respond in an appropriate design (i.e. aesthetic, massing, articulation and materiality) to the receiving context. 4. Consideration should be given to the possibility of retaining, sensitively incorporating or refurbishing heritage buildings into development. 5. Ensure that significant historical buildings and sites of memory or social significance are identified and conserved, restored and celebrated in accordance with appropriate heritage indicators in sites or areas that have been earmarked for redevelopment. 6. Avoid blank and sterile boundary walls and boundary treatments. Encourage positive interfaces by adhering to the principle of visual permeability and appropriate materiality, design and height.
	c) Heritage areas under investigation These areas have been proposed for heritage protection as they contain significant heritage graded assets or landscape qualities as identified in heritage audits. Additional processes are under way to determine the boundaries and management plans of these areas Example: Swartland Farms Cultural Landscape	1. Development applications in these areas may be referred for comment to the Heritage Management Department and are subject to NHRA processes. 2. Development in these areas will be considered consistent with the District Plan. 3. The provisions of heritage impact assessments and conservation management plans are relevant to the delineation and guidelines for these areas.

AGRICULTURE, CULTURE AND HERITAGE	**d) Scenic routes**	1. Prioritise the upgrade of these routes and support the implementation thereof. This should align broadly with the route's scenic quality value, degree of tourism use, and road surface and reserve upgrade necessity. 2. In general, development along scenic drives and routes should seek to retain views from the route and not negatively affect the character of the landscape through which it passes. 3. Any development along scenic drives and routes should include 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. 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.

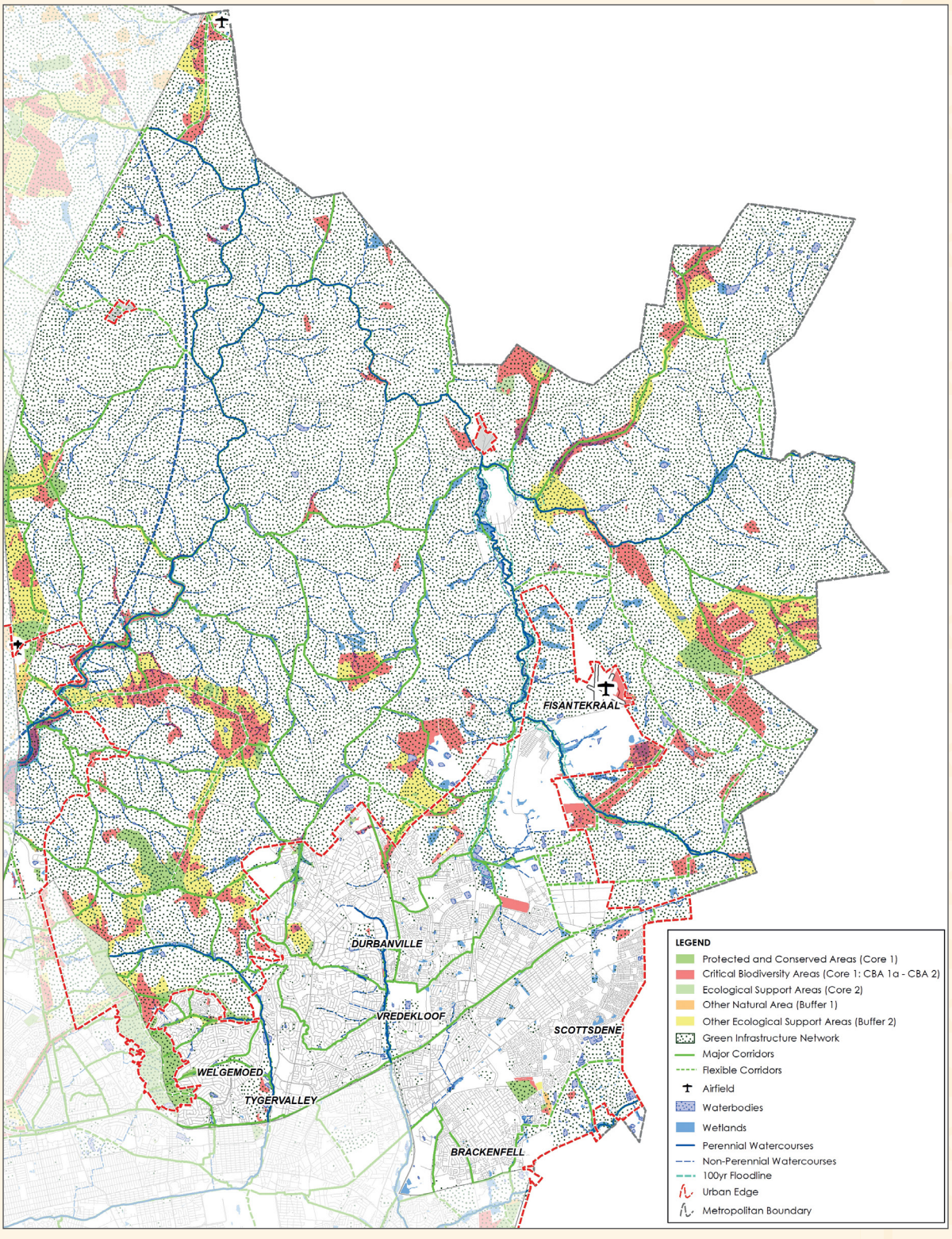


Figure 11: Green infrastructure and biodiversity map

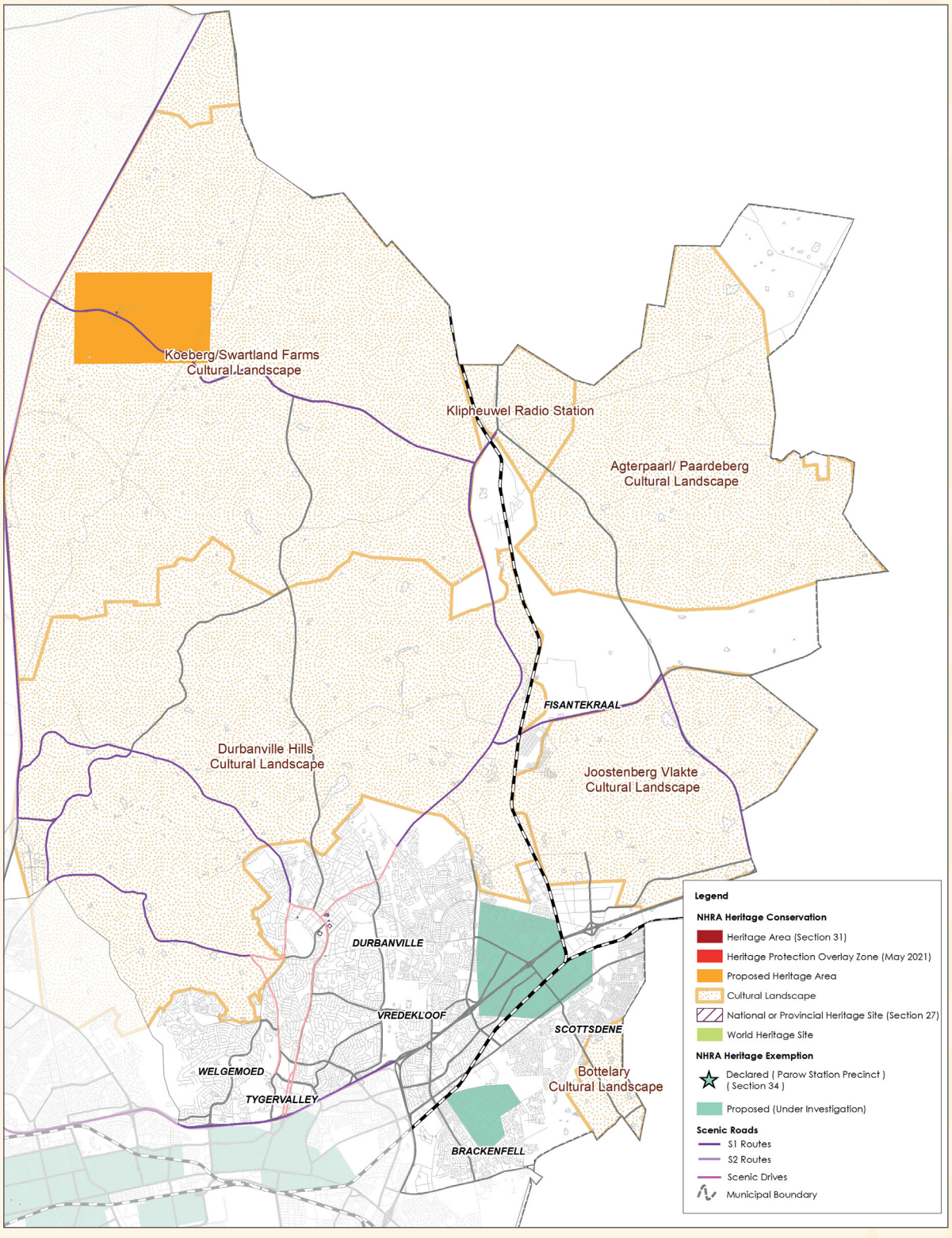


Figure 12: Cultural and heritage map

INTENSIVE AGRICULTURAL LAND SHALL BE PROTECTED AGAINST CONVERSION TO OTHER LAND USES, PARTICULARLY URBAN DEVELOPMENT, UNLESS OTHERWISE ARGUED IN THE DISTRICT PLAN.

3.2.2 Urban development

The Northern District Plan proposes various types and forms of residential and non-residential development to support the functioning of a sustainable and integrated community. For the purpose of this district plan, non-residential uses will include all buildings and infrastructure used for retail, offices, community facilities and related infrastructure necessary to provide for the proper functioning of urban areas. Areas that are earmarked for mixed-use purposes will be indicated at subdistrict level.

The section below will unpack the district development guidelines for existing and new residential, non-residential and mixed land use, 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 chapter 4.

3.2.2.1 Existing urban development

This includes established, developed areas located within the existing urban footprint of the district. Guidelines focus on the further intensification, optimisation and appropriate redevelopment of existing land uses and upgrading/maintenance of associated infrastructure.

3.2.2.2 Residential development

The guidelines for residential development are consistent with the national priority human settlements and housing development areas (PHSHDAs), MSDF (2022), City of Cape Town TOD Strategic Framework (2016), City of Cape Town Land Use Model (2020) and, most importantly, the Human Settlements Strategy (HSS) that was approved by Council in June 2021. These guidelines align with the HSS objective to support diverse typologies in high-density areas (such as social housing institutions and affordable housing delivered by the private sector) as well as service provision (iterative basic services and upgrading) where density is not achievable. The guidelines for residential development are categorised as follows:

a. General: The general guidelines deal with all types of housing opportunities for low-, medium- and high-income groups in both market (private) and subsidised (public) developments. The new development areas for this section refer to the sites identified (public and private) through the Land Use Model for residential, non-residential and mixed-use development, and existing development areas refer to the existing urban footprint.

b. Fully and partially subsidised: Guidelines for fully and partially subsidised human settlements deal with all government-assisted housing projects within the various human settlements programmes, namely the Integrated Residential Development Programme (IRDP) (mixed tenure: BNG, FLISP, affordable housing), community residential units (CRU), and the Social Housing and Upgrading of Informal Settlements Programme (UISP).

c. Informal settlements: Guidelines for informal settlements deal with all types of residential informality in the city, e.g. unlawfully occupied land and buildings (in terms of the objectives of the draft Unlawful Land Occupation (ULO) Framework, temporary relocation areas (TRAs) and incremental development areas (IDAs) (City planned), informal dwellings in the form of backyard units, and main house extension and conversion.

More detailed descriptions of each of the typologies can be found in annexure 6 (see volume 4: technical annexures).

3.2.2.3 Non-residential development

The district boasts a significant amount of developed industrial land. Areas with the highest agglomeration of industrial activities are Morgan Grounds (extension of Stikland industrial), Fisantekraal industrial node, Bracken Gate, Kraaifontein industrial node, and Atlantic Hills/Atlas Park area.

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

with an increased number of residential dwelling units or gross leasable area, and should be encouraged in locations with good public transport access, concentrations of employment, commercial development and other amenities, or where such accessibility and concentration is planned.

The implementation of the above could be achieved through supporting investment in well-located nodes, reinforcing transit-oriented corridors and linking growing nodes with lagging nodes through connective infrastructure. The most cost-effective way of reducing the social and economic costs of the current inefficient urban form would be focusing development on inward growth.

The mixed-use intensification areas indicated on the District Plan maps should be read together with the guidelines for nodal and corridor designations.

3.2.2.5 New development areas – future urban development

A number of sites that are suited for future urban development have been identified through a technical investigative process for the City's 2040 Land Use Model in order to determine the required supply and quantum of residential and non-residential development to accommodate the projected future growth of population in Cape Town. These sites are referred to as new development areas (NDAs) or areas earmarked for future development.

The identification of NDAs included the selection of underdeveloped and partially developed land for new infill and brownfield development of various typologies and densities for residential as well as proposed non-residential uses with estimated GLA (m^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 section describes the new areas for residential and non-residential development for the Northern District. The selection of sites and development proposals (see figure 13 and section 4) was based on their location potential and ability to support the strategic objectives and vision for the district described in section 2 (concept and vision) of this report. It needs to be noted that in some instances, sites that have been identified already have the required approvals in place for development, or the application process for development rights has been initiated.

a) Residential development

Table 6 below indicates the quantum of new formal residential opportunities in the Helderberg District to accommodate the anticipated growth in population. However, it is anticipated that residential opportunities will also be accommodated in the form of additional formal dwellings (second and third dwellings) and informally by the private sector (backyard dwellings, boarding houses, micro-development, etc.). To this end, appropriate guidelines for these types of development in addition to NDAs for formal residential development are described in chapter 3 and in more detail in chapter 4 of the subdistrict development guidelines, where applicable. Furthermore, the Land Use Model referred to above also includes projections for formal main dwelling units, additional formal dwelling units, informal dwellings and additional informal dwelling units, which were informed by a residential growth estimation – see technical annexure 11 in volume 4 of the integrated District Plan.

Table 6: Estimated supply of formal residential opportunities

TYPOLOGY	NORTHERN DISTRICT
Main formal dwellings	65 986

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

Considerations for applying densification targets and guidelines

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 uses 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 categories)	1. These areas should be considered for a wide variety of urban uses such as housing development, public open spaces, community facilities, mixed use/business development (where appropriate) but should not include noxious industrial uses. 2. Sites indicated for urban development but which also fall within identified precautionary areas should take associated district development guidelines into account (tables 5 and 7). 3. Support the incremental intensification 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 City's 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 City's 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 should be in areas demarcated for trading in line with the provisions of the CCT Informal Trading By-law. 9. 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.

Urban development – general (all categories)	10. Support flexibility of land use rights on residential properties along development routes to promote township home-based enterprises to facilitate local economic development. 11. Support temporary uses such as urban agriculture, sports and parks on the following land: a) underutilised public land within or on the outskirts of housing development and b) housing development land that will not be used in the short term in support of community upliftment and safety initiatives. 12. Support the establishment of urban agriculture, including uses such as allotment areas, community gardens and small-scale farming in townships to grow township-based food markets. 13. Encourage the retention of green infrastructure ecosystem services and optimise them whenever 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 and encourage developments that reach the gross density targets as indicated in table 7. Due regard must be given to appropriate transitions to surrounding areas, inter alia, the principle of socio-economic gradient, interface with existing development areas, impact on the urban character, heritage and biodiversity value of areas of significance. 6. Support the implementation of new development areas subject to infrastructure availability and the provision of associated community facilities and recreational space requirements. 7. Promote the development of affordable housing by the private sector through the implementation of the principle of inclusionary housing development (a principle to be unpacked in the Inclusionary Housing Policy that is under way) 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 (public open space), 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 should be put in place to ensure that these sites are allocated or released to the market within a reasonable timeframe to limit the risk of unlawful land occupation. **Subsidised and partially subsidised** 11. Support the development of high-density, affordable rental housing (social housing) within in the urban inner core (MSDF 2018) as the City's priority and preferred restructuring zone. 12. Encourage and support hostel redevelopment with increased infrastructure capacity and family-appropriate sized units within areas of intensification. 13. Encourage and support the delivery of affordable housing (gap, social housing or any other appropriate housing programme) within areas of focused public sector investment; NDAs, PHSHDAs, restructuring zones and development corridors and urban nodes, development focus areas (DFAs), urban support areas (USAs) and areas in need of local area planning (refer to volume 3: implementation plan). 14. To achieve maximum densities on limited land, promote and ensure that new formal City-provided housing structures comprise, where possible, semi-detached single-storey (for the elderly and disabled), double-storey units, or two- to four-storey walkups with a positive interface with the character of the area. 15. State-subsidised housing programmes should include innovative and alternative typologies and design to support the City's densification and sustainability targets. **Mixed market** 16. Encourage new developments to accommodate a range of housing typologies that caters for various income groups through varying densities, tenure options and housing programmes (including market-driven, affordable (gap/FLISP), social housing, fully subsidised and incremental housing) in order to promote diversification of human settlements. 17. Promote the development of mixed-market and affordable housing in areas of mixed-use intensification, urban nodes, development corridors. 18. Promote incremental growth by supporting micro-developers in the development of small-scale rental units (self-contained interleading group of rooms or a single room) as an additional use right within the single residential zone (SR1 and SR2) – Development Management Scheme (DMS 2019). These unit plans should be Council approved. 19. Promote and prioritise development of appropriately diversified densities of affordable housing on state-/City-owned land. 20. Mixed-market developments should promote integration through the use of tenure blind design (different housing typologies with similar architectural/style features).

Informal settlements (and TRAs), e.g. • Nomzamo • Lwandle • Sir Lowry's Pass	21. Support the incremental upgrading and formalisation of existing informal settlements that are identified as appropriate to remain as urban areas according to the criteria for categorisation of informal settlements (see annexure 6). 22. Support development application for the provision of basic infrastructure services in informal settlements (electricity, water and sanitation and accessibility routes). The re-blocking of informal settlement should account for greater service ratios allowing for increased taps and sanitation sites (as lessons learnt from the Covid-19 pandemic). 23. Support the City's commitment towards addressing emergency housing need and the mitigation of unlawful land occupation by prioritising development on land identified in the City's vacant-land register. 24. Limit expansion of informal settlements into identified precautionary areas (e.g. flood prone and fire risk areas), sensitive environmental areas such as high visual impact areas or biodiversity network areas, or areas of agricultural significance (usually identified by the urban edge in this district) to minimise relocations. 25. Support and prioritise the relocation of informal settlements situated in areas of high environmental and high health risk, and ensure that the alternative site meets the health and safety requirements of sustainable human settlements. 26. To create sustainable human settlements, support the re-blocking process from the outset to include access to connecting roads and access for emergency services, walking routes and NMT, well-lit public spaces (POS) and social facility areas, and the use of green infrastructure to support climate change adaptation. 27. Support in-situ upgrading of informal settlements, where possible, and deliver high-density typologies to achieve to minimise relocations. 28. Support the City's goals to transform informal settlements by facilitating incremental and micro-developments. 29. Support suitable temporary land uses where informal settlements have been relocated to prevent resettlement of informal dwellers.
C) SUBCATEGORY: NON-RESIDENTIAL DEVELOPMENT	
Industrial: existing and new development areas Examples: • Morgan Grounds (R300) • Fisantekraal industrial node • Joostenbergvlakte industrial node • Welbeloond/Atlas Park/ Annandale area • Botfontein industrial/ mixed-use park	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 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.

TYPOLOGIES AND DISTRICT ELEMENTS	DISTRICT DEVELOPMENT GUIDELINES
C) SUBCATEGORY: NON-RESIDENTIAL DEVELOPMENT	
Industrial: existing and new development areas	7. Allowances should be permitted where a greater mix of business activities can be tolerated and where the mix of activities does not negatively impact on the competitive advantage of the industrial activities in the area. 8. No activity or use that includes the onsite storage (or management) of hazardous substances shall be permitted without an approved risk management and prevention plan that has been submitted and approved. **Risk industry** 9. No inappropriate urban development (i.e. residential, community services and retail) should be permitted within or in close proximity to heavy/noxious industrial zones, solid waste disposal and wastewater treatment sites and transfer sites. 10. Existing developments in the above areas may require mitigation measures and limits on the further enhancement of development rights. 11. These areas should be reserved for noxious trade, and risk activities. Consent for other uses outside of this zoning should be discouraged or take the potential negative impacts into account.
D) SUBCATEGORY: MIXED USE	
Mixed-use intensification areas and mixed-use new development areas Business strip areas, including: • Durbanville CBD • Springbok Park area (Brackenfell) • Part of the Arauna area (directly adjacent to Brackenfell Boulevard) • Brighton Road/Van Riebeeck Road, and Marlborough Road (Kraaifontein) • Eikendal/Belmont Park area (mainly along Old Paarl Road) Nodes: • Cape Gate node • Kraaifontein CBD node • Durbanville CBD node • Tyger Valley node	1. Generally, support high-density mixed residential typologies, 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, urban nodes, stations and transport interchanges, especially where opportunities for commercial and other employment-generating land uses exist. 3. Promote an appropriate interface between these mixed-use areas and adjacent other spatial designations (such as low-density residential, agricultural, critical natural assets, public open spaces, etc.) through the use of sensitive design and informed by local level plans and guidance, where applicable.

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) Precautionary areas	• Koeberg Nuclear Power Station: Koeberg emergency planning zone (0–16 km) • Urgent protective zone (0–16 km)	1. All urban development within the emergency planning zone (0–16 km) of the nuclear reactors (reference point X = -52727.4000, Y = - 3727966.6500) must conform to the procedural guidance and restrictions reflected in the Development Management Scheme, section 158 (specific conditions regarding the Koeberg restriction area overlay zoning). a) Guidance in points b–d below will be superseded once the Regulations for Development around Koeberg are promulgated by the Minister of Mineral Resources and Energy and the review of item 158 of the City of Cape Town's Development Management Scheme is approved by Council. b) The principle for the 5–16 km zone is that limited development will be considered subject to assessments and that, in general, the number of population, employees and visitors should be limited. c) The City, in association with Eskom, for the National Nuclear Regulator, will develop tools to assess and report on the cumulative impacts of development applications in relation to available evacuation time. Development applications will be assessed through the traffic evacuation model. 2. Changes in land use outside the existing built-up area must consider disaster management infrastructure and operational systems necessary for people on the property to be notified of an evacuation order (i.e. sirens, information in Homeowners Association Constitution/Rules of the Scheme) and to act on the order. 3. Proposals for urban development in the 0–16 km Koeberg emergency planning zone, which is also in the discouraged growth area or outside the urban development edge, will require special attention in terms of nuclear safety and evacuation planning. This should include alert systems, sirens, nearby declared evacuation routes, capacity at mass care centres, and means of notifying owners, e.g. information in Homeowners Association Constitution/Rules of the Scheme. Special agreements with the National Nuclear Regulator and Eskom may be required and engagement should happen in the early stages of proposals. These costs are for the developer unless otherwise agreed to by Eskom.

PRECAUTIONARY AREAS AND UTILITY SERVICE INFRASTRUCTURE INSTALLATIONS	DISTRICT ELEMENTS	DISTRICT DEVELOPMENT GUIDELINES
b) Wastewater treatment works (WWTW)	• Fisantekraal WWTW • Kraaifontein WWTW • Scottsdene WWTW	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.
c) Cemeteries	Cemeteries in the district are found in: • Durbanville • Kraaifontein • Wallacedene/ Bloekombos	1. Support the continued use of cemeteries for this 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 or other options such as memorial gardens in the short-medium term, in addition to catering for urban growth in the district.
d) Broadband/ IT/Wi-Fi cabling (also refer to utilities section)	All areas – but primarily the following: • All nodes • All development corridors	1. Support the continued rollout of the City's Broadband Project by expanding the City's optic fibre infrastructure. 2. The above needs to also look at including future free provision of broadband fibre into each and every business area and node (as part of transport infrastructure investment). In support of the City's CTOD (comprehensive transit-oriented development) objective, this should be prioritised to business areas in the peripheral city and areas furthest from primary urban opportunity areas in order to support/increase economic opportunity in all prioritised urban development areas of the city/district.

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.

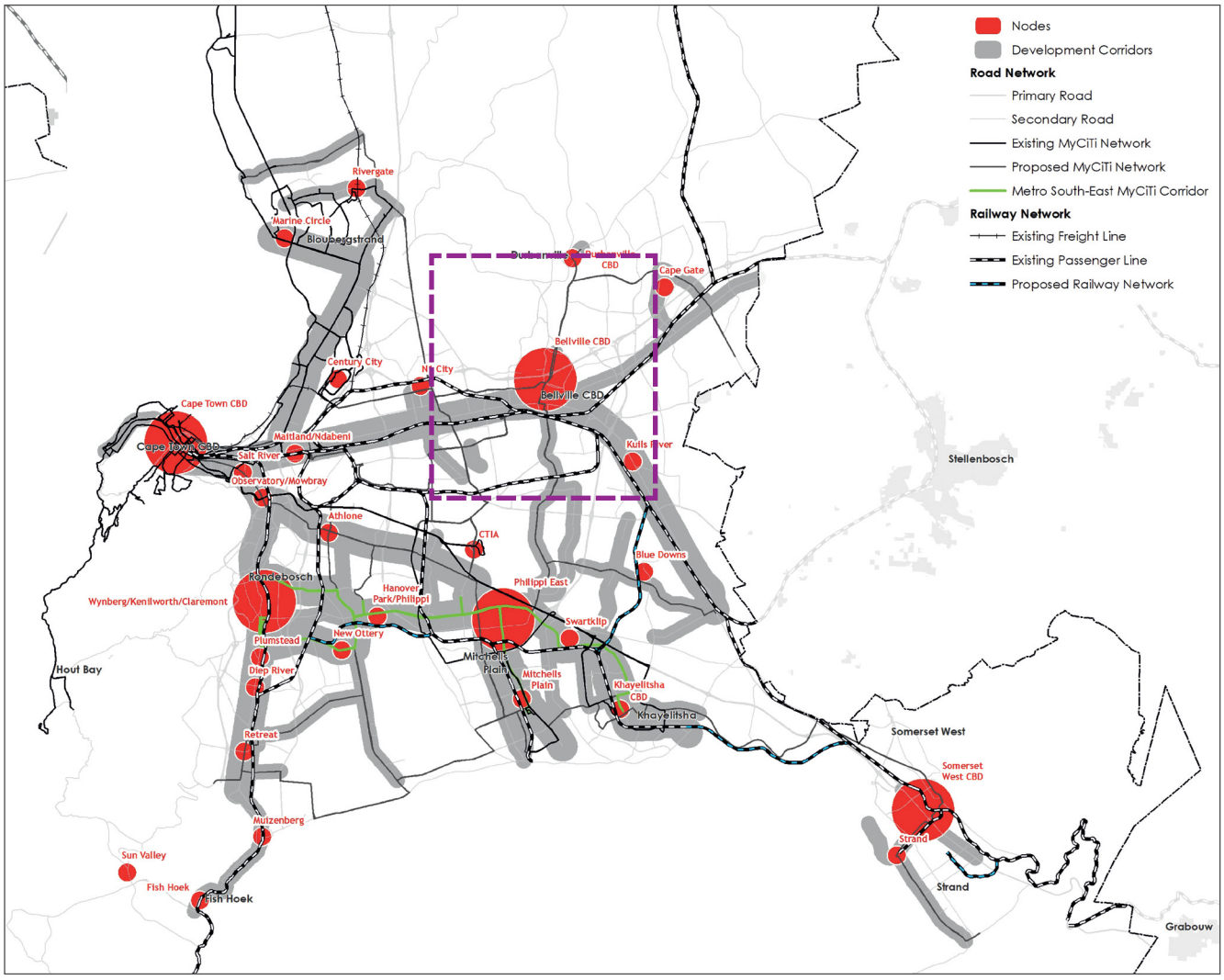


Figure 13: Structuring corridors

In alignment with the CTMSDF, the Helderberg District Plan utilises a transport route designation relating to desired land use functionality. This comprises a mix of mobility and accessibility infrastructure based on:

a) non-motorised transport (NMT) in 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 (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. Ensure that green infrastructure ecosystem services are retained, wherever possible, particularly where routes are adjacent to or intersect with open space, green corridors and NMT routes. Consult the GINet maps (via GI Viewer at open data portal or via Environmental Management Department).

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

b) Freeways and expressways	Freeways: • N1 • N7 • R300	1. The mobility role of these routes should not be compromised. 2. In response to the attractiveness of freeway access, especially for freight movement, intensification of existing commercial and light/service industrial development near freeway interchanges should be supported. 3. The development guidelines for existing proclaimed scenic routes should be considered generally for application along all freeways/expressways in the district. 4. Support creative development solutions that would assist with the promotion of long-haul metro public transport along freeways and expressways (e.g. optimising excess parking at shopping malls, sports stadia as park and ride facilities; integrating with local public transport and NMT).
c) Rail	Examples: • Malmesbury • Paarl/ Wellington	1. Ensure existing passenger rail lines for public transport right of way are retained, and also retain the opportunity for new rail links that are planned. This includes the Cape Flats and Mitchells Plain rail link in this district. 2. Support medium-density residential densification within ± 400 m of all rail stations subject to other local area guidance. 3. Encourage high-intensity mixed (residential and commercial) use around all stations within urban nodes, subject to other guidelines. For station areas outside urban nodes, consider mixed-use development only directly adjacent to station entrances, and limited only to ground-floor, small-scale local amenity commercial activities. 4. Ensure that all new development around stations supports improved NMT and safety and security of streets and public areas. 5. Retain opportunities for park and ride (including shared parking opportunities), subject to local assessments and transport planning. Encourage management partnerships for daytime public commuter parking and after-hours private local residential top-up capacity. 6. Adopt a precautionary approach to enhancement of development rights in station areas that are subject to visual impact (heritage HPOZs or scenic areas) and the impacts of predicted sea-level rise. 7. Support development above railway lines, where appropriate, to reduce barrier effects, integrate areas, and leverage economic development and development intensification opportunity.

SDF ROUTE DESIGNATIONS	DISTRICT ELEMENTS	DISTRICT-WIDE DEVELOPMENT GUIDELINES
d) Development routes The term 'development route' refers to the actual road or street and directly abutting/adjacent urban properties) (see section 3.4.1: development corridors for guidelines for areas further away from the development route)	**Higher order** (within identified MSDF corridors and with IRT trunk routes) • Durban Road • Wellington Road • Okavango Road **Lower order** (high-frequency public transport routes) • Old Paarl Road • Brackenfell Boulevard • Lucullus/Maroela Road • Carl Cronje Drive	1. Support the functioning of these routes as 'spines' of their respective development corridors through encouraging high development intensification and densification to support high-frequency, high-volume public transport. 2. In general, the highest intensification of land use should occur directly adjacent to or in closest proximity to the routes (e.g. first block). This must, however, consider the nature of access roads, additional traffic impacts, and parking requirements, and be subject to other policy guidelines where relevant. 3. Areas between urban nodes, civic precincts, or (the extent of) existing commercial areas should generally be restricted to residential development only. 4. Ensure ongoing alignment between relevant departments in ensuring the appropriate location of major public transport stations/stops along these development routes, and consistency of design guidelines for incorporation into road reserve development and adjacent property development proposals. 5. Any future redevelopment of these roads, associated pavement areas, and land uses fronting these should take place with the planned IRT, other public transport, and NMT infrastructure improvements in mind, and especially at BRT and taxi stations and stops. 6. Civic upgrades, landscaping and NMT provision should be a key consideration and be made as and where appropriate to ensure quality streetscapes. Special focus should be on creating high-quality attraction areas at strategic locations (e.g. around PTIs, at public squares, encouraging private redevelopment to create semi-public parts of their sites for eateries/coffee shops, etc.). 7. In general, development should front onto these roads, and active street interfaces should be encouraged and large extents of blank wall avoided by encouraging visually permeable property boundaries, pedestrian-friendly/-focused active streets. 8. Where open spaces intersect with these roads, the former should be retained and enhanced in order to develop the 'green' network, and provide open space relief in intensively developed areas. 9. Mitigation of the impact of the road's mobility function (including design efforts to slow traffic) may be appropriate at high-intensity, mixed-use nodal areas where frequent pedestrian movement across the street is necessary. Therefore, provide/allow for road access in urban nodal areas according to development needs rather than road classification requirements. Routes through residential areas between these nodes should generally be mobility orientated, with appropriate street and pavement design and adjacent development and landscaping, and adherence to section 136B (boundary walls) of the Municipal Planning By-law, etc. to ensure NMT safety and security.

d) Development routes		10. Ensure the enhancement and protection of scenic qualities and heritage resources along these routes, where necessary, especially where these have been recognised and protected through policy and legislation. 11. Reinforce the functioning of these roads as public transport routes through encouraging future highest-order facilities along high-order routes, and local community service provision along lower-order routes. 12. Direct access onto these streets from abutting properties is generally supported, but should be consolidated, where possible and appropriate. 13. Direct-access, perpendicular parking across the erf frontage should not be permitted along these routes.
e) Connector routes	Examples: • Vissershok Road • Tyger Valley Road • Jip de Jager Road • R304 • Langeberg Road • De Villiers Road • Old Oak Road • Bill Bezuidenhout Avenue • Eversdal/De Bron Road • Fairtrees/Lubbe Street/Boland Way • Koeberg Road	1. These routes should continue to primarily perform a 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 identified nodal points. Furthermore, these should be limited between and especially in areas not close to development corridor main roads. The process of land use intensification along these routes must consider the nature of access roads, additional traffic impacts, and parking requirements. 3. The mix of predominantly residential function and character but interspersed with small mixed-use areas, as well as a mix of mobility and activity functions, should remain and generally be contained in their current forms. 4. Mitigation of the impact of the road's dominant mobility function (including design efforts to slow traffic) may be appropriate at high-intensity nodal areas. The route between these nodes should remain primarily mobility orientated through residential areas, with appropriate landscaping and adherence to section 136B of the DMS dealing with the guidelines for boundary walls and fences. 5. The role of these routes as significant community-service public transport routes should be reinforced through civic upgrades and landscaping, and NMT provision should be made, as and where appropriate, to ensure quality streetscapes. 6. Development along connector routes, which are also indicated as scenic routes, should take related guidelines into account (see scenic routes section below). 7. In support of the City's CTOD, the objective should be to consider non-residential development in identified business areas (nodes and civic clusters, where appropriate) in peripheral underserved areas of the district furthest from primary urban opportunity areas in order to reduce congestion (and improve bi-directional flow) on key connector routes. 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, which are also approved scenic routes, refer to related guidelines in the environment section 3.1.1.

SDF ROUTE DESIGNATIONS	DISTRICT ELEMENTS	DISTRICT-WIDE DEVELOPMENT GUIDELINES
f) NMT routes	**Higher-order NMT** ('destination' closed streets, promenades, cycle routes that are high attractors from across the metro) • Extension of Jip de Jager/Tyger Valley Road • Durbanville CBD, especially Wellington Road **Lower-order NMT** District-attractor walkways – around major parks High (sub-metro) attractor cycle routes Example: New developments along Elsieskraal River (US Business School, Transnet land)	1. Any nearby development should contribute to the enhancement of these routes (including associated management) where possible. Support public (or private) investment of these metro-attraction routes as key recreation and tourism destinations. 2. Plan for and implement/facilitate links between these routes and adjacent/access roads, public transport and parking to support pedestrian access to and utilisation along the NMT routes. 3. NMT routes can potentially enhance or complement green infrastructure ecosystem services. Maximise opportunities to retain these GI services in both higher- and lower-order NMT corridors. 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), 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 (less need for longer intra- and inter-district trips) 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 NMT experience and better-quality urban environments. Development and management partnerships should be encouraged, where possible. 7. Particular focus should be on improved pathways around (or along) district public open space areas (as significant amenity attractions), including Jan Burger Park. Again, development and management partnerships should be encouraged, where possible. 8. A key focus in areas with significant development informality must be on ensuring that planned NMT routes are not encroached upon. 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).
g) Airports and other freight hubs (include only where relevant)	Cape Winelands Airport	1. Encourage and support the development of the airport in order to address market needs in the area. 2. Encourage development of interdependent, associated economic activities and the maximisation of economic opportunity within and in immediate proximity around the airport property, as appropriate.

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) Higher order Examples: • Okavango Road • Durban Road • Wellington/Klipheuwel Road (between CBD and R312 intersection) **b) Lower order** Examples: • Old Paarl Road • Brighton Road	*NOTE: Refer to section 3.3.2 for land use intensification (density and diversity) guidelines applicable to urban nodes, which is also applicable to those nodes within development corridors.* 1. Support higher-intensity development within development corridors than in surrounding urban areas. 2. In general, the highest concentration of land use intensification should occur in nodal areas and adjacent to development routes (i.e. properties abutting the corridor spine). Where a residential component is proposed, medium–high densities should be supported within the primary corridor area (i.e. within 400 m of the development route/± 5-minute walk). However, where a different approach is required due to the local context, more detail will be included in the relevant subdistrict guidelines. 3. Medium-density residential development should be promoted within the secondary corridor area (i.e. between 400 and 800 m of the development route/ ± 10-minute walk). However, these are not definitive extents and should be considered a guide dependent on local area circumstances.

DESIGNATION: DEVELOPMENT CORRIDORS (see route designations section for development route)	
DISTRICT ELEMENTS	**DISTRICT-WIDE DEVELOPMENT GUIDELINES**
	4. Ensure appropriate interfaces are created where proposed residential development is at odds with existing development in the area (e.g. where more than three-storey development is being considered on properties adjacent to/in 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 in residential area), etc. must be considered to determine the appropriateness of proposed development.

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 which indicate that connection is required to be retained or created over that space, but that the actual alignment of the corridor needs definition and to be taken into account during a development/ redevelopment process.

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

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 (subdistrict maps)	1. Encourage development to promote opportunities for linkages between 1. Encourage new development to promote opportunities for linkages between identified structuring open spaces in developed areas through, for example, 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 through developing connections through public space. 3. Maintain and enhance green corridors along rivers. 4. Landscaping of developments should consider the enhancement of corridors, and the suitable vegetation types should be considered with endemic vegetation preferred in corridors linking biodiversity areas.

[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.*

	5. Promote the development of NMT networks to align with green corridors to create multifunctional spaces. 6. Where applicable, encourage restoration of canalised river segments and promote landscaping on canal edges. 7. Protect tree-lined corridors and expand planting to support the movement of species where opportunities arise. 8. 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 redevelopments along flexible corridors, landscaping and protection of smaller green space assets should be encouraged. 2. Encourage the integration of green corridors into NMT improvement opportunities. 3. Identify land that could be made available for the establishment of corridors, e.g. along riverine environments and parks. 4. Consider the broader spatial context of the corridor to ensure that corridor delineation through a space ties up and links to natural features outside of the space.

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.

DESIGNATION	DEVELOPMENT GUIDELINES
	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 node Example: Tyger Valley (as integral part of Bellville metro node)	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 Examples: Cape Gate/ Kraaifontein Durbanville 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 Example: Brackenfell CBD Strand CBD	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 *(these would only be 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.

THE CITY IS RESPONSIBLE FOR 40 CEMETERIES IN ITS MUNICIPAL BOUNDARIES. STIKLAND CEMETERY SPANS OVER 10 HA.

3.4.3 Civic clusters

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

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

A detailed study led by the Council for Scientific and Industrial Research (CSIR) has been undertaken to review the social facility baseline and sufficiency for 2020 and estimate the anticipated facility requirements for 2040. Based on this study, a hierarchy of social service nodes (five levels in total) have been developed in accordance with figure 13 below.

The ranking of these nodes was based on the intensity of the differential role of each node in the city, service catchment population size, range and type of facilities available and an equitable spatial spread of civic clusters at different levels across the city that is required to support an efficient and spatially just distribution of different facility types at acceptable distances. All nodes should be serviced with basic facilities and as the node level moves up from level 5 (lowest order) to level 1 (highest), additional facility types are added at each level. Higher-level nodes should provide a full range of higher- and lower-order services, but lower nodes only provide lower-order services.

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

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

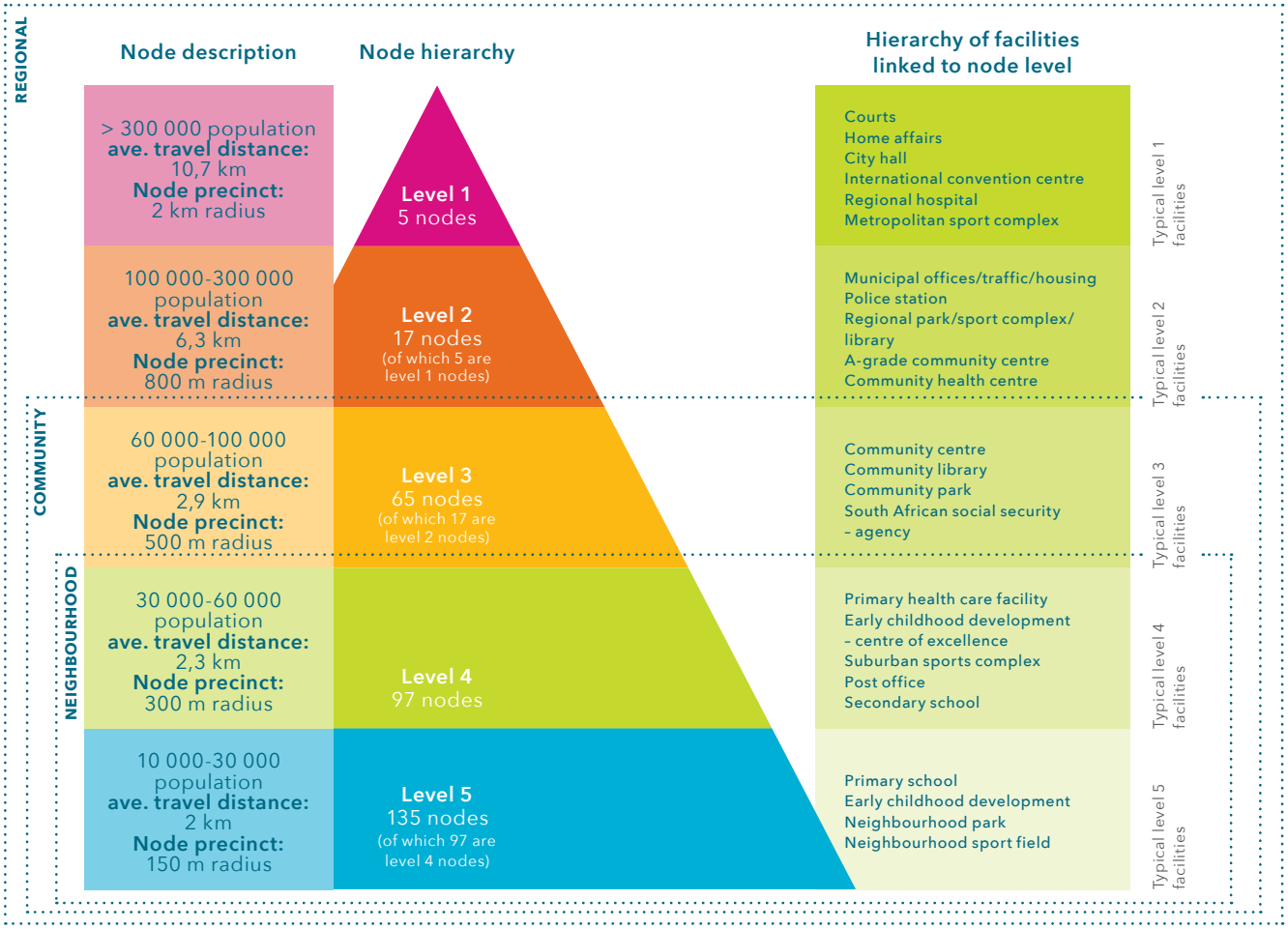


Figure 14: Civic clusters as integrated into District Plan

Table 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. Well-established multifunctional clusters in close proximity to public transport and highly accessible locations. 5. Serve a catchment area larger than the immediate district with travel distances up to 15 km. 6. Guideline: Precinct radius ranging between 800 m to 2 km.
c) Community civic clusters	7. Include facilities such as community parks, community centres and libraries, which could be clustered with small-scale commercial activities. 8. Approximate catchment area of up to 5 km. 9. Guideline: Precinct radius of approximately 500 m.
d) Neighbourhood civic clusters (subdistrict maps)	10. Include localised facilities such as primary healthcare, schools/ECD centres and neighbourhood parks. 11. Approximate catchment area of up to 3 km located within walking distance of the communities served. 12. Guideline: Precinct radius ranging between 150 m and 300 m.

3.4.4 Destination places

These are significant landmarks or locations either through nature, heritage, cultural or coastal areas. These could form part of the urban nodes as indicated above, where it is clustered with a mix of other land uses or can be a landmark on its own. This will be indicated with a unique symbol.

Table 15: Destination places guidelines

DESIGNATION	DEVELOPMENT GUIDELINES
Examples: • Tygerberg Nature Reserve • Bracken Nature Reserve • Durbanville Nature Reserve • Durbanville Rose Garden • Durbanville wine farms such as Meerendal, Diemersdal, Altydgedacht • Uitkamp Wetland Nature Reserve • Botterblom Nature Reserve • Perdekop section of Bracken Nature Reserve • Van Schoorsdrift conservation area	1. Prioritise place-making interventions that enhance destinations. 2. Support the protection and enhancement of recreational and tourism opportunities at high visitor-attractor destination places. 3. Encourage appropriate development in areas surrounding the destination place and ensure that interfaces are treated sensitively in terms of the City's Urban Design Policy. 4. Support private and public sector investment for the redevelopment and upgrading of identified public open space areas (upgrading landscaping, litter bins, ablution facilities). 5. Promote synergies between the various economic sectors and tourism. Where feasible links can be made between creative industries and tourism, nature and tourism, food/beverage and tourism, etc. through correct zoning, allowing land use activities such as restaurants spilling out on the pavement, allow commercial pop-ups and so forth; increasing the scope of land use rights to ensure universal accessible access and infrastructure along routes where synergistic clusters may encourage visitors. 6. Maintain and improve the levels of public accessibility to these areas. Promote and support creating access through public transport and non-motorised transport routes to increase the level of accessibility to the destination places. 7. Ensure maintenance of green streetscapes and corridors that link from the Tygerberg Nature Reserve through to the urban context of the district. 8. Retain the benefits of green infrastructure ecosystem services in destination places, thus ensuring complementarity.

3.5 Guidelines related to conceptual designations

3.4.1 Edges

a. 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.

b. 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.

c. 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 District Plan delineates a detailed urban development edge and provides detailed associated development guidelines.

Table 16: Urban development edge guidelines

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 4.2 (section relating to spatial planning category: discouraged growth areas) in the MSDF, clarifying the principles, informants and guidelines relating to development in the discouraged growth areas. 2. In these areas, support non-urban development and activities supportive of the recreational or tourism economy. However, limit the scale of such development and restrict any subdivision to maintain and consolidate the long-term integrity of these areas. 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 urban development at the urban development edge interface results in a positive interface (building orientation and form, surveillance, boundary wall/fence, etc.) with due regard for local considerations (e.g. fauna management, fire risk, visual impact, slope) and green infrastructure ecosystem services.
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 includes renewable energy utilities such as solar farms) that cannot be accommodated inside the urban development edge.

THE DUALLING OF JIP DE JAGER DRIVE AS A MAJOR ARTERIAL ROUTE THAT CONNECTS THE NORTHERN SUBURBS OF DURBANVILLE AND BELLVILLE WITH THE N1 FREEWAY IS UNDER WAY TO RELIEVE TRAFFIC CONGESTION.

4.
SUBDISTRICT DEVELOPMENT GUIDELINES

As indicated in chapter 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/ contextual framework (framework plan in package of plans approach), such amendment should not change the general intent and overall structure of such development proposal. This also relates to the motivation be used to support such development.

The following guidelines are applicable to all subdistricts:

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

Subdistricts

The Northern District comprises five subdistricts (see figure 14), namely:

1. Subdistrict 1: Tyger Valley node and Durban Road corridor
2. Subdistrict 2: Cape Gate and Okavango Road corridor
3. Subdistrict 3: Fisantekraal, Joostenbergvlakte, Bloekombos and Scottsdene area
4. Subdistrict 4: The Agricultural/rural hinterland
5. Subdistrict 5: Eastern N7 corridor

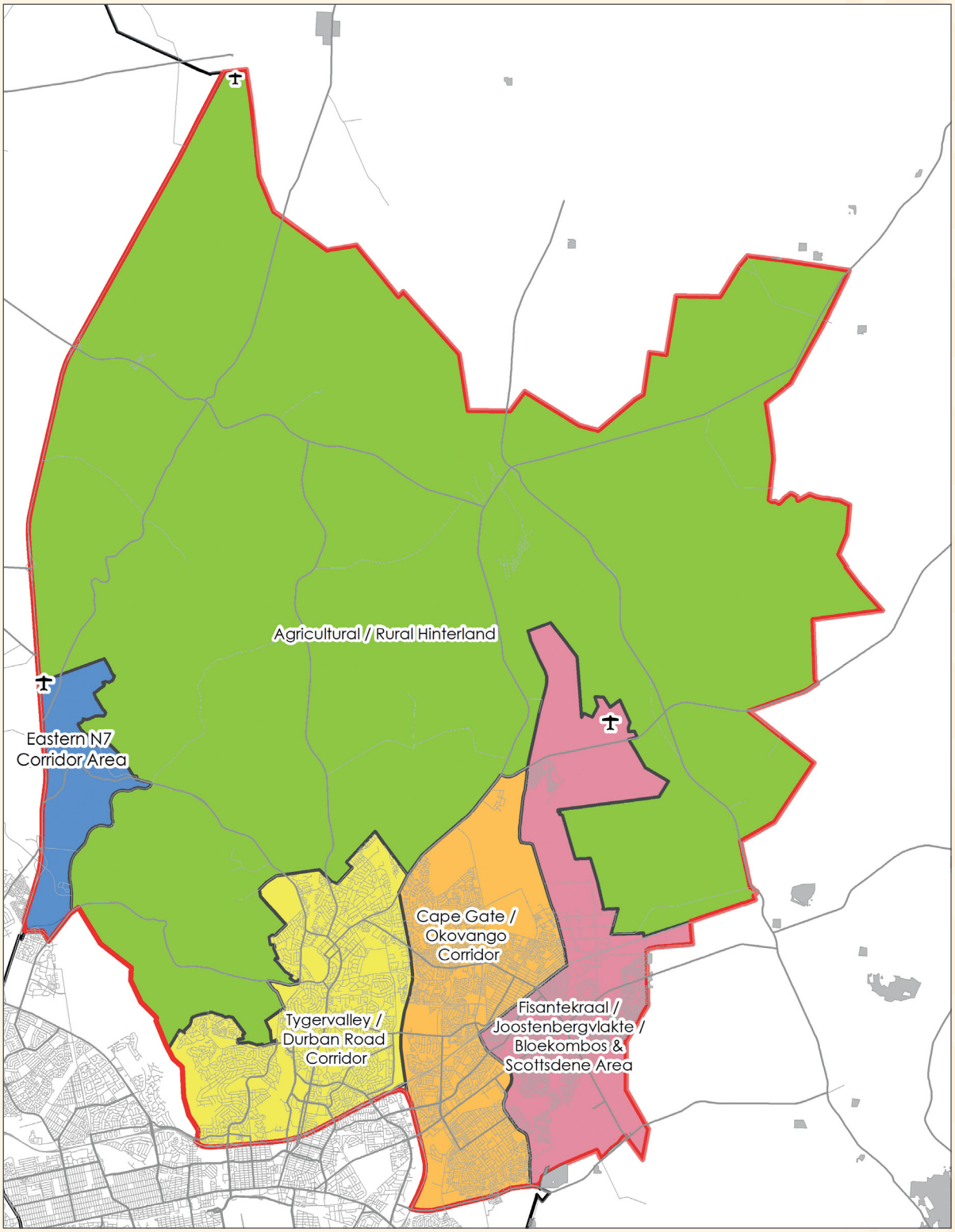


Figure 15: Subdistricts in Northern District

4.1 Subdistrict 1: Tyger Valley node and Durban Road corridor

Suburbs: Tyger Valley, Durbanville CBD, Welgemoed, Welgedacht, Door de Kraal, Protea Valley, Kenridge, Upper Oakdale, Richwood, Rosendal, O'Kennedyville, Stellenridge, Stellenberg, Eversdal, Vygeboom, Valmary Park, D'Urbanvale, Sonstraal, Goedemoed, Vierlanden, Aurora, Durmonté

This subdistrict comprises the urban area to the west of the R300 road reserve and north of the N1 freeway, and includes the Tyger Valley node (a development focus area, i.e. DFA, as part of the wider Bellville metropolitan node) as well as the Durbanville CBD and surrounding residential suburbs.

The area is characterised by predominantly single residential areas, and also include both the Elsieskraal River open space system, as well as the Kuils River system.

Table 17: Subdistrict 1 development guidelines

SUBDISTRICT 1: TYGER VALLEY NODE AND DURBAN ROAD CORRIDOR	
LOCAL OBJECTIVES	**SUGGESTED RESPONSE/GUIDELINES/POLICY STATEMENTS**
a) To create an enabling environment for intensified development where the focus is on increased accessibility, mixed use and diversity. b) The Tyger Valley node should be regarded as part of the Bellville CBD, which stretches from the Bellville PTI to the Tyger Valley node. c) Residential areas surrounding the node should be protected from business creep and only incremental densification should be considered. d) Although public transport is limited in the area, effort should be made to introduce some form of public transport between Bellville PTI and Tyger Valley. e) University of Stellenbosch Business School site (USB): Objective is to enable a mixed-use development of commercial, residential, tertiary education and related nature, but excluding industrial.	**Commercial node** 1. The focus should be on introducing some form of road- based, privately managed public transport, apart from Golden Arrow buses. 2. Bulk should be tested against bulk services capacities, inclusive of transport. 3. Evaluation of height within the Tyger Valley area must consider slopes, focus areas and surrounding context. 4. Phased development should be promoted, linked to capacity requirements. 5. For Tyger Valley Centre, all extensions should be considered against the urban form of the approved urban design framework. The pedestrian link across Carl Cronje to Willowbridge Lifestyle Centre should remain a priority when consideration is given to the development of erf 32915. 6. For the Galleria development, the approved land use rights will apply. Pedestrian movement in a north–south and east–west direction should at all times be promoted. In the longer term, the vehicular accessibility across Bill Bezuidenhout should also be a priority, especially when the lease properties of the CCT in the northern precinct is considered for redevelopment. 7. For the USB site, provision of higher-density residential development should not be undermined by commercial development. It is recommended that a phasing plan for development be introduced, linked to the provision of bulk services, inclusive of transport accessibility. In this regard, the proposed extension of Uys Krige Drive to Hume Road needs to follow due process. The integrity of the Elsieskraal open system should be protected, and should be linked to pedestrian movement in the system and integration with the site as well as linkage to the Bellville core area. 8. The interface with Hoheizen should be dealt with in a sensitive manner regarding land use, massing and height of buildings. Detailed site development plans should be required to highlight/ explain such interfaces.

SUBDISTRICT 1: TYGER VALLEY NODE AND DURBAN ROAD CORRIDOR	
LOCAL OBJECTIVES	**SUGGESTED RESPONSE/GUIDELINES/POLICY STATEMENTS**
f) Durbanville CBD: Objective is to support the intensification of use in the core area, but the secondary CBD should be protected from business creep, while eroding the area from its residential capacity. g) The character of the predominantly single residential suburbs should be protected, although incremental densification should be promoted to create a denser urban form, and protect the agricultural hinterland.	**PP Smit Sportsgrounds** 9. The relocation of the sports facilities should be a long-term goal, once public transport has been introduced along Durban Road. The property provides potential for mixed- use development in the form of commercial development combined with higher-density residential, especially along the Durban Road interface. **Rosenpark/O'Kennedyville** 10. The O'Kennedyville precinct has almost been fully developed. The open space site, i.e. erf 1744, should not be considered for alienation, as it is the only open space in the area. 11. For the area to the east of Twist Street, intensification of use in redevelopment should be promoted. Higher- density residential development on top of commercial buildings should be promoted, as the area is located in a future transport-accessible precinct of the Durban Road BRT route (future). No alone-standing commercial buildings should be considered. 12. In Rosenpark, a definite shortage of public parking is experienced. The vacant open spaces, i.e. erven 31295, 31295-RE and 31728-RE (all Council-owned), should be considered for increasing the parking capacity of the area, but vast parking areas should be avoided. The open space function should also not completely be lost. Soil conditions should be investigated for any redevelopment of these properties. **Transnet property to the west of Willowbridge (erf 1201 Bellville)** 13. The site should be regarded as a transition between the low-density area of Door de Kraal and the commercial node. Higher-density residential development should be considered at a minimum gross density of 30 du/ha. Views from the boundary properties of Door de Kraal, as well as the interface with the Elsieskraal River open space system, should be respected. Some small-scale commercial development may be considered at the interface with the Elsieskraal open space system in order to ensure an active public interface. However, the open space system of the Elsieskraal River should not be compromised by such development. **SANRAL property (erven 39680, 39687 and 3783-RE, Willie van Schoor Drive)** 14. Commercial development on these properties is supported, but access management needs to be addressed up front. **Edward Street** 15. Redevelopment along the activity street should be supported, but parking availability needs to be addressed until such time as public transport is adequately addressed.

Durban Road (north of Tyger Valley)

16. Single residential properties along Durban Road should, in general, not be considered for subdivision.
17. Densification proposals should first be discussed with the relevant transport engineers in terms of accessibility.

Area north of Old Oak and east of Tyger Valley roads

18. No expansion of the commercial node into the residential fabric should be considered. For De Bron Avenue, only low-key office/ business uses on the northeastern side of the street to be considered. A development plan, inclusive of landscaping proposals, needs to be submitted with redevelopment, addressing interfaces, screening of parking, etc.

Bloemhof (suburban node at corner of Bill Bezuidenhout, Mountainview Drive and Sonnebloem Street)

19. No further expansion of commercial uses into the residential area should be considered.

Erf 39829 (Old Oak Road, Ridgeworth)

20. Development of this site must be low-key and sensitive to the historic building, the surrounding residential context and abutting open space system.

Durbanville CBD (see figure 15) Core area

21. Core area is framed by Gladstone, Church, De Villiers, Queen, Biccard and Koeberg roads, where increased intensity (massing) and height of five storeys are promoted with a zero street building line. The approved Durbanville CBD Urban Design Framework (Planning Partners, September 1999) applies to the area.
22. A more integrated development focus should be promoted throughout the core area, with residential development on the upper floors of commercial buildings being desirable.
23. Pedestrian connectivity should at all times be a priority with all forms of redevelopment, especially between the public transport facility, and erven 20197 and 9701.

Secondary CBD area (SCBD)

24. The function of the SCBD is to be supportive of the core area while also acting as a transition area between the CBD and the lower-density residential neighbourhoods. The focus should therefore be higher-density residential with office and ancillary retail only in order not to undermine/erode the core CBD of its function. Offices within the footprint of existing dwellings can be considered (where specified) prior to redevelopment but the principles per the Durbanville Urban Design Framework relating to the creation of a positive streetscape will still apply.
25. Heights: The principle is to promote higher buildings in the core CBD and along major routes entering the core CBD, with heights lowering in the secondary CBD towards the surrounding residential environment. The same applies to the massing of buildings.
26. Block framed by Beck, Racecourse and Langenhoven Streets/Roads: Remaining SR1 properties can be considered for LB and/or higher-density residential.

SUBDISTRICT 1: TYGER VALLEY NODE AND DURBAN ROAD CORRIDOR	
LOCAL OBJECTIVES	**SUGGESTED RESPONSE/GUIDELINES/POLICY STATEMENTS**
	27. Block framed by Plein Street, Koeberg Road, Murray Street and erf 1343 (POS): Higher-density residential to be considered with the consolidation of two or more properties as the preferred option. 28. Hibiscus Street, erven 1180–1182, 1185–1186: Only residential densification to be considered. Scale, form and interface with adjacent residential fabric should be sensitive. 29. Iris Street as well as the area between Koeberg and Queen Street: Remaining houses (existing footprint) may be converted to offices, but any redevelopment must focus on higher-density residential with commercial on ground floor only as per the SCBD guidelines. 30. Somerset Crescent: Medical precinct where only medical suites/ consulting rooms/medical offices or general offices are to be considered. 31. Protea/Disa/Ixia Street block: Higher-density residential development to be considered with the consolidation of two or more erven to be the preferred option. 32. Baxter and Van der Byl Avenue, Louw Street block as well as Louw, Van der Byl, New Haven, Hafele street block: Commercial, which may include a small retail component at ground level (minor to serve/ complement residential component only, no equipment-hiring services), with higher-density residential development on top. No alone-standing conversions of existing single residential units for office use only to be considered. No phasing to be considered, referring to office component as a first phase, as an example. Existing houses may be converted (only existing footprint) for office use prior to redevelopment. 33. Note that for the areas in the secondary CBD, not specified, only application for residential densification should be considered. However, the qualities of the surrounding urban fabric should be considered when compiling such applications. 34. No other densification, except in the form of second and third dwellings should be considered for the larger SR1 erven surrounding the secondary CBD. No subdivision of SR1 properties outside SBA unless adhering to small-scale incremental densification criteria (Densification Policy), i.e. panhandle subdivision that limits the impact on the street interface and character could be considered. **Durbanville Racecourse** 35. Although the racecourse is not available for redevelopment, adjacent properties, all City-owned, i.e. erf 7650, offer opportunity for higher-density residential development. These properties should not be earmarked for commercial development, as it will have a detrimental effect on the adjacent residential fabric, and also detract from the vibrancy of the Durbanville CBD. 36. Should the racecourse in future be availed for redevelopment, the open space function it offers should be protected.

Residential areas

37. Ridgeworth, Kenridge, Upper-Oakdale: Due to the close proximity of these predominantly single residential areas to the Tyger Valley node, pressure for commercial creep into these areas is expected, but should not be considered. The focus should be on intensification of the Tyger Valley node, and the adjacent residential enclaves should not be compromised.
38. Loevenstein, Hoheizen, Welgemoed, Kenridge, Door de Kraal, Protea Valley, Welgedacht, Kanonberg, Oude Westhof, Van Riebeeckshof, De Bron, Chantecler, Rosendal, Stellenberg, Ridgeworth, Amanda Glen, Durbell, Durbanville Hills, Durbanville extensions 2, 13, 28; Aurora, Nerina, Skoongezicht, Nature's Valley, Wellway Park, Vierlanden, Durmonté, D'Urbanvale, Vygeboom, Sonstraal, Valmary Park, Aurora and Tara: These predominantly single residential neighbourhoods address a specific need in the market, and are characterised by larger erven, larger trees and shrubbery, creating a specific character. Only incremental densification in these areas should be considered, inclusive of second dwellings and third dwellings. Note that 'The existence of a second dwelling shall not in itself be sufficient reason for the City to grant an application in terms of this by-law to subdivide the land unit containing the dwelling units' (section 53(e) of the MPBL, 2015).

Vierlanden

39. The larger estate erven provide an opportunity for incremental densification, but services and access aspects need resolution. The objective should, at all times, be to protect the single residential character of the area.
40. Erven directly adjacent to Boland Way (east) may be considered for group housing (GR1). Access to these properties needs to be resolved up-front with the transport engineers.
41. Other larger erven further east of Boland Way may be considered for subdivision, but such subdivided portions should not be smaller than 4 000 m^2. The presence of mature trees on a property may have an impact on such subdivisions and should inform such subdivision. The objective is to retain the integrity of the low-density area.
42. No blocks of flats should be considered.

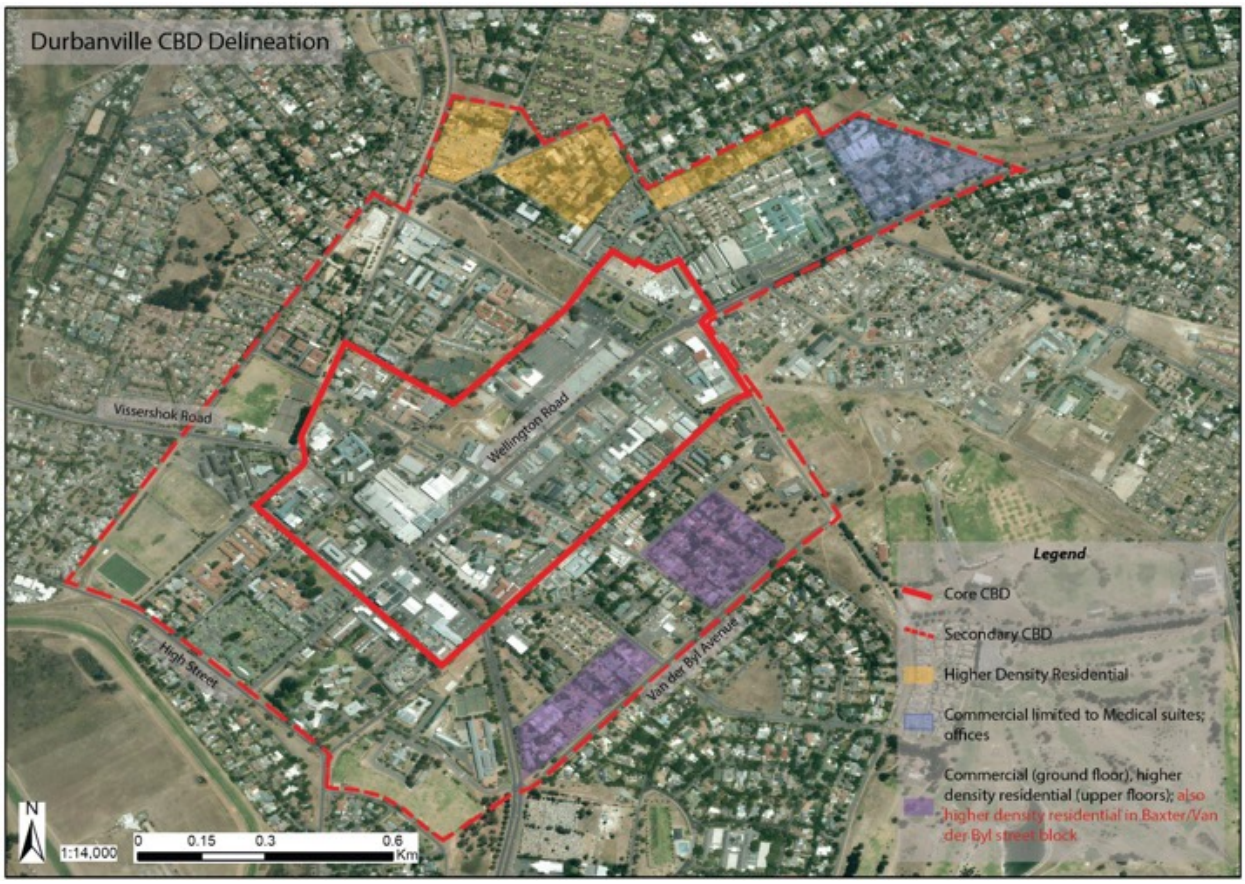


Figure 16: Durbanville CBD

Subdistrict 1: New development areas

a) University of Stellenbosch site (map 1, figure 16)

This site is regarded as one of the gateways into the Elsies Kraal River Valley. Future development of this site must contribute to the mixed-use nature of the Tyger Valley node. Appropriate uses include commercial (office and retail), residential (medium to high density), with a strong focus on education, technical services and research-orientated facilities. Sports and recreational facilities can be accommodated on the former dump site. Low impact uses should, however, be limited in order to optimise the development opportunities, as well as to ensure the proper integration of this site into the Tyger Valley node.

1. The interface between the future development and the abutting high-quality, low- density residential area (Hoheizen) must receive special attention. The placement of the higher buildings must in particular not only respond to the gateway status of this site and the visual exposure along the N1, but also respond to the slope of the land and be sensitive to the views enjoyed by the residents in Hoheizen. It is again critical that an Urban Design Framework provides the necessary basis for consideration of appropriate bulk, building heights, etc.

2. The consideration of any development proposals for this site must not only ensure the continuation of the Elsieskraal River Public Open System past erf 23974 toward the Jack Muller Park, but must ensure proper integration of the site with this system. This is in order to optimise pedestrian connectivity within the wider precinct. The opportunities presented by the water body must also be capitalised upon. The incorporation of the water body as a focus area within the open space system must be optimised. This is not only in terms of the visual relief it presents from the surrounding high-density development, but also in terms of the ambience and recreational opportunities that it offers. In this instance, the

Tyger Falls and Tyger Waterfront developments limited the interaction with the water body within their development to a 5 m walkway and a narrow green link with the open space system to the north. Residents are not presented with any real relief from the high-density development in terms of green areas where they can relax (or exercise). The repetition of past mistakes must therefore be avoided.

3. Although the extensive road network ensures that this area is very accessible, the implementation of the half-diamond intersection from/onto the N1 and Carl Cronje Drive is critical in unlocking the potential of both the US grounds, as well as the Velodrome property.

4. The desirability, alignment and functionality of the proposed extension of Uys Krige Drive to link via Hume Road onto Carl Cronje drive must receive further investigation. This link should, if required, not create a direct access to the Tyger Valley node. The impacts of such an alternative access road through erf 23974 on the residential character and fabric of Hoheizen is a concern from a planning perspective.

5. The extension of the R300 to the north should receive priority in order to accommodate proposed infill developments, as well as to address congestion in the area.

6. The Kuilsriver corridor should be investigated to provide for recreational facilities such as mountain bike tracks and pedestrian walkways.

b) Altydgedacht Triangle (CA 276-17 Remainder)

1. Due to the extension of Jip de Jager Avenue (link to St Johns Road) as a class 2 route, it has in the past created opportunity/pressure for limited development adjacent (to the west and north) to the mobility route. Furthermore, the road extension had a major impact on CA 276-17, as the land parcel now is surrounded by three mobility routes. The conditions of subdivision, dated 15 June 2012 (ref. 18/6/4/91), also has reference and the reasons for subdivision therein should also be considered. The property is not part of Altydgedacht farm. Therefore, it is argued that a portion of the triangular unit may be considered for limited development. The extent of development, urban form, uses (that need to consider impact and character as a transitional area to the agricultural hinterland), environmental and heritage impact and impact on bulk services and transport requirements need to be determined through the application process.

2. It needs to be noted that the property forms part of the Durbanville Hills Cultural Landscape (a grade 3A heritage resource) and is bounded by two scenic routes. Both scenic routes have significant historic tree lanes that are to be retained and protected. The site is furthermore the interface between the rural landscape and the existing urban development.

THE NORTHERN DISTRICT IS HOME TO THE DURBANVILLE WINE ROUTE WITH 13 SCENIC WINE FARMS SITUATED ON THE MOTHER CITY'S URBAN EDGE.

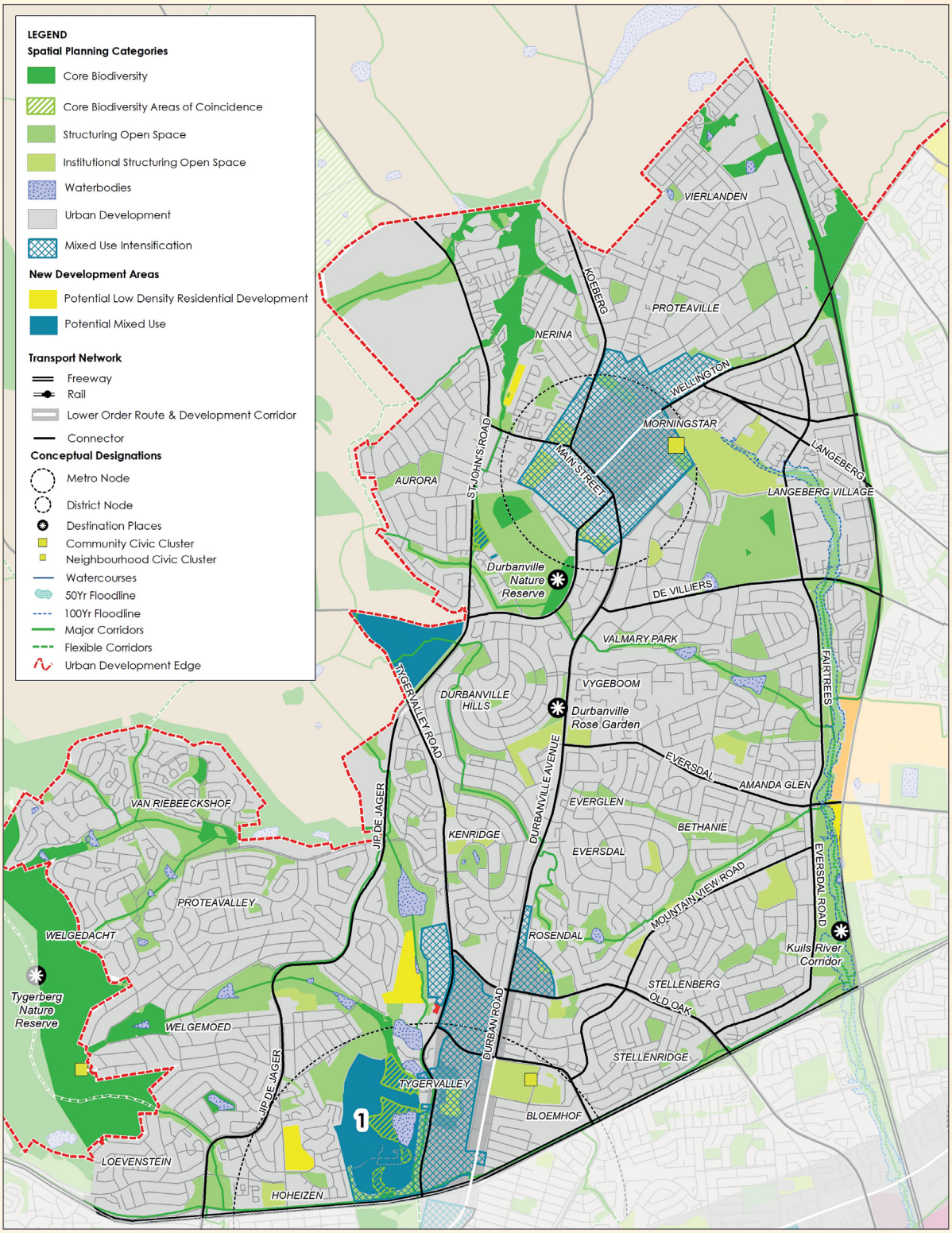


Figure 17: Subdistrict 1: Tyger Valley node and Durban Road corridor

4.2 Subdistrict 2: Cape Gate and Okavango Road corridor

Subdistrict 2 covers the area to the east of the R300 road reserve and west of the Malmesbury rail line/ west of Okavango Road (south of N1 freeway), and includes the Andrag properties, Langeberg smallholdings, Tanner Street and surrounds, Grasso property (Farm 725-41), Cape Gate commercial node, Brackenfell CBD and surrounds, Springbok Park and Arauna, Morgan and Everite Industria, residential suburbs of Sonkring, Burgundy, Vredekloof and Vredekloof Heights, Kleinbron and Kleinbron Park, Graanendal, Welgevonden, Uitzicht, Pinehurst, Goedemoed, Windsor Park and Zoo Park, Protea Heights, Morgenster, Morgenster Heights, St Michaels, Bracken Heights, Ferndale, Hoogstede.

Table 18: Subdistrict 2 development guidelines

SUBDISTRICT 2: CAPE GATE AND OKAVANGO ROAD CORRIDOR	
LOCAL OBJECTIVES	**SUGGESTED RESPONSE/GUIDELINES/POLICY STATEMENTS**
The subdistrict represents a large area of newer developments in the residential market, as well as commercial market, and to a larger extent serves the middle-income market. Both Brackenfell Boulevard as well as Okavango Road are mobility routes, with intermittent sections fulfilling more of an activity function, e.g. the section at Cape Gate. De Bron Road, Langeberg Road and Amadeus Drive form the east–west linkages, and represent mobility. Therefore, the objectives for guiding future development in the subdistrict are: a) Industrial areas: Although the majority of industrial areas are fully developed, care should be taken that industrial areas do not become quasi-retail or office spaces. b) Residential areas: Incremental densification should be considered in all residential suburbs, without detracting from the qualities and character of these aeras. With any new greenfields development, the objective should be to accomplish higher densities and different typologies.	**Morgan and Everite industrial areas** 1. Although almost fully developed, retail and office use should not dominate properties unless it is hardware- orientated businesses. 2. Redevelopment or greenfield development should be accompanied by fully detailed landscaping plans, where such landscaping should screen large parking lots from passing routes. **Fisantekraal industrial park** 3. Retail and office use should not be considered to dominate premises, unless it is hardware-orientated uses. 4. Large-scale storage facilities should not be considered, and the focus should rather be on manufacturing. 5. Redevelopment or greenfield development should be accompanied by fully detailed landscaping plans, where such landscaping should screen large parking lots from passing routes. 6. The 1:50- and 1:100-year floodlines of the Mosselbank tributaries should be respected. **Cape Gate commercial node (between N1 interchange and Langeberg intersection, including vacant properties to north)** 7. Where extensions to the Cape Gate Mall and other commercial developments are to be considered, the parking areas need to be 'broken up' with adequate scale soft landscaping, as well as adequate landscaping to screen the parking lots from the mobility and access routes, i.e. Okavango and Darwin roads. 8. No large 'box' developments should be considered to the north of the intersection. Buildings should be broken up in smaller-scale sections in order to respect the surrounding urban fabric. 9. Where possible, new developments along Okavango Road should strive to bring buildings as close to the road reserve as is possible, and parking areas, if not underground, should be broken up with either landscaping or buildings. 10. Development on CA 311-180 should accommodate higher-density residential development as an interface with the adjacent single residential fabric, and height should be at maximum three storeys if the setback is adequate (to not impact negatively on privacy). 11. The need for taxi holding areas in the area should also be addressed.

c) Commercial nodes: Intensification of mixed-use environments that include residential components on upper floors should be promoted. Parking lots should be screened by buildings and softened with landscaping.	**Langeberg smallholdings** 12. The remaining vacant properties along Langeberg Road can be considered for higher-density residential development at gross densities of a minimum of 40 du/ha, in such a way to still respect the interface with adjacent group housing developments. Blocks of flats may be considered, but should rather be located along Langeberg Road. 13. Provision of open space must focus on a functional system with recreational purpose that is overlooked by the abutting developments, i.e. create a positive public realm (refer to Safe City guidelines). 14. It needs to be noted that the extension of Legota Drive to link De Villiers Drive to Langeberg Road may have a negative impact on the development potential of some of the smallholdings. Again note that the DSDF does not give land use rights, or take rights away. **Tanner Street, Darwin/Marlborough streets and surrounds** 15. Rezonings along Tanner Street to LB1 can be considered, subject to compliance with engineering requirements and Development Management Scheme requirements (departures may be considered) in terms of access, parking, etc. Also refer to the 'draft' generic development guidelines document for Tanner Street (version 06 October 2016), for guidance. 16. Due to an increase in traffic volumes and subsequent planned road upgrades along Darwin Road and Marlborough Street, the following development guidelines are introduced : i. Note that the guidelines are only applicable for Darwin Road south of Dan King Street. Redevelopment of properties zoned as SR1 and located directly on the said roads may be considered, but the following preconditions are applicable: ii. A change of zoning will only be considered if the existing property is to be completely redeveloped, implying that buildings are to be demolished and new structures are proposed to be erected; iii. Consolidation of properties is a requirement, as direct access onto Darwin/Marlborough is not to be considered; iv. Parking provision at the interface with Darwin/ Marlborough should not be considered. Parking at the rear is preferred; v. Maximum height of buildings should not exceed three storeys; vi. Preferred uses include local business (low key offices), general residential, limited retail. No large-scale commercial- and industrial-related uses such as motor showrooms, tool-hire and car wash enterprises should be considered. **Windsor Park and Zoo Park** 17. Low-key non-residential uses (in terms of scale) may be considered along Marlborough/Darwin Road (dependent on access management), but such uses should not be allowed to penetrate further into the residential fabric. 18. Incremental densification of the predominantly single residential area may be considered, but development of blocks of flats should only be considered along Marlborough/Darwin roads in order to protect the character of the area. A maximum height of two storeys is proposed. 19. Stormwater issues in the area should also receive attention.

SUBDISTRICT 2: CAPE GATE AND OKAVANGO ROAD CORRIDOR	
LOCAL OBJECTIVES	**SUGGESTED RESPONSE/GUIDELINES/POLICY STATEMENTS**
	Bonnie Brae/Bonnie Brook, Goliath Estate, Windsor Park Estate 20. In Goliath Estate, the underdeveloped larger properties between Mostert Street, Mosselbank Road and Morawia Street offer an opportunity for densification in the form of group housing and/or flats development. 21. Further intrusion of non-residential uses north of Brighton Road should not be considered, except along Okavango Road. **Brighton Road** 22. Brighton Road, as an identified future BRT trunk route, needs interim solutions for access management and land use. Therefore, any commercial/mixed-use development along the route should be positively viewed and solutions to problematic issues regarding access management should be sought, where possible. Vacant City-owned properties south of Kraaifontein Civic Centre offices: These properties require further investigation to determine end-use, i.e. the need for extension to the fire brigade facility, extension of the clinic, and/or the need for retirement housing/an old age home to serve the surrounding community. **Grasso property and property to the east** 23. Farm 725-41 has already received planning approval. The properties to the east, i.e. erven 37473 and 37473-RE, offer an opportunity for higher residential densities of different typologies. A minimum gross density of 45 du/ha is recommended. Mixed-use development along Darwin Road may be considered, dependent on access management. **Vacant properties to the north and east of Kraaifontein sports fields (erf 37489)** 24. Future development of these properties should, as far as densities are concerned, be in support of future rail station development on the Malmesbury rail line. Different typologies of residential development at a minimum gross density of 45 du/ha is recommended. Adequate provision of public amenities should be ensured. Note that the future road proposals in the North Eastern Development Corridor Bulk Services Master Plan (2010) remain applicable to the area. 25. Erf 37489 (Kraaifontein sports fields pose potential for intensification in terms of recreational use). 26. Non-residential development should be in nodal form and should be focused on Darwin Road and preferably at intersections, e.g. the extended Pinehurst Drive and New Langeberg Road.

Vredekloof, Sonstraal Heights, Uitzicht, Goedemoed, Pinehurst, Kleinbron and Kleinbron Estate

27. Many of these 'newer' suburbs are characterised by smaller single residential erven as well as larger-scale group housing developments: Therefore, incremental densification will only be possible by means of second and third dwellings in terms of the DMS.
28. The remaining vacant property west of Vredekloof, i.e. CA 317-RE offers an opportunity for higher-density residential infill development, where flats development may be considered along the R300 reserve and De Bron Road, while group housing development is recommended for the remainder of the property. A minimum gross density of 30 du/ha is recommended.

Brackenfell CBD, Old Paarl Road, Brackenfell station

29. The Brackenfell CBD actually comprises three different retail malls, separated by Old Paarl Road as a mobility route, and large underutilised parking lots. Redevelopment/intensification of the underutilised parking areas should be considered, especially at the intersection along Old Paarl with Brackenfell Boulevard where the corner site offers an opportunity for mixed-use development, i.e. commercial on lower floors with residential on the upper floors.
30. The core of the CBD, flanked by Frans Conradie Drive, Sending Street and the rail line, should not be allowed to expand beyond these boundaries.
31. Erven 13687 and 11297 located east of William Dabbs Street offer an opportunity for mixed-use development, i.e. commercial at ground floor/two storeys, with high- density residential development on the upper floors. A bulk of 1,5 is recommended. Pedestrian movement along William Dabbs Street and Old Oak Road will need to be addressed. Opportunity for informal trade at the Brackenfell station and along William Dabbs needs to be addressed with such redevelopment.

Arauna and Springbok Park

32. These two areas serve as the secondary CBD of Brackenfell CBD, which should not be allowed to grow into the adjacent residential fabric.
33. The Arauna area is restricted to the area between Brackenfell Boulevard, Windhoek Street, Paradys and Handel Street.
34. For Arauna, uses along Brackenfell Boulevard should be restricted to office uses and service retail, e.g. architects, lawyers, hairdressers, estate agents.
35. Should application be lodged for change in land use (rezonings) or consolidation and rezoning, new developments need to include a component of higher-density residential. No conversion of flats to office uses should be considered over time. No phased developments should be considered, i.e. offices first with residential as later phase.

SUBDISTRICT 2: CAPE GATE AND OKAVANGO ROAD CORRIDOR	
LOCAL OBJECTIVES	**SUGGESTED RESPONSE/GUIDELINES/POLICY STATEMENTS**
	Springbokpark General: 36. The Springbokpark transitional area is bounded by the area south of Jannie Engelbrecht Street, HO de Villiers, Old Paarl Road, Jeanette Street and Frans Conradie Drive. 37. The community zoned erven, public open spaces and group housing/ flats within the precinct should be protected, i.e. the existing uses to be retained. 38. The general focus of the transitional area is low-key office uses and complementary uses such as ECD centres, hair salons, etc. 39. The area west of Brackenfell Boulevard is defined by a commercial interface with more intensified uses, whilst to the east of Brackenfell Boulevard it is defined with a residential interface with low-key business uses. 40. The area has title deed restrictions to be considered. 41. The scale/massing (inclusive of height) of a proposed development should consider the surrounding urban fabric. Area west of Brackenfell Boulevard: 42. Offices, service retail and small-scale, low-impact businesses (lawyers, architects, medical suites, ECD centres, hair salons as examples) may be considered. 43. Full retail activities and higher-density residential may be considered on high-order roads where adequate access is possible. Area east of Brackenfell Boulevard (west of Jeanette Street): 44. Small-scale uses such as ECD centres, offices or a combination of offices on ground level, and flats on top may be considered on existing erven. 45. Larger-scale offices and/or flats may only be considered when at least two erven are consolidated. 46. Retail uses (such as shops or restaurants) should only be considered along higher-order roads where adequate access will be possible. **Protea Road, Protea Heights** 47. The Land Use Control guidelines as adopted by Bergdal Subcouncil (2) remain intact. 48. Erven 10112 and 10119 as well as erf 286 (along Kruis Road), presently underutilised, offer an opportunity for redevelopment. Higher-density residential development will be a desirable option in order to strengthen the residential presence in the neighbourhood node.

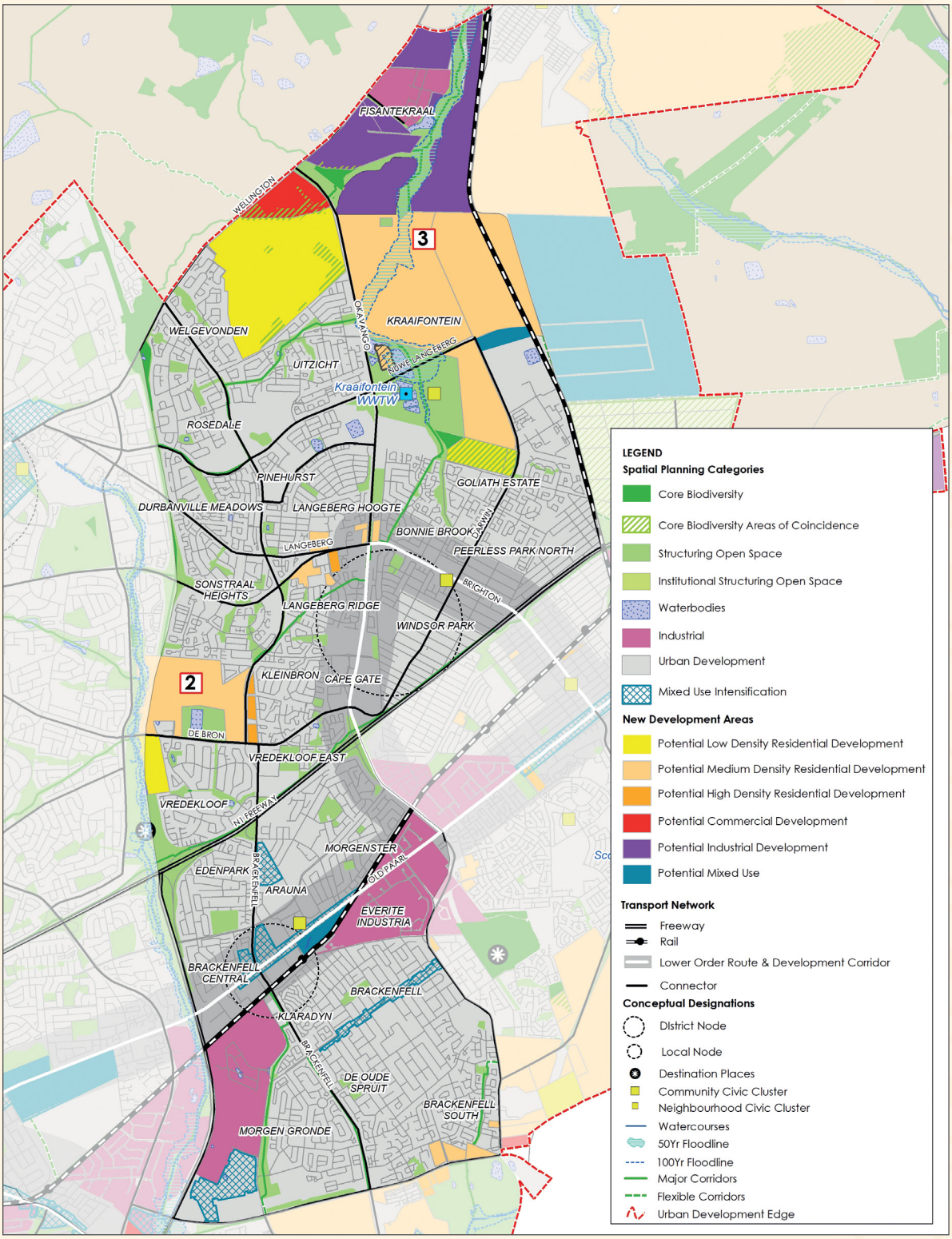


Figure 18: Subdistrict 2: Cape Gate and Okavango Road corridor

THE PROVISION OF DIFFERENT TYPES OF HOUSING WILL BE GUIDED BY THE SPATIAL VISION OUTLINED IN EACH OF THE EIGHT DISTRICT SPATIAL DEVELOPMENT FRAMEWORKS.

4.3 Subdistrict 3: Fisantekraal, Joostenbergvlakte, Bloekombos and Scottsdene area

Subdistrict 3 covers the area to the east of the Malmesbury rail line, south of the R312 and south of the N1 freeway, and includes the Botfontein smallholdings, part of Brackenfell, Crammix, Scottsdene, Wallacedene, Bloekombos, Belmont Park, Kruisfontein smallholdings, Joostenbergvlakte and the area north thereof, Fisantekraal, Greenlands and the area known as Bella Riva.

Table 19: Subdistrict 3 development guidelines

SUBDISTRICT 3: FISANTEKRAAL, JOOSTENBERGVLAKTE, BLOEKOMBOS AND SCOTTSDENE AREA	
LOCAL OBJECTIVES	**SUGGESTED RESPONSE/GUIDELINES/POLICY STATEMENTS**
The subdistrict that represents the eastern section of the urban footprint of the district is characterised by mostly higher-density, more affordable residential development (Fisantekraal, Wallacedene, Bloekombos), some smallholding areas (Botfontein, Kruisfontein, parts of Joostenbergvlakte), but also industrial areas, as well as vacant land, of which some portions are still farmed (horticulture). The Malmesbury rail line and Lucullus Road to be extended in future from the R312 form the backbone of the area. Furthermore, the area is characterised by ongoing pressure for development outside the urban development edge, as well as, over the years, the intrusion of illegal uses, especially transport-related uses: Therefore, the objectives for guiding future development in the subdistrict are: a) Protection of the Joostenbergvlakte residential estate area for the duration of the district plan. b) Encourage development to the north of Joostenbergvlakte that responds positively to higher-density forms of residential development, which may include mixed-use development, but also respond positively to future rail stations along the Malmesbury line.	**Joostenbergvlakte residential estate/smallholding area (area south of PA 725-3RE, 51, 53, 726-6 and 1404-2, and between Kestrel and Canary streets)** 1. The area should be protected from change in land use until such time as the widened Lucullus Road has been constructed and the interchange on the N1 has been upgraded. Along the road, the only uses to be considered are for alternative land use, dependent on access management requirements. Planning interventions will be required to determine the exact extent and nature of uses to be considered in order to protect the integrity of the surrounding fabric. For the duration of this district plan, only uses in line with the existing rural zoning should be considered. The vision remains to retain the estate/rural living for residents, but areas surrounding the smallholdings/estates may in future be considered for urban development, dependent on bulk services availability and capacities. **Area to the north of Joostenbergvlakte residential estate/smallholdings** 2. The properties to the north are still zoned agriculture. In order to integrate Fisantekraal/Greenville with the remainder of the metropolitan area, urban development of a higher intensity should be considered along the rail line in order to provide the required massing of development to make the future train stations along the line a viable proposition. 3. Mixed use, where higher-density residential development at least covers 50 per cent of total bulk, at a gross density of not lower than 50 du/ha, can be considered for this corridor 4. Transport capacity as well as utility bulk services availability is a prerequisite for development in the corridor, and applicants first need to resolve the requirements of the City before development proposals are to be considered. 5. Mixed-use development should be integrated with other uses in order to create a physically integrated urban fabric. Therefore, individual properties should not be considered for development, as this will give rise to fragmentation. 6. Station forecourts, NMT and east–west linkages should be considered. 7. Adequate amenities (e.g. church, education, open space facilities) need to be provided, especially where different housing typologies (a requirement) are to be considered. 8. The North East Development Corridor Bulk Services Master Plan (2010 draft) remains applicable for transport linkages.

c) Encourage the development of employment-related uses to the west and east of Botfontein Road.
d) Encourage the development of remaining vacant land along Kruisfontein Road, as well as infill development in the Wallacedene/ Bloekombos area.
e) Urban support focus areas (USFAs) identified in the subdistrict include Fisantekraal, Wallacedene/ Bloekombos and Scottsdene. The required social/ educational infrastructure in these suburbs is detailed in volume 3, section 1.2.5.

Botfontein smallholdings

9. Employment-creating land uses may be considered for the smallholdings located west and east of Botfontein Road and north of the agricultural unit just north of Bottelary Road.
10. Any urban development will still be subject to Act 70 of 1970 (subdivision of agriculture zoned land), but employment-creating land use applications will be supported. A future mixed-use node is envisioned for the wider area.
11. Such mixed-use node may be compared to the existing example of Brackengate, where smaller/small-scale industrial-related, service industrial, as well as commercial uses (office) may be considered (as part of primary component). Small-scale retail, such as a restaurant, may also be considered, as such uses contribute to the energy and quality of such areas.
12. Transport access management onto either Botfontein/extended Maroela Road or Bottelary Road, as well as internal circulation to establish connectivity need to be resolved prior to the formulation of development proposals.
13. Availability of utility bulk services is a prerequisite for development. This will entail master planning for the total site.
14. Cognisance needs to be taken of the stormwater canal running in a north–south direction (areas west of Botfontein Road). A stormwater management plan will be required, and interface with the stormwater system needs to be clarified with Urban Design.
15. Buildings need to front onto Botfontein Road and have a positive interface. The input from Urban Design in this regard will be important. A service road running parallel to Botfontein Road is preferred.
16. Individual properties should not be considered for development, as it will give rise to a fragmented urban structure, which is not desirable.
17. See directives below for phasing of development (subdistrict 3 new development areas).

Crammix site (Farm 214, portions 1–4, 7, Brackenfell)

18. Although environmental approval has been obtained for the site, land use approval has not due to access management and related issues.
19. The site offers the opportunity for higher-density residential development, with different typologies in order to create an opportunity for different income groups.
20. The height of buildings should be limited to four storeys.
21. Adequate provision for public amenities should be made.
22. Should a new application be lodged, a package of plans approach is recommended, with a development framework being the first level of plan, inclusive of all bulk services requirements, including access management.
23. The site may also partially (interface area) be considered for mixed-use development, where a long-term employment node is created with the Botfontein smallholdings as per the above.

SUBDISTRICT 3: FISANTEKRAAL, JOOSTENBERGVLAKTE, BLOEKOMBOS AND SCOTTSDENE AREA	
LOCAL OBJECTIVES	**SUGGESTED RESPONSE/GUIDELINES/POLICY STATEMENTS**
	Kruisfontein smallholdings 24. The remaining smallholdings along Bottelary Road, i.e. erven 10905, ST 222-15, 23, 24 will need to obtain access via Jakaranda Avenue, and interconnectivity needs to be resolved prior to submission of development proposals. 25. Access management and interconnectivity between developments located to the east of Kruis Road need to be addressed prior to the formulation of development proposals. The applicant to be held responsible for such action. 26. The smallholdings create an opportunity for densification (in the form of group housing), and gross density should not be lower than 25 du/ha. Different typologies of housing should be addressed in each development. 27. Maximum height should be three storeys. 28. The placement of units, density and height thereof should be sensitive to interface with those units on the boundary of adjacent developments. 29. Blocks of flats may be considered directly along Bottelary and Kruis roads. A maximum height of four storeys is recommended. **Northpine and Scottsdene** 30. Both suburbs are slightly higher-density, predominantly single residential environments, where incremental densification will only be possible via second and/or third dwellings, although the properties (sites) are quite restricted in extent. In Northpine, undeveloped open spaces on both sides of Ponderosa Way (erven 5908 and 4533-RE) still provide an opportunity for infill development. In Scottsdene, where most of the infill development occurred over the last years, erf 3423-RE along Eoan Way still provides an opportunity. **Scottsville, Eikendal and Peerless Park, Belmont Park** 31. These suburbs have been developed at a slightly lower density and the opportunity for incremental densification by means of second dwellings should be promoted. 32. Infill residential development on Council-owned property south of Kraaifontein station (along 11th Avenue) provides the opportunity for flats development (erven 3030, 4889-4894, 2955-2956, all open space except 3030, but due to location offers an opportunity). To the north of the rail station, undeveloped open space erven 1484, 1487 and 1736 (Wapnick Street) offer an opportunity for higher-density infill residential development adjacent to the rail station. Open space needs to be provided as part of such development.

Wallacedene and Bloekombos

33. The two suburbs, representing the highest densities in the district, will almost be fully developed once the approvals for Maroela South and North, as well as Kleinbegin have been implemented. However, the two suburbs are in dire need of the following public facilities: a new regional library, clinic upgrading as well as a new community centre and a multipurpose centre. Significant opportunity is presented by the Blue Ridge sports complex and other nearby facilities for the accommodation of a cluster of social facilities.
34. Care should be taken not to develop open space sites for other than recreational purposes, due to the population density in the area.
35. Mixed use along La Boheme Avenue should be encouraged to create a high street character over time.

Brackenfell Industria, Kraaifontein Industria, Okavango Park

36. All of these industrial areas can now, since the approval of the so-called 'Asla-south' development, be regarded as fully developed.
37. Should the need arise for industrial extension, further extension along Sandringham Road and south of the N1 could be considered. However, site-specific circumstances will need to be motivated and bulk services requirements should be addressed, such as accessibility, prior to development proposals being formulated.
38. Any redevelopment applications should be accompanied by fully detailed site development plans, as well as landscaping plans and adequate scale soft landscaping should be utilised to screen and soften large parking areas from passing routes.

Old Paarl Road/Voortrekker Road and Van Riebeeck Street

39. Mixed-use intensification along the routes should be positively considered, where appropriate and where accessibility is possible.

Subdistrict 3: New development areas

a) Botfontein (map 7, figure 19)

The area is ideally located in terms of accessibility to both the R300 (access via on-/ offramps approved) as well as the N1. The smallholdings (west and east of Botfontein Road) provide an opportunity for a future mixed-use node, inclusive of a portion for integrated human settlements (south of Wallacedene). See indicative framework below.

For the land parcels west of Botfontein and the portions as identified to the east of the road (approximately 85 ha), a development framework (as part of the package of plans approach) has to be developed for both sites by the developer in order to address, among others, elements of accessibility, the interface between agricultural areas, the transition towards the Bottelary River tributary to the south, bulk services requirements and spatial location of land uses such as for micro-enterprises and less formal economic activities. Applications for development to the east of Botfontein should clearly show/ articulate methods how the proposed development will prevent future urban sprawl to the east. It needs to be noted that the provincial Department of Agriculture is not in favour of urban development occurring to the east of Botfontein, and Stellenbosch Municipality has also raised concern regarding urban sprawl to the east.

Land uses should be employment generators such as service industrial and commercial activities. These should support the creation of inclusive economic development so that marginalised communities would be able to access economic opportunities within emerging formal commercial and industrial nodes.

For the land identified for human settlement development to the south of Wallacedene (approximately 135 ha), a development framework

will also be required to indicate, inter alia, measures to protect the agricultural land to the east (outside CCT boundaries) from settlement encroachment.

The indicative framework plan below shows the extent of land reservation, as well as guidelines to protect the agricultural hinterland. It needs to be noted that the line drawn between the areas earmarked for housing and industrial uses should be regarded as an arbitrary line, i.e. the extent of the uses may vary.

Furthermore, development to the east of Botfontein for employment purposes should only be considered once the portion to the west of Botfontein has been approved for development, and implementation has progressed.

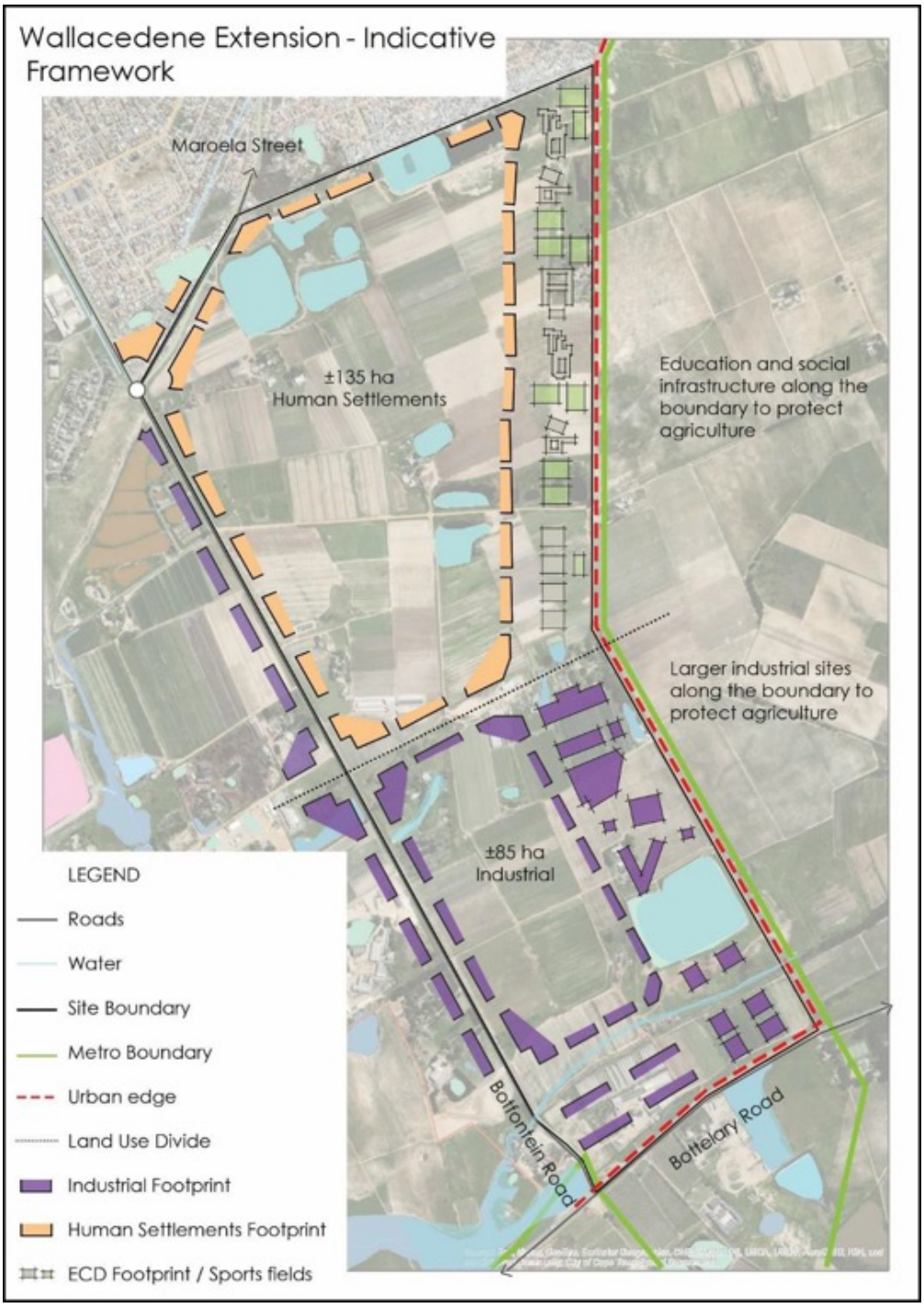


Figure 19: Wallacedene extension – indicative framework

b) Cape Winelands Airport (PA 474-4 and PA 724-10) and farm portions to the west (PA 724-9 and CA 175-2) (map 6, figure 19)

1. The airfield, located directly north of the R312, operates under private ownership. Any extension to the existing operations, or application for amendment of approvals (existing) need to follow due process, as may be prescribed. With regard to the portions identified on the biodiversity map and SDF Plan, for areas of high biodiversity value, detailed ground-truthing needs to establish the extent and conservation value of those portions.

2. In order to round off the urban development edge in the area to the north of the R312, CA 175/2 and 724/9 are included inside the urban development edge, and may be considered for industrial development, together with CA 175/1, in order to increase employment for the Fisantekraal community. Access onto the R312 needs to be resolved by applicants prior to development of proposals, which should include pedestrian movement across the R312.

3. Note that for any development proposals located within the noise contour zones around the airfield, the relevant authority should be consulted with regard to the applicable noise regulations and the type of development (i.e. residential or non-residential) that could be permitted in order to ensure that appropriate mitigation measures are put in place, where necessary. The AOLS (airport obstacle limitation services) 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.

c) Extension to Kraaifontein industrial area (south of N1)

The Kraaifontein industrial area is almost fully developed. Provision to the east (along Sandringham Road) is made as a natural extension of the industrial area (approximately 60 ha), which could also accommodate land extensive industrial uses, such as distribution centres. The location is close to areas in need of employment, such as Bloekombos and Wallacedene.

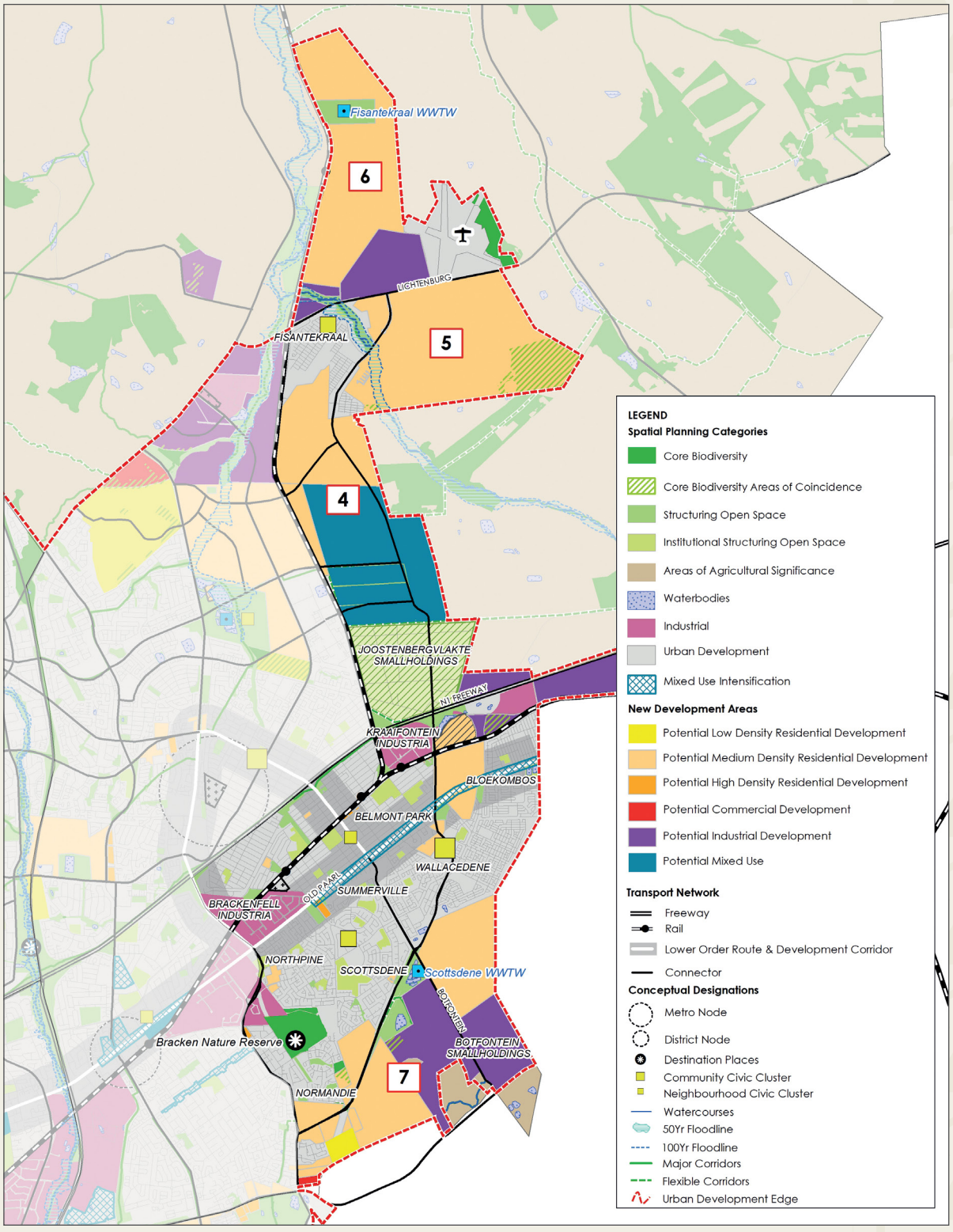


Figure 20: Subdistrict 3: Fisantekraal, Joostenbergvlakte, Bloekombos and Scottsdene area

4.4 Subdistrict 4: The Agricultural/Rural Hinterland

This area includes Philadelphia, Mikpunt, Klipheuwel, Durbanville Winelands/Agricultural and Rural Hinterland.

Table 20: Subdistrict 4 development guidelines

SUBDISTRICT 4: THE AGRICULTURAL/RURAL HINTERLAND	
LOCAL OBJECTIVES	**SUGGESTED RESPONSE/GUIDELINES/POLICY STATEMENTS**
The rural area, which includes the Durbanville Winelands, rural settlements of Philadelphia and Klipheuwel, smallholding areas such as Westerdale and Mikpunt, the area reserved for the extraction of building materials, should in principle be protected from urban development. However, in order to define the urban development edge, areas that provide an opportunity for urban infill development (specific locations) should be identified and clear guidelines for development be put forward. Smallholding enclaves should be protected from change in land use to accommodate urban development. Furthermore, tourist-related uses (not purely commercial in nature) should be considered in the area, not to only enhance the tourist potential of the area, but also to assist farms in increasing their income.	**Philadelphia** 1. Urban development outside the existing footprint should not be considered, unless there is a need, due to overcrowding, to expand the lower-income area in the northern section of the village. The focus should only be to accommodate existing residents, as social infrastructure and employment opportunities are limited in the area. 2. The heritage value of the village should be protected, and infill development will need to be sensitive to the village and surrounding cultural landscape. **Klipheuwel** 3. The rural settlement has not been identified as a node for future growth, and the existing footprint should be retained. 4. The informal settlement has received some utility services. **Mikpunt smallholdings** 5. Subdivision of the 8 000 m2 properties, bisected by the river, may be supported; however, the 1:100- and 1:50-year floodlines should be taken into consideration when subdivision is considered. 6. The smallholdings should only be allowed to be utilised for agricultural or related purposes, but not for industrial or commercial uses, unless such uses are directly related to the tourist industry. 7. No transport or related uses should be considered. 8. The smallholding area should not grow beyond its existing footprint. **Westerdale smallholdings** 9. No subdivisions below 2 ha should be considered and such will be dependent on the availability of utility services. 10. No applications for urban development or industrial-related uses should be considered. 11. Applications for tourist-related uses may be considered, dependent on the scale and availability of utility services. The dominant use of the property should remain rural. 12. Rural characteristics must be maintained. 13. Encourage visually sensitive proposals, with solid boundary treatments not being supported. **Agricultural industries** 14. The definition in the MPBL, 2015 should be adhered to, as well as the development rules (section 110), which reads: '*…it is satisfied as to the desirability of the agricultural industry on the land unit in question; the agricultural industry is subservient and related to the dominant agricultural use of the property; the agricultural industry does not adversely affect the agricultural potential of the property*'.

SUBDISTRICT 4: THE AGRICULTURAL/RURAL HINTERLAND	
LOCAL OBJECTIVES	**SUGGESTED RESPONSE/GUIDELINES/POLICY STATEMENTS**
	Fisantekraal industrial node 15. The industrial node, located to the east of the Klipheuwel Road, still provides ample space for industrial development, and no further extension should be considered until such time as the node has been fully developed. **Durbanville Winelands/Agricultural Hinterland** 16. The agricultural hinterland (partially winelands) of Durbanville is primarily located along the Tyger Valley (M13), Vissershok (M48) and portion of Adderley Road (M58), and it accommodates a number of historic farmsteads. 17. Auxiliary uses such as restaurants, boutique hotels, tourist accommodation, guest houses, farm shops and tourist facilities should be promoted. Care should, however, be taken not to encourage retail facilities that have no relevance to the farming operation, such as curio shops. 18. Screening of buildings should be an important consideration, and large parking areas should be avoided. **Other urban uses in the agricultural hinterland** 19. Supporting uses such as churches and schools should only be considered in the rural hinterland if there is proof that such facilities will serve the rural community. 20. Transport uses such as depots, overnight facilities, especially on farms, should not be considered. Consideration may be given to locations that are highly accessible to/from major mobility routes (and in close proximity), where such property does not form part of an agricultural unit. 21. Tourist event facilities should only be considered if the impact on the surrounding community and landscape is adequately addressed by means of screening and placement of buildings and/or structures. 22. Composting operations could be considered but environmental and transport impact needs to be considered. 23. Telecom and cell masts: Co-location on the Durbanville Hills should be insisted on. 24. With regard to the Koeberg Nuclear Power Station Exclusion Zone (16 km), policy statement 16 of the MSDF will apply. **Goedverwacht Transmitter Radio Station** 25. The facility, located along Klipheuwel Road, is not expected to be decommissioned in the near future. **Airfields** 26. Airfields, such as the one on a portion of Portion 4 of Farm 27, Modderfontein where a transport 1 zoning is in place, are recognised. Any extension to the existing operations on the subject property, or application for amendment of approvals (existing) need to follow due process, as may be prescribed.

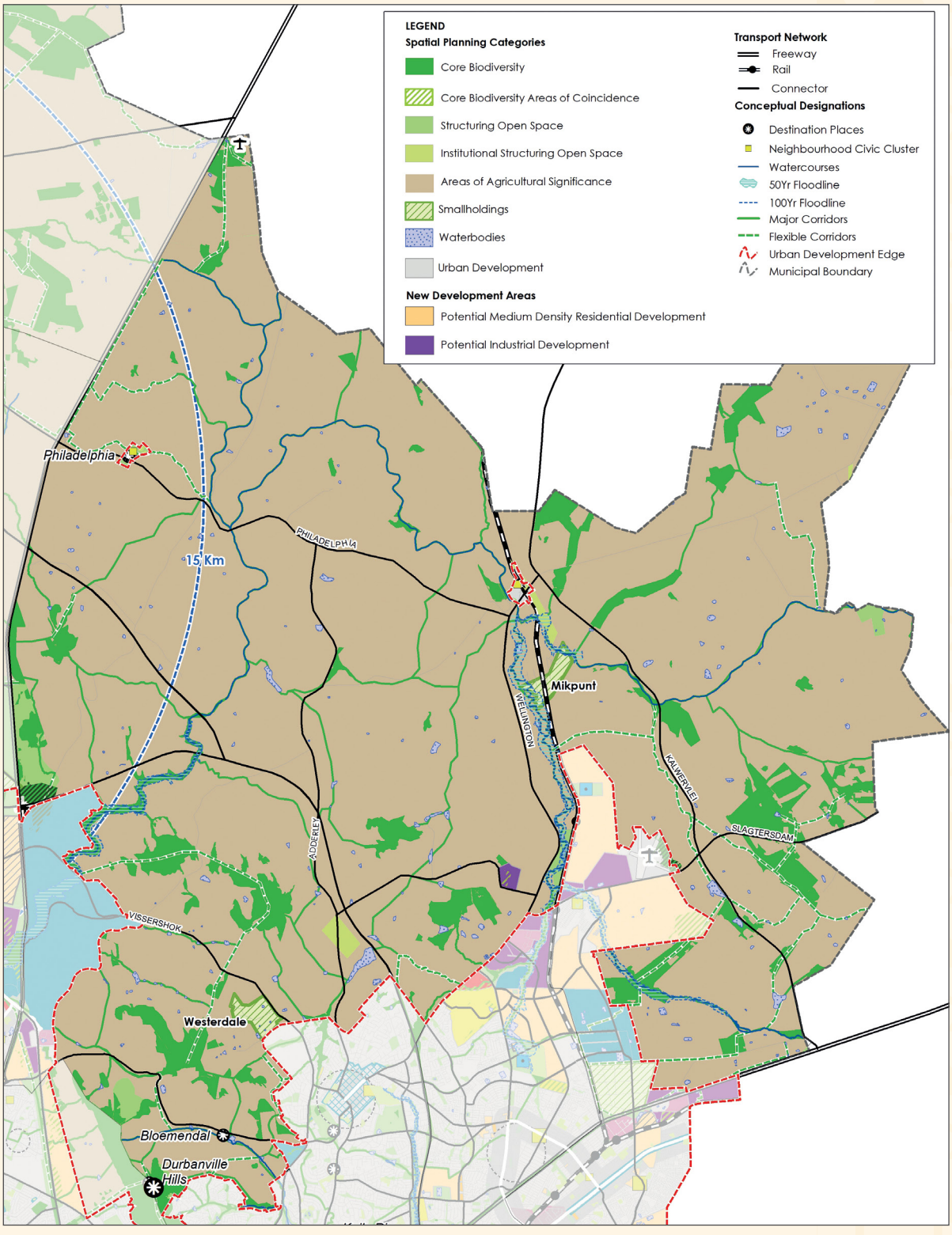


Figure 21: Subdistrict 4: The Agricultural/Rural Hinterland

SPRAY PARKS ARE SAFE AND FUN PLACES TO COOL OFF IN THE SUMMER AND ARE DESIGNED TO CATER FOR A RANGE OF DIFFERENT AGE GROUPS, FROM TODDLERS TO TEENS.

4.5 Subdistrict 5: Eastern N7 corridor area

The area encompasses properties north of the proposed rerouted Tyger Valley Road and include Annandale, Atlantic Hills, Atlas Park and properties to the north, now being included (as per Council resolution in January 2023) for urban development. The area is located to the east of the N7 and stretches to the north up to the alignment of the proposed future extension of the R300 freeway.
The Contermanskloof Road and Diep River 1:50-year floodline form part of the eastern boundary of the area, whilst the N7 freeway forms the western boundary.

Table 21: Subdistrict 5 development guidelines

SUBDISTRICT 5: EASTERN N7 CORRIDOR	
LOCAL OBJECTIVES	**SUGGESTED RESPONSE/GUIDELINES/POLICY STATEMENTS**
The area provides opportunity for mixed-use development, which should include industrial and related uses, as well as human settlement development. In the latter instance, provision should be made for the required public infrastructure, including social and education facilities. Provision should also be made for more affordable human settlement development.	1. The new development area is earmarked for mixed-use development, including employment-creating uses (industrial, commercial and related uses), and human settlement development that should cater for a range of housing typologies across various income categories. Provision should also be made for the required social infrastructure to the satisfaction of Council and the relevant state department(s). 2. A development framework (as part of the package of plans approach, item 136 of the DMS), serving as an integrated plan, covering the total area has to be developed by the developer(s) in order to address, among others, elements of accessibility, the interface with, transition to and setbacks from agricultural areas, the Diep River and other riverine areas or environmentally sensitive areas (including heritage), bulk services requirements; and the spatial location of different land uses (inclusive of the land use inventory, including proposed bulk figures). Such development framework needs to be compiled in consultation with all relevant City, provincial and national departments. 3. The development framework and related planning proposals should also take cognisance of: i. Koeberg Nuclear Power Station emergency planning zones, i.e. the Koeberg Urgent Protective Action Zone and its associated guidelines. Refer to section 3.1.3, table 9; ii. Agriculturally significant areas and related guidelines and also acknowledging the national department's intent regarding agricultural protection; iii. Ecological corridors, e.g. rivers; iv. Any national fine-scale conservation plan for the region; v. Protected areas; vi. Future planned road links, extensions and realignments; viii. Mitigation of visual impact considering the cultural landscape and the tourism value of the scenic and tourist routes and the associated rural and agricultural hinterland need to be considered.

Subdistrict 5: New development areas

Annandale

The Annandale development is located north of the existing Richwood residential area and south of the Atlas Park industrial area. It offers an opportunity for land use intensification inclusive of residential, commercial and community facilities. The link created through the N7 upgrades would support the creation of residential opportunities in close proximity to employment areas such as Rivergate Industrial Park, Richmond mixed-use area and Atlas Industrial Park. It still remains crucial that an integrated development, comprising not only commercial and service industrial but also medium-density residential development, be supported in the area. In the latter instance, land parcels CA 211-RE, CA 205-14, CA 205-3 and erf 1, Burgundy Remainder have reference.

THE INFORMAL SECTOR IS THE FIFTH LARGEST EMPLOYMENT SECTOR IN CAPE TOWN.

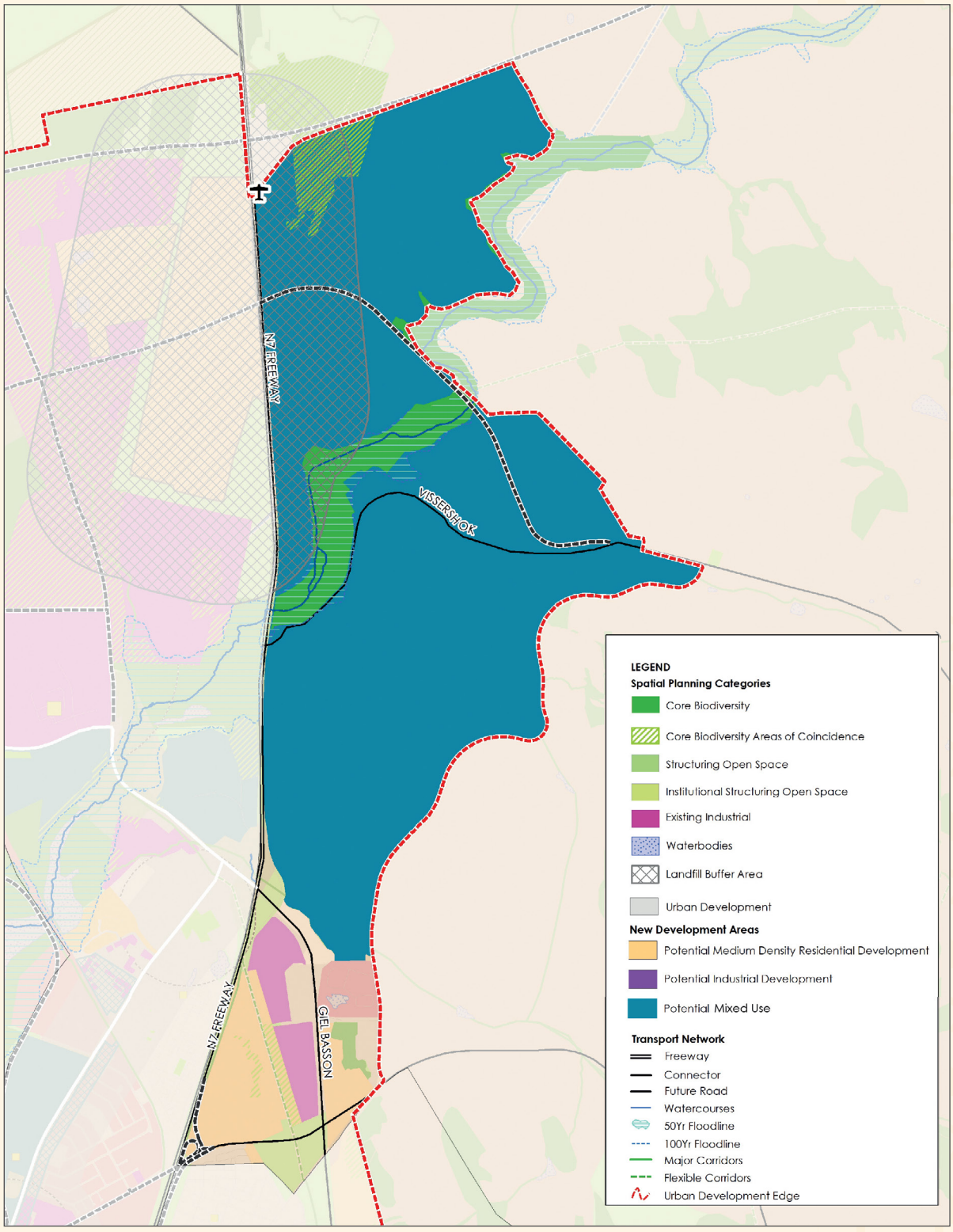


Figure 22: Subdistrict 5: Eastern N7 corridor

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
ISIXEKO SASEKAPA
STAD KAAPSTAD