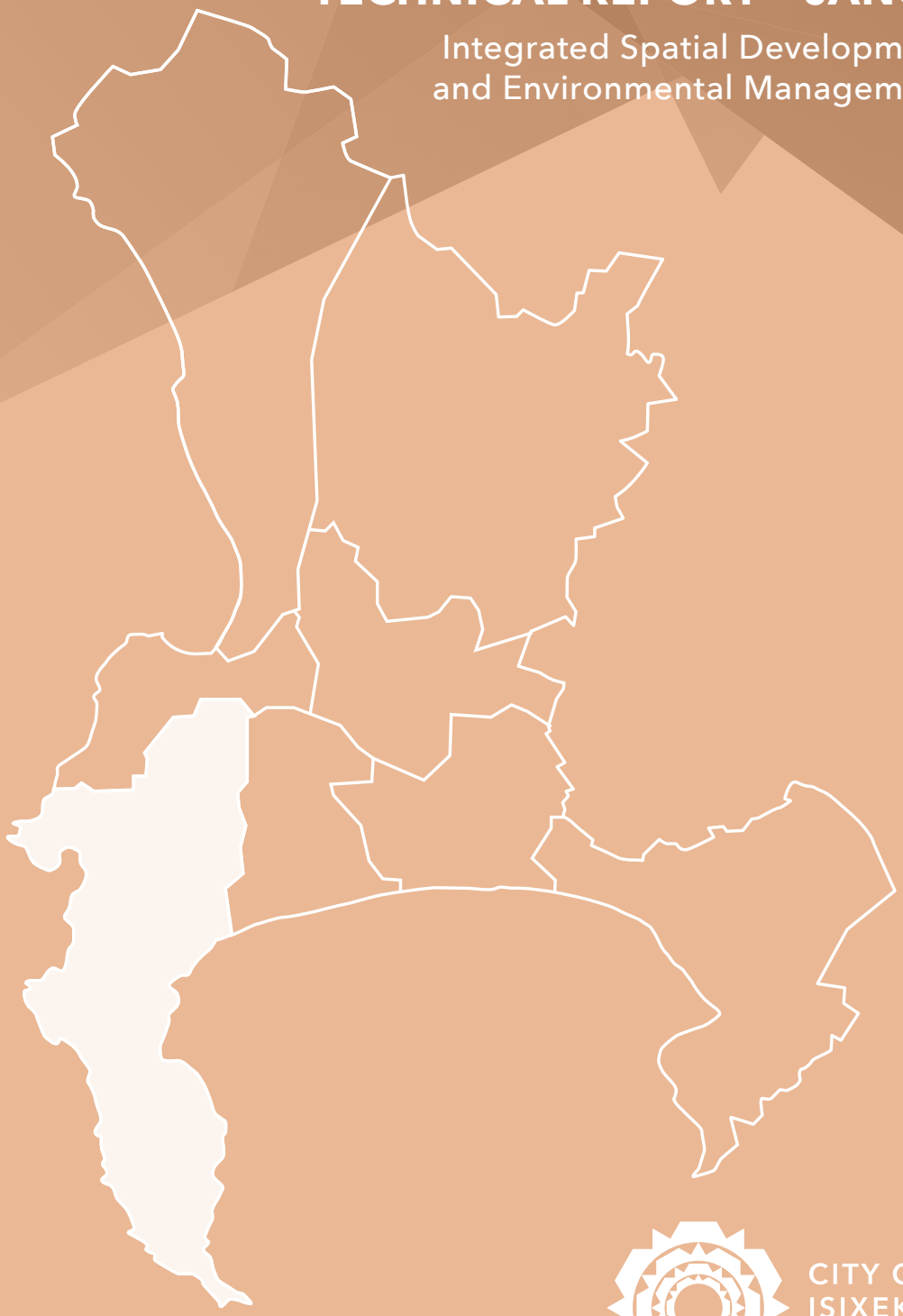
# SOUTHERN DISTRICT PLAN VOLUME 2

## TECHNICAL REPORT • JANUARY 2023

Integrated Spatial Development Framework
and Environmental Management Framework



CITY OF CAPE TOWN
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STAD KAAPSTAD

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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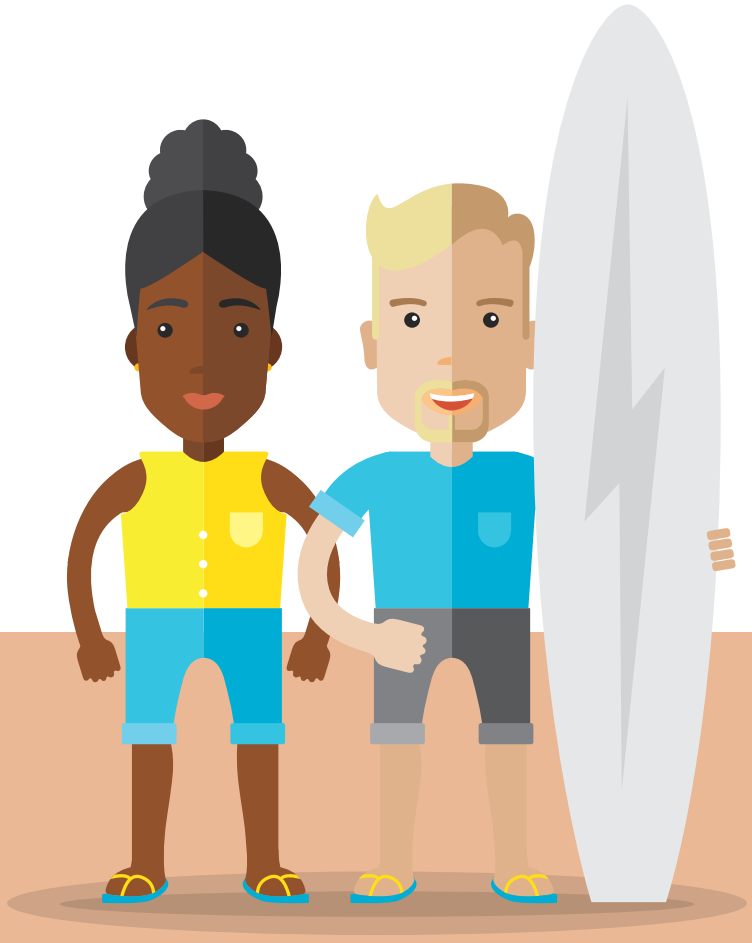

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JANUARY 2023

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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 SOUTHERN PLANNING DISTRICT.

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

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

b) Volume 2: Integrated DSDF and EMF (Spatial Policy and guidelines), comprising:
- Spatial vision, role of the district, spatial concept and key interventions
- District development guidelines
- Subdistrict development guidelines

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

d) Volume 4: Technical annexures

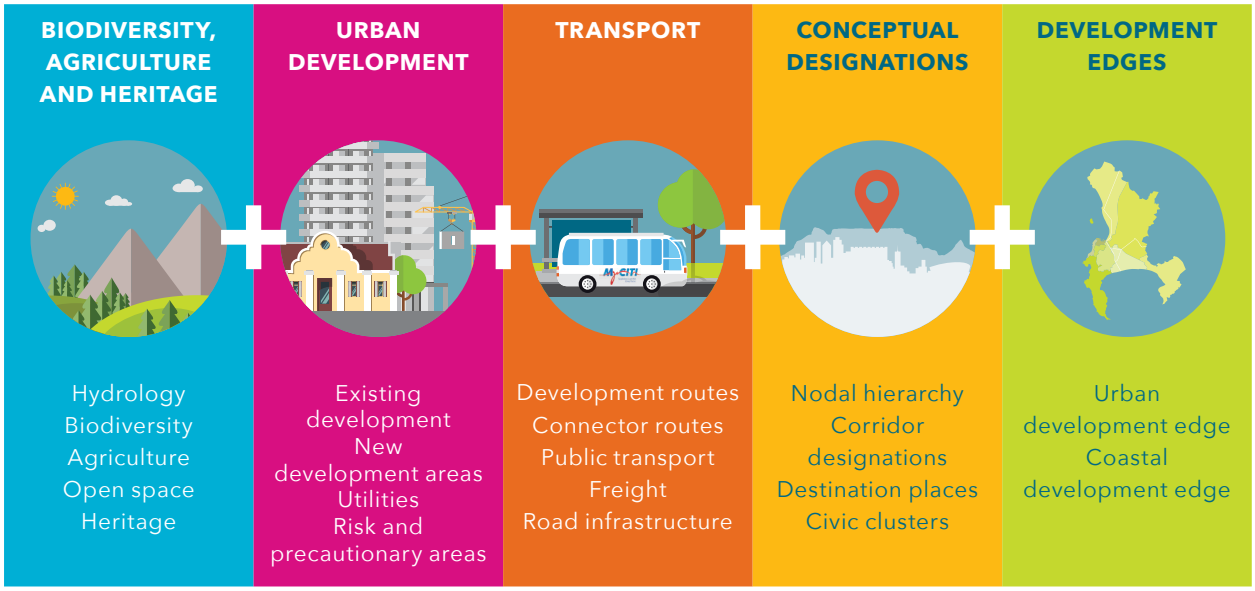
Please remember that this document deals with the long-term vision for your district and the related guidelines and projects to help us be in a position to achieve that vision. This document does not deal directly with maintenance aspects such as pipe bursts, the provision of street lights, etc. but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

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

The District Plan volume 2 document is structured as follows:

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

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



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

| SECTION | PURPOSE AND FOCUS |
|---|---|
| **1. INTRODUCTION** | • Outline of background and legislative status of SDF and EMF |
| **2. SPATIAL OBJECTIVES** | • Sets out the overall direction, the principles and strategies governing the guidelines and proposals |
| 2.1 Spatial Vision for 2030 and Beyond | • The key structuring elements or spatial ideas for the structure and focus of interventions of the district |
| 2.2 Spatial transformation areas (MSDF) | • The four primary spatial transformation areas (STAs) that set out the basis for growth management through public investment |
| 2.3 District spatial vision | • Sets out the vision for the district |
| 2.4 Role of the district | • Explains the role of the district |
| 2.5 Integrated district concept | • Illustrates the main spatial ideas of the District Plan |
| 2.6 Key interventions | • Briefly describes the key interventions required to achieve the spatial objectives, as illustrated through the spatial vision and the spatial concept, and based on the role of the district |
| **3. DISTRICT DEVELOPMENT GUIDELINES** | • Application of the spatial concepts and structuring elements, as identified in section 2, to the district<br>• 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<br>• 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<br>• 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<br>• 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<br>• Interrelationship and significance of the attributes | • Baseline information and analysis report<br>• 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<br>• Information on activities that would be undesirable in the area or specific parts of the area | • District Plan report |
| • Management proposals and guidelines | • District Plan report |
| • The desired state of the environment | • District Plan report |
| • Revision schedule for the environmental management framework | • District Plan report |
| • A description of the public participation process including issues raised by I&APs | • See public participation report in volume 4 to follow |

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

# 1. INTRODUCTION AND BACKGROUND

This integrated District Spatial Development Framework (DSDF) and Environmental Management Framework (EMF) (hereafter referred to as the District Plan) form part of eight spatial plans developed for each of the planning districts of the City of Cape Town (CCT), all of them informed by, amongst others, the citywide Cape Town Municipal Spatial Development Framework (CTMSDF). The planning district boundary delineation is explained in section 1.1.

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

As such, the plan comprises a number of elements that include a discussion of the context and informants to the plan, the objectives of the plan (and spatial building blocks), the plan itself and, related to this, a set of implementation tools that are targeted at taking the broad proposals of the plan to a greater level of detail and action. To assist users of the plan, the reference guide summarises its contents.

## 1.1 District Plan study area

The Southern District Plan study area boundaries are based on the 2012 District Plan and have not been amended.

The Southern District is located in the south-west of the City of Cape Town metropolitan area and covers approximately 40 000 ha (400 km2). It incorporates the densely urbanised southern suburbs located in the activity corridor centred on Main Road, agricultural lands and wine farms in the Constantia Valley, the mountain range and valley enclaves (such as Noordhoek, Fish Hoek and Hout Bay) of the South Peninsula. Approximately 38 per cent of the Southern District falls within the Table Mountain National Park (TMNP).

The TMNP is managed by South African National Parks (SANParks) in terms of the National Environmental Management: Protected Areas Act, Act 57 of 2003. It therefore does not fall under the jurisdiction of the City of Cape Town, although spatial and environmental planning conducted by the park and the City need to take cognisance of each other. Approximately 87 per cent of the TMNP is located in the Southern District, with the remainder within the Table Bay District. A significant portion of the Cape Floral Region Protected Areas World Heritage Site is located in the midst of the district. On 30 January 2009, the core and buffer areas of the peninsula portion of the WHS were proclaimed in terms of South African legislation, the World Heritage Convention Act, Act 49 of 1999 in Gazette No. 31832, Notice No. 72. The core areas are already protected as part of the TMNP, while special provision needs to be made for the protection of the buffer areas.

The study area boundaries run from False Bay, up Prince George Drive and the M5, westwards along Settlers Way, along the Table Mountain Chain ridgeline from Rhodes Memorial to Constantia Nek, along the Table Mountain Chain ridgeline to the north of Hout Bay up to Apostle Battery and the sea north of Llandudno, then southwards along the coastline to Cape Point and across to Sunrise Circle and Prince George Drive. The district therefore has common boundaries with the Cape Flats District to the east, and the Table Bay District to the north.

**Figure 1:** Southern District boundaries

## 1.2 Purpose of the District Plan

The District Plan aims to respond to the question:

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

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

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

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

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

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

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

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

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

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

a) The District Plan map (figure 14);
b) The relevant subdistrict maps that replicate the District Plan , but includes additional (more local area) detailed spatial designations; and
c) The district and subdistrict development guidelines in chapters 3 and 4.

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

## 1.4 The need for and scope of review

### 1.4.1 Current review of 2012 district plans

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

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

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

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

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

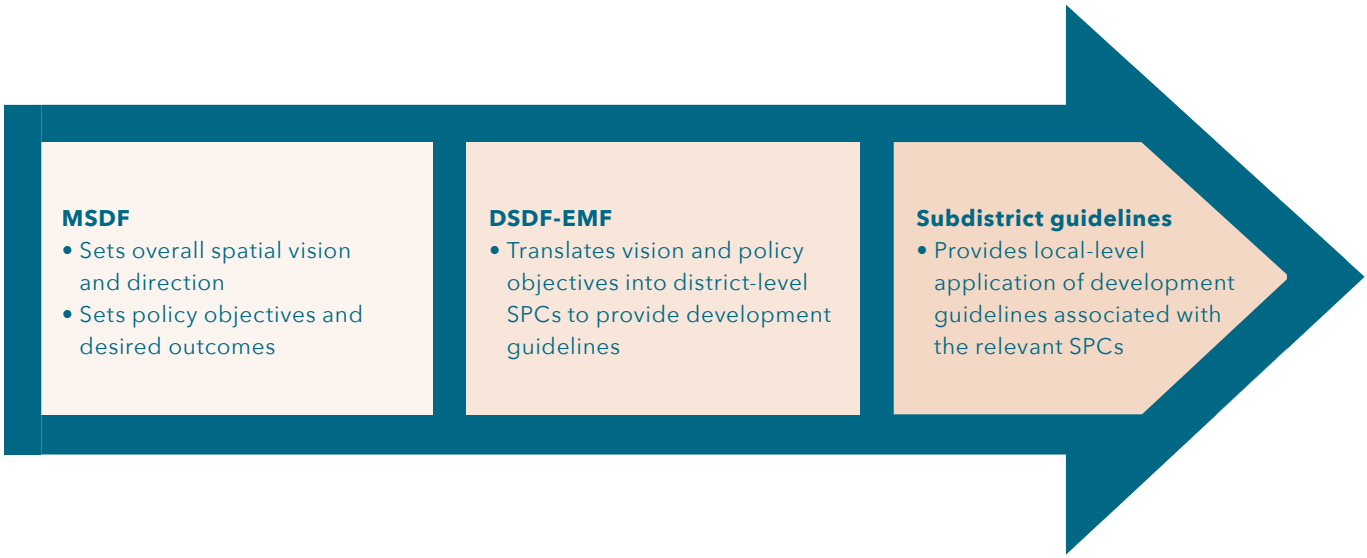



**Figure 2:** District SDF-EMF (District Plan) in relation to the MSDF and subdistrict guidelines

### 1.4.2 Future review of the District Plan

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

**Table 1:** Schedule for review of DSDF

| COMPONENT OF DISTRICT PLAN | SCOPE OF REVIEW | PERIOD |
|---|---|---|
| Integrated District SDF and EMF | Comprehensive | 10 years |
| Spatial development framework: district development guidelines | Limited, focused on urban edge line | 5 years (or annually to coincide with the annual IDP and CTMSDF technical reviews) |
| EMF (EIMZ) | Limited to components that are potentially dynamic (e.g. Biodiversity Network) | 5-year basis (or annually) |
| Implementation plan for urban upgrading restructuring and upgrading | Comprehensive | Annually (if required) |
| Local area planning priorities | Comprehensive | 5 years (may be updated more frequently as progress is made with local area planning initiatives) |

Where guidelines are linked to dynamic elements, e.g. coastal setback lines, floodlines, approved utility buffer setback lines, once these lines are updated or refined as provided for in the respective legislation, it will be endorsed as part of the annual reviews of the District Plan and be automatically included as part thereof.

## 1.5 Linkages to other municipal work

Figure 3 shows the interrelationship between the District Plan and other processes in the built environment domain at the City level.

The MSDF is an integral component of the City's Integrated Development Plan (IDP). Section 35 of the Local Government: Municipal Systems Act, Act 32 of 2000 (MSA) states that the SDF, which is attached to the Council-approved IDP, serves as the principal strategic spatial planning instrument to guide and inform planning and development in the municipality. The MSDF provides overarching spatial direction for the district plans.

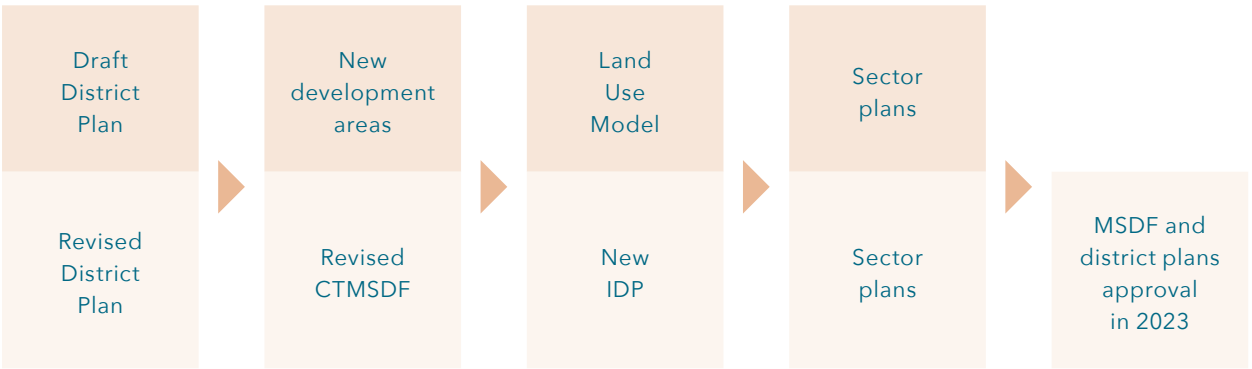



**Figure 3:** Relationship with other municipal planning instruments

A SIGNIFICANT PORTION OF THE CAPE FLORAL REGION PROTECTED AREAS WORLD HERITAGE SITE IS LOCATED IN THE MIDST OF THE SOUTHERN DISTRICT.

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<br>• Subletting of land for income generation will become even more prevalent<br>• Significant increase in the growth of informality – 1 200 ha of new informal settlement areas assumed and new boarding house typologies included<br>• Most new residential developments will likely be multistorey<br>• Residential infill and densification will continue in spite of intentions to target corridor densification along public transport corridors<br>• 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<br>• 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<br>• Retail response is stronger to population thresholds, and will thus follow residential infill and intensification patterns<br>• Technological advancements will continue to negatively impact demand for office, retail and manufacturing space<br>• Greater demand for warehousing, co-work, and business process outsourcing (BPO) is envisaged<br>• A greater demand for mixed-use buildings due to a need for more sustainable, smart buildings that are occupied for longer parts of the day |

## POPULATION 2020-2040

**±1 752 740**

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

## RESIDENTIAL DWELLINGS/HHS

**±630 264**

Formal, informal/backyard dwellings

## NON-RESIDENTIAL

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

**±1 007 727**
Retail (m  GLA)

**±1 481 951**
Office (m² GLA)

**±3 650 764**
Industrial (m² GLA)

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

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

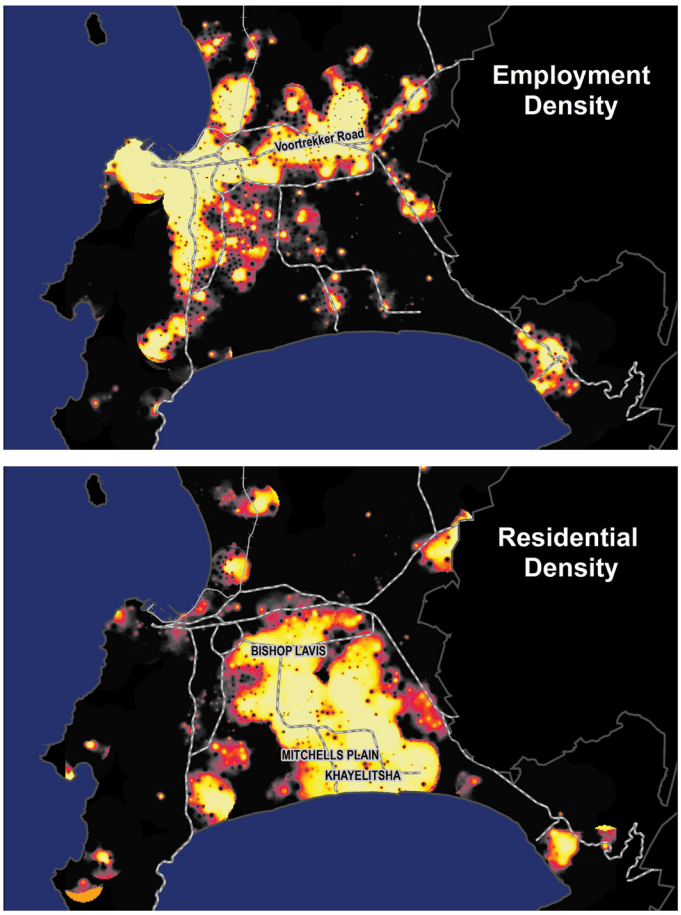



**Figure 5:** Employment density vs residential density

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.

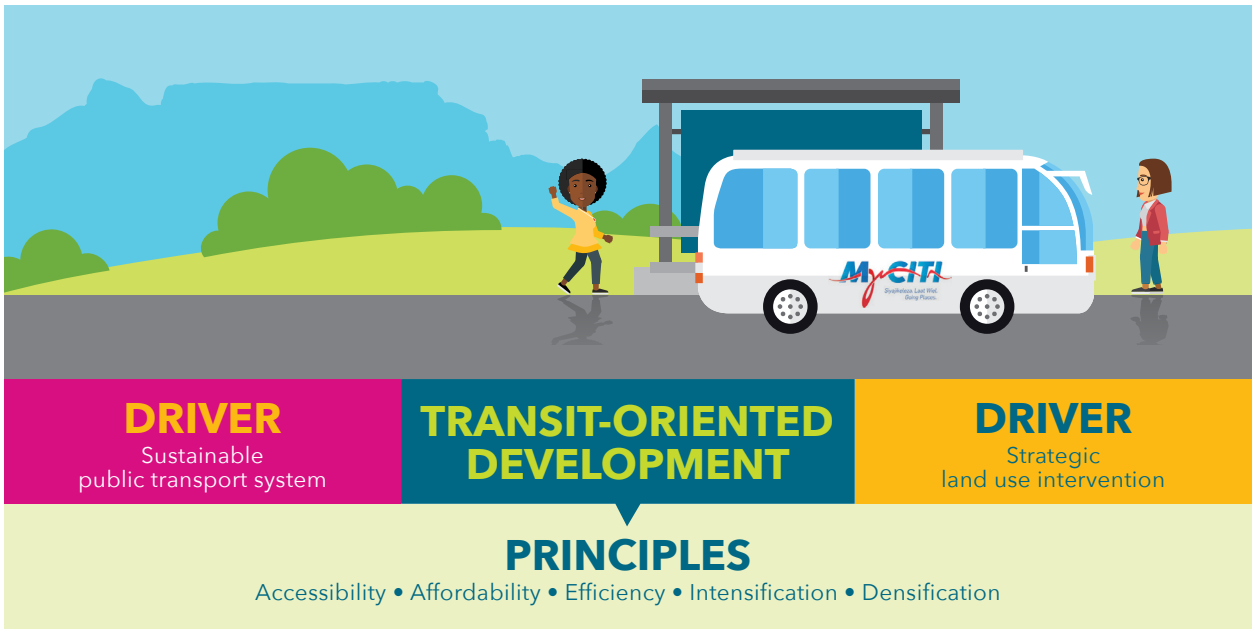



**Figure 6:** TOD principles adopted in the Cape Town Strategic Framework

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 | **Creating new jobs by making Cape Town the easiest place to do business in Africa** | Identified areas for economic development, including appropriate facilitative policies and mechanisms. |
| 2 | **Make public transport work by fighting for control over railways and funding to expand the MyCiTi bus service** | 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. |
| 3 | **Release state-owned land so that the private sector can deliver more affordable housing** | Identifies land for development, including state-owned land, and promotes spatial justice through the identification of land in all areas and promoting the use of highly accessible state-owned land first for urban for development. |
| 4 | **Clean up Cape Town's public spaces, streets and waterways** | Policies relating to the environmental elements promote the protection of these sensitive elements, including waterways. The TOD approach also promotes the creation of liveable environments, which presuppose well-functioning and managed local areas, including streets and public spaces. |

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.

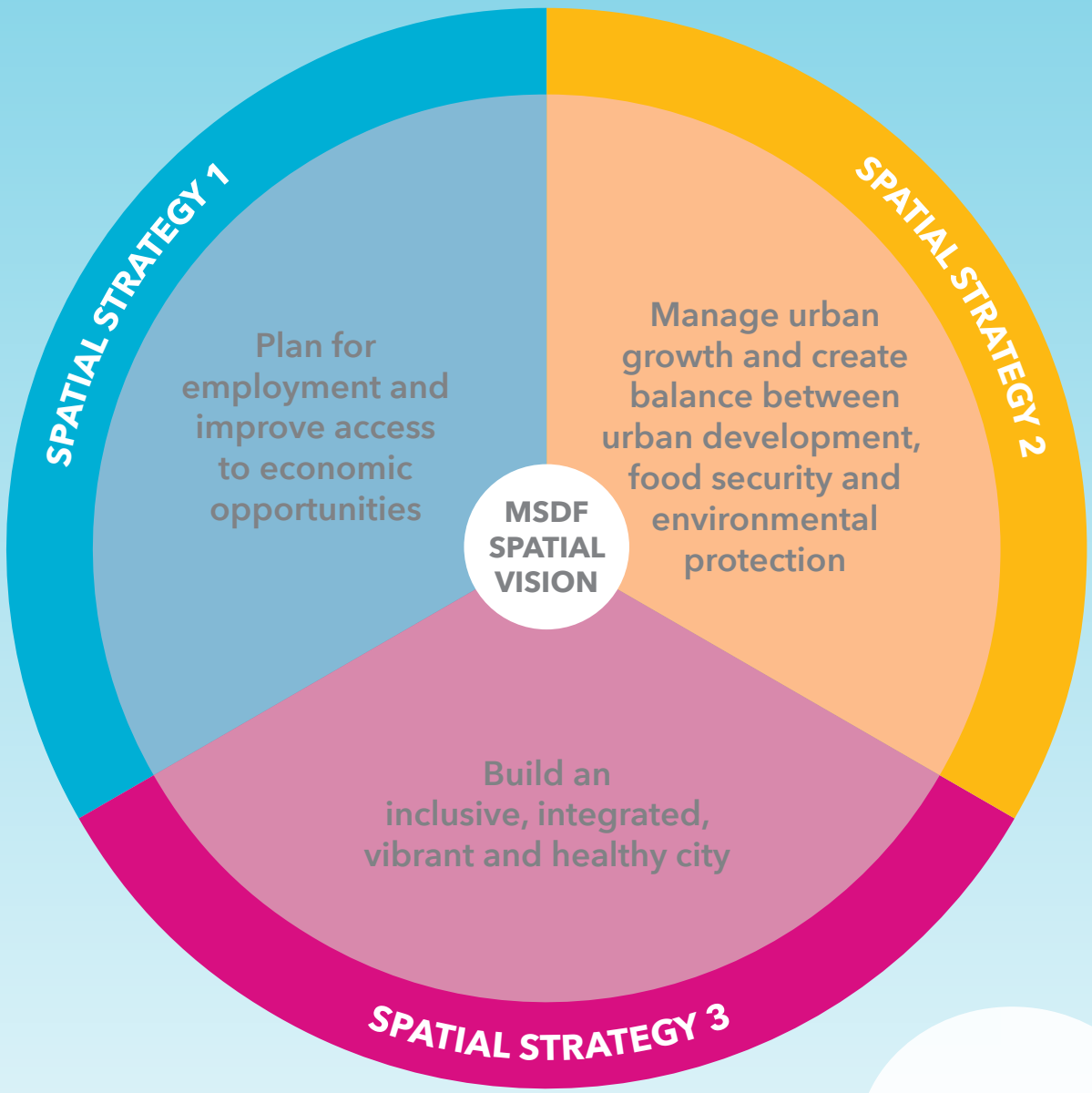
**3) Discouraged growth areas (DGAs)**

- 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="5">• Rail and stations<br>• Roads (freeway/express, connector, development routes)<br>• Scenic routes<br>• Airports and harbours<br>• Major rivers and 1:50-year floodline<br>• Waterbodies<br>• Smallholdings<br>• Existing urban development<br>• Mixed-use intensification<br>• Industrial<br>• NDAs (densities and use)<br>• Cemeteries<br>• Landfill sites<br>• WWTW<br><br>CONCEPTUAL DESIGNATIONS<br>• Higher-order (and lower-order) development corridor<br>• Nodes (M, D, L, N)<br>• Civic clusters (regional, community, neighbourhood)<br>• Destination place</td></tr>
<tr><td>Principle</td><td>Emphasis/desired outcome</td></tr>
<tr><td>City and public sector are committed to coordinated, spatially targeted investment and development to spatially transform and integrate city form.</td><td>• Diverse and dense land uses in association with current and future public transport infrastructure provision.</td></tr>
<tr><td colspan="2">B) INCREMENTAL GROWTH AND CONSOLIDATION AREAS</td></tr>
<tr><td>Principle</td><td>Emphasis/desired outcome</td></tr>
<tr><td>City is committed to servicing existing communities.<br><br>New development subject to capacity.</td><td>• Diverse and dense, where infrastructure allows<br>• Diversification of mono- use residential patterns<br>• Incremental intensification via subdivisions/second and third dwellings and rezonings<br>• Public sector investment in existing and future human settlements permitted<br>• 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<br>• Areas of agricultural significance<br><br>**CONCEPTUAL DESIGNATIONS**<br>• Destination place |
| No investment from City. | • Development permitted in respect of existing agricultural/ rural zoning.<br>• 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<br>• Urban development edge<br>• Coastal edge<br><br>**CONCEPTUAL DESIGNATIONS**<br>• Destination place |
| City is committed to servicing, protecting, enhancing and extending critical natural assets. | • Enhance and connect the CNA that supports the city and the regional environment and ecology.<br>• Status quo with land uses limited to agriculture and rural zone uses as per DMS. | |

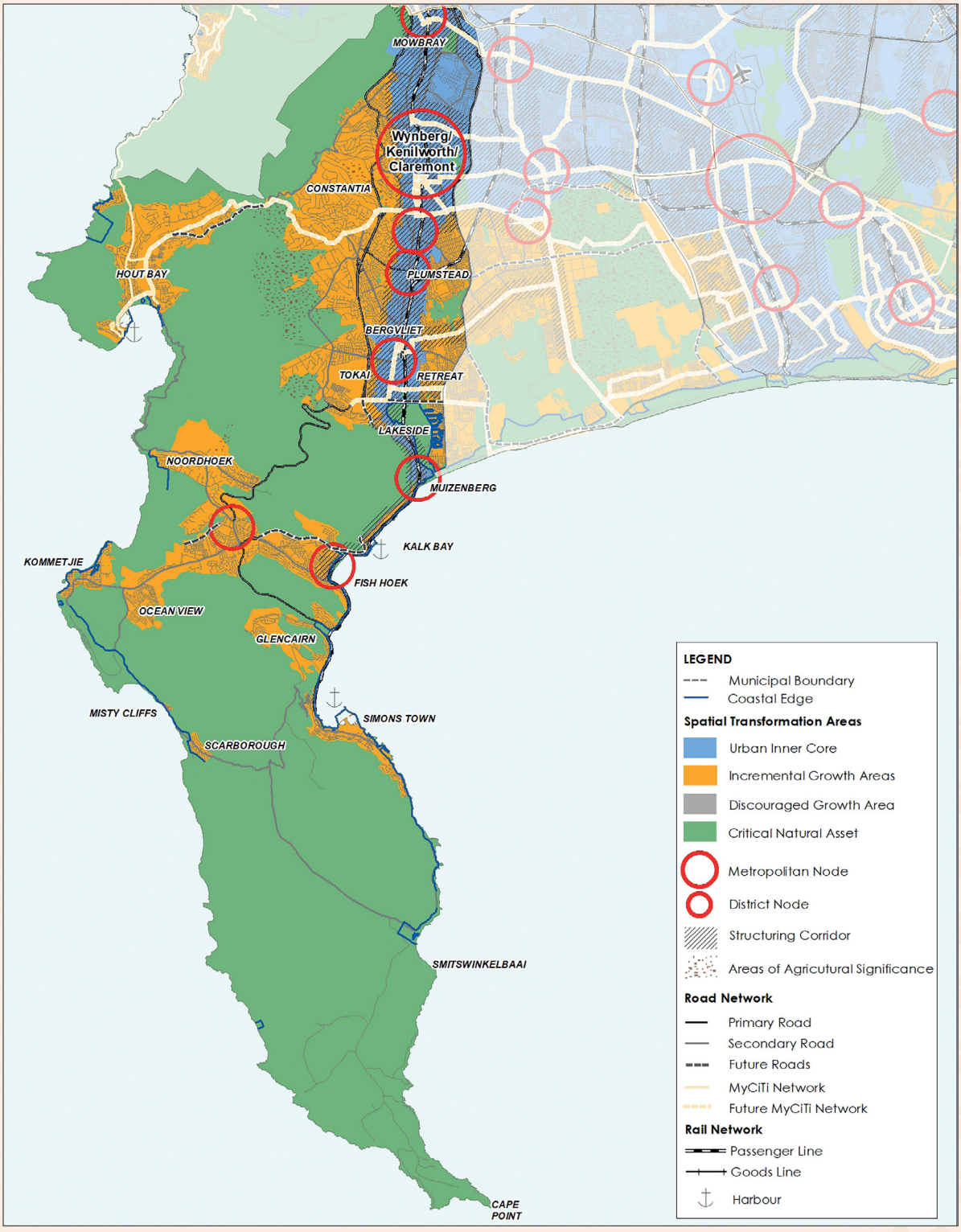



**Figure 7:** Consolidated MSDF spatial concept

## 2.3 District spatial vision

The overall spatial vision for the Southern District, also looking 10, 20, 50, and 100 or more years ahead, takes its cue from the MSDF spatial vision for the city as a whole, but focuses into and responds to the more uniquely specific informants within the Southern 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 integrated District Spatial Development Framework (DSDF) and Environmental Management Framework (EMF), hereafter referred to as the District Plan.

The vision statement for the Southern District is:

*"A district renowned for its natural and cultural beauty, with a dynamic economy leveraging its comparative advantages, as well as quality recreation and services, all of which are accessible to all Capetonians, and with increasing focus on quality and affordable living for the widest range of people, significant new work and living opportunities, and sustainable urban areas"*

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

## 2.4 Role of the district

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

a) **Leveraging unique economic opportunities to a maximum:** This district has distinct potential economic advantages in healthcare facilities, tourism and recreation, marine economy and defence, and the tech economy. It is important that these advantages are appropriately exploited (i.e. maximised without compromising other key roles such as conservation, etc.).

b) **Accommodating growth through targeted intensification:** This is primarily and almost exclusively in Faure Marine Drive, Main Road, Old Main Road, Sir Lowry's Pass, a section of Victoria Street, Broadway Boulevard, future T2 and N2. The district has an important role in providing access for as many people as possible to living, economic and social opportunities that are more attractive than most other parts of the city, and indeed most urban areas nationally. The Main Road corridor has arguably been the greatest potential in the district, and nationally, to support intensification in quality urban environments with good supporting movement infrastructure.

c) **Conserving key scenic, biodiversity, productive and heritage areas to support the tourism and recreation economy:** The Southern District (more than any other district in most respects) contains large tracts of Table Mountain National Park (TMNP), adjacent natural areas, beaches and rocky shores, vleis and inshore marine areas, and high-potential agricultural areas in close proximity to tourism routes and urban development. This includes many international, national and regional high-attraction destination areas of high economic potential. All of this needs appropriate protection and management into perpetuity to maximise associated benefits. All of this also needs good access to users within the district, but also from elsewhere in the city as well as from further afield, nationally and internationally.

d) **Supporting quality living environments for as wide a range of different circumstances and needs:** 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. This is especially important, given its contribution historically in this respect. Moreover, in relation to this, a key role in this district is to provide adequate and appropriate support in identified urban crisis areas. The district has a key role in providing a wider range of living environments that cannot be found in most other urban areas. This is attributable to the high-visitorship potential in relation to tourism economy attractions, the ability to provide living opportunities that can accommodate significant numbers of high-net-worth individuals nationally and internationally, and the ability to churn redevelopment of more updated living types to meet changing needs (e.g. smaller, higher-quality units) due to high real estate values.

## 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.

1. Focusing future urban growth and economic development on structuring urban nodes and corridors of highest access and high-density and -intensity, mixed-use areas in the district.

   This comprises the Main Road corridor (from Mowbray to Steenberg) and key corridors extending eastwards (Klipfontein and Ottery roads) as well as lesser corridors (such as Retreat Road and Wetton Road).

2. Strengthening a system of different (existing and planned) linking movement routes forming an integrated transport network that supports the efficient movement of people and freight.

   This comprises expressways (such as the M3 and M5), secondary connector routes (such as Constantia Main Road through to Hout Bay Main Road and Belvedere Road). It also comprises NMT routes and primary public transport routes (e.g. Main Road and the railway).

3. Maintaining and enhancing a protected green network consisting of core natural assets and open space areas, as well as linking river systems and other open space corridors, which form an integrated open space system providing relief from the urban environment, and supporting ecosystem services and the recreation and tourism economy.

   This comprises the world-class scenic and biodiverse Table Mountain chain, wetlands and vleis (such as Zandvlei and Princess Vlei), riverine corridors (including the Constantia-Tokai and Hout Bay greenbelts), and beaches and rocky shores.

4. Ensuring a network of quality public urban places and spaces, destination places and scenic routes, urban heritage areas, and strategic land opportunities that support rich and varied urban and natural environments and improved livelihoods for all.

   This comprises town and village squares and streetscapes, destination places such as Kirstenbosch, Steenberg Wine Farm and Princess Vlei, proclaimed scenic routes, and strategic land opportunities such as Moquet Farm in Diep River.

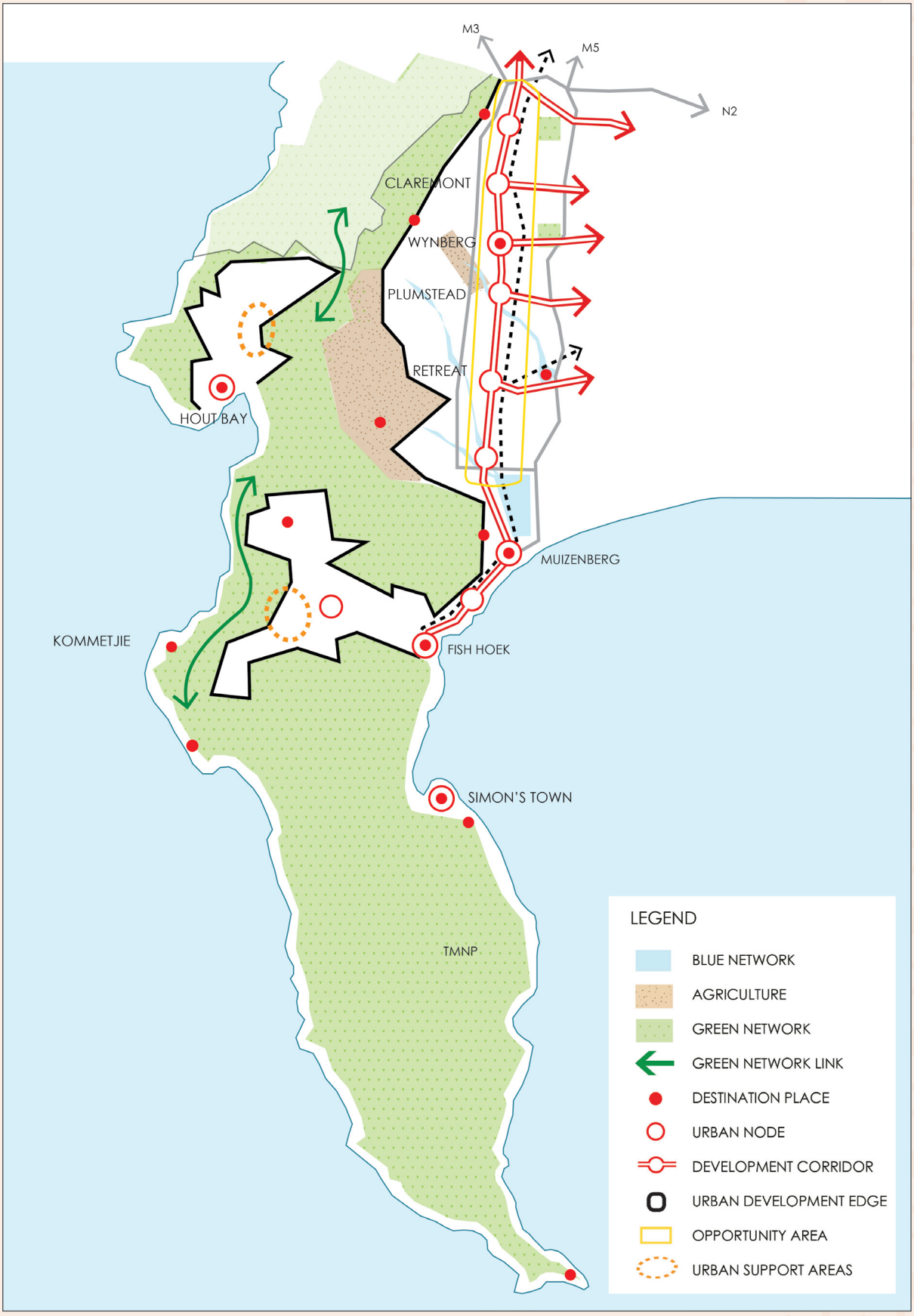



**Figure 8:** Integrated concept diagram for Southern District

**SLANGKOP LIGHTHOUSE IN KOMMETJIE FORMS PART OF THE MARINE PROTECTED AREA OF THE TABLE MOUNTAIN NATIONAL PARK.**

# 3.
# THE DISTRICT-WIDE DEVELOPMENT GUIDELINES

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

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

## 3.1 Spatial planning categories and environmental management zones

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

### 3.1.1 Environment

a) Hydrological and coastal zones
b) Biodiversity (map 9) and green infrastructure spaces and structuring open spaces
c) Agriculture
d) Cultural and heritage management zone (map 5

### 3.1.2 Urban development

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

### 3.1.3 Transport route designations

a) Freeways and expressways
b) Rail
c) Development routes
d) Connector routes
e) Non-motorised transport
f) Harbours, 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
b) Coastal edge

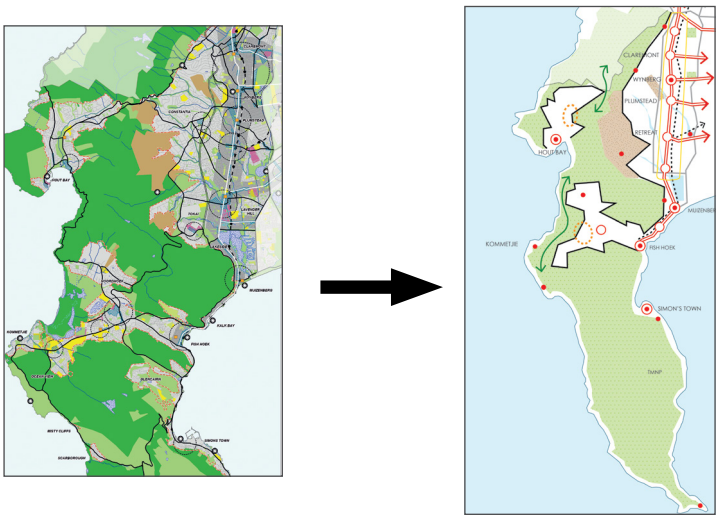



**Figure 9:** Application of conceptual framework to district spatial plan

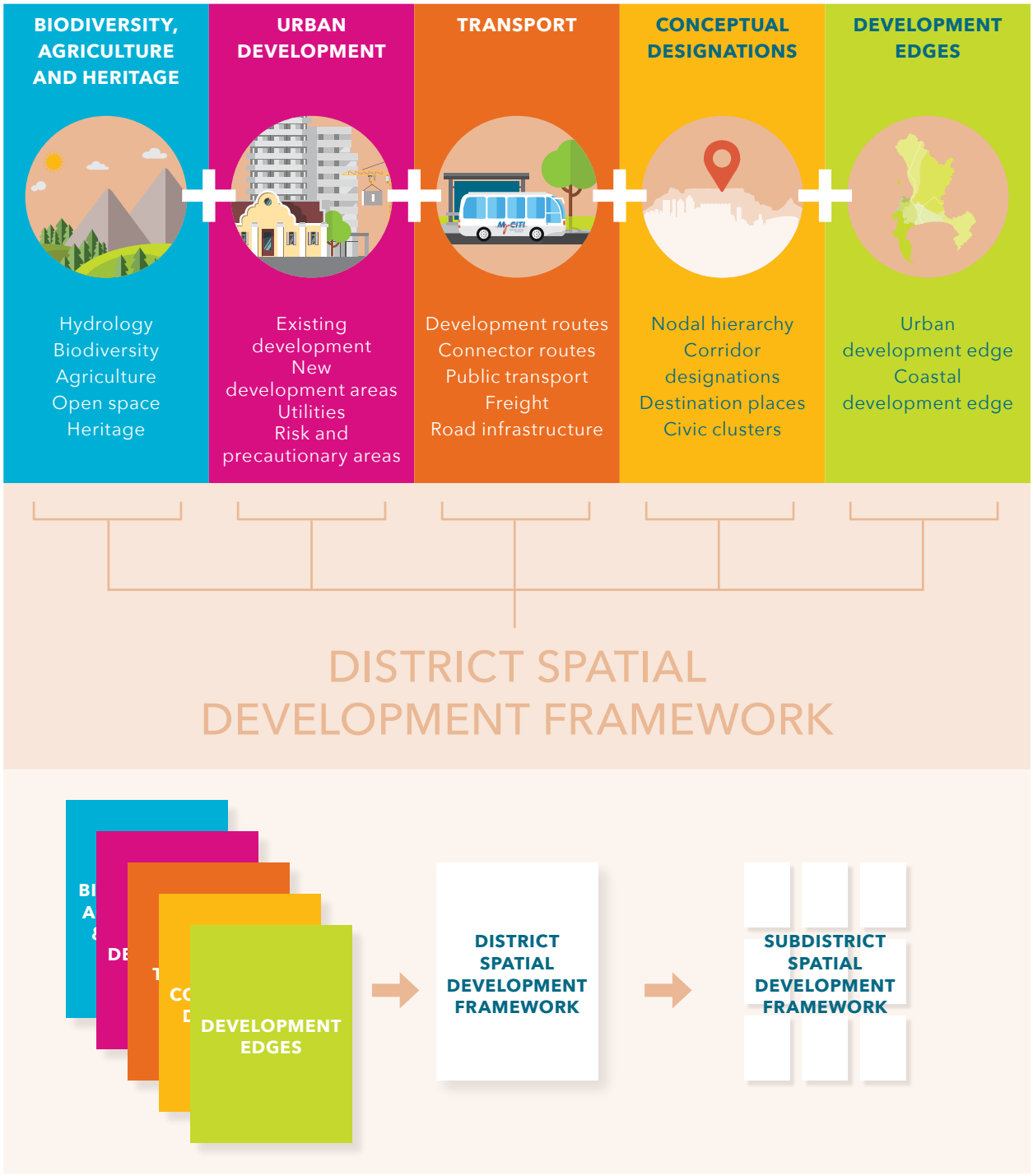



**Figure 10:** Five categories for development guidance in the District Plan

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.

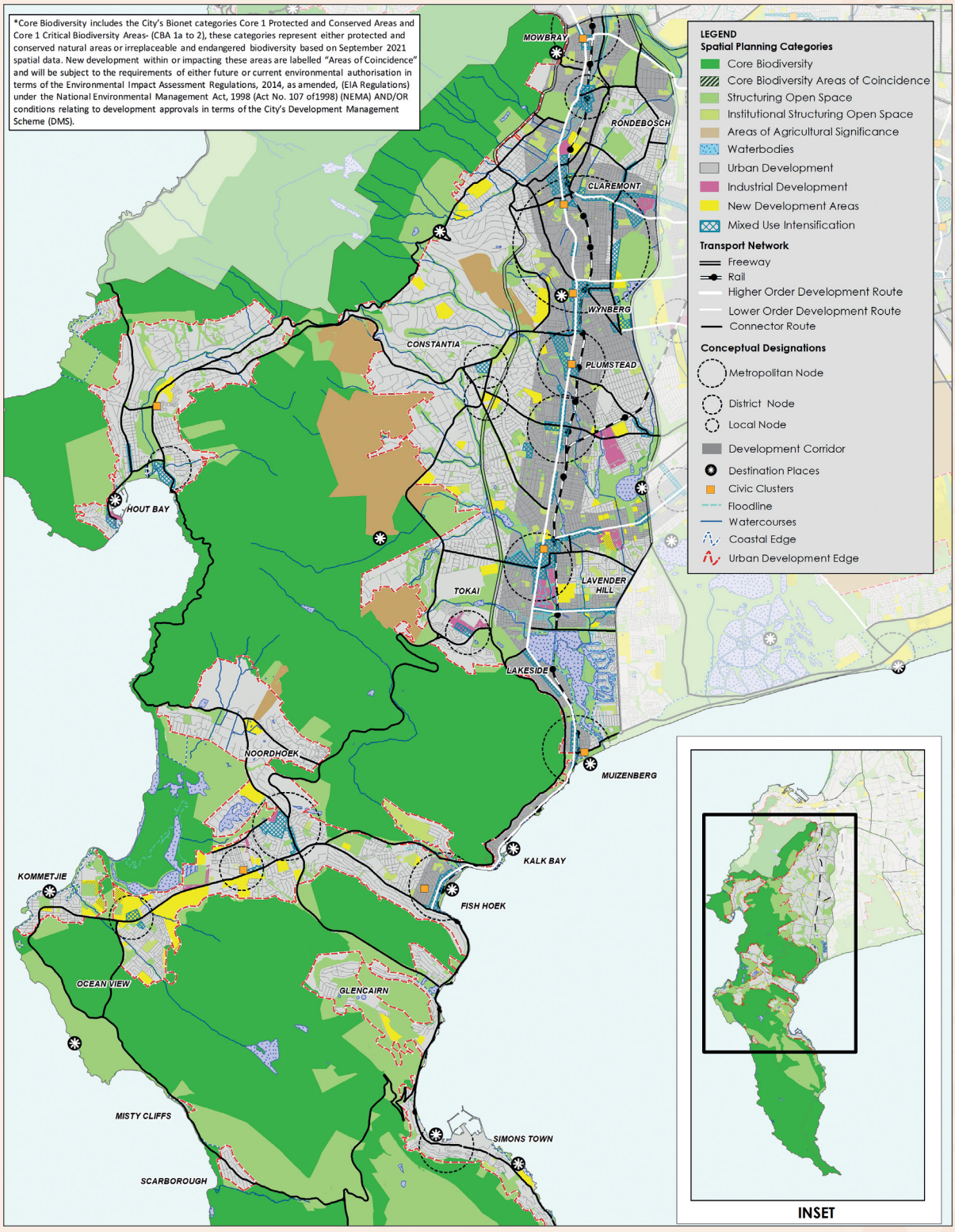



**Figure 11:** Southern District Spatial Development Framework

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

This chapter provides districtwide development guidelines.

The land use classification system adopted by the Southern 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 Southern District contains areas with varying environmental characteristics and levels of sensitivity. These are described in detail in the baseline report and include natural areas, e.g. coastal areas, parts of the biodiversity network as well as active and passive recreation areas, i.e. parks, sports fields, cemeteries.

These are all interconnected and support interactions between social, economic and ecological activities.

The mentioned areas have been categorised in accordance with their similar environmental attributes known as environmental impact management zones (EIM). EIM zones have been identified using the best available information at the time of report compilation.

These EIM zones are intended to guide and inform planning and decisions regarding activities that require environmental authorisation or planning approval within these areas. They form a guide for land use decision making that can enhance the ecological services or protect conservation-worthy assets.

In addition, the green infrastructure network (GINet), derived through the mapping of green and blue open spaces (public and private and > 1 ha) based on ecosystem service provision of these spaces, highlights assets or attributes of a site that require consideration during a development process. This is done to retain those services or assets, and where opportunity or potential exists, to enhance them through the development process.

The areas identified as part of the GINet contribute to ecological, social and infrastructural services, such as habitat and connectivity, recreation, cultural or spiritual practices, groundwater infiltration, and flood attenuation, amongst others.

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

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

A green infrastructure approach considers the principles of multifunctionality, connectivity and using nature to solve problems in the built environment.

The extent of the GINet is shown on figure 11, and is inclusive of areas such as agricultural land, conservation and biodiversity areas, rivers and floodplains, parks, coastal areas, and other green and open spaces, as all provide one or multiple ecosystem services.

The GINet[3] has informed the structuring open space category, which is reflected on the district and subdistrict maps.

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

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

The following table (table 5) should be read together with the accompanying maps, figures[4] 10 and 11, 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**<br><br>**Flood risk area 1**<br>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.<br><br>**Flood risk area 2**<br>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.<br><br>**Flood risk area 3**<br>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 areas, e.g. sections along the Hout Bay River and Liesbeeck River.<br><br>**Watercourses, rivers, wetlands and their associated buffers**<br>Examples:<br>• Zandvlei and Princess Vlei<br>• Liesbeeck and Diep Rivers, etc.<br>• Kenilworth Racecourse conservation area (in process for proclamation as a nature reserve)<br>• City Parks Biodiversity Agreement sites, especially Lower Silvermine Wetland conservation area and Glencairn Wetlands conservation area | 1. Conservation, public open space and associated recreation are appropriate uses in these areas.<br>2. These areas can play a valuable role in the NMT network. Allow for NMT movement, where practical.<br>3. Ensure connectivity of spaces is enhanced and not compromised by hard fencing or other structural barriers to movement.<br>4. Urban development is undesirable and at risk in the 1:50-year floodplain.<br>5. Tourism-related activities-such as campsites are possible in the 1:100-year floodplain.<br>6. Restrict building setback lines and maximise onsite water infiltration and permeability in relation to redevelopment initiatives in flood-prone areas.<br>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).<br>8. No agricultural activities should be approved within the 1:2-year floodline.<br>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.<br>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.<br>11. Areas for passive and active recreation to be considered in development adjacent to water courses.<br>12. Landscaping must be approved by the City to ensure that this is done with appropriate trees and indigenous riverine plants and vegetation. Invasive alien species in or adjacent to a watercourse must be controlled in terms of relevant legislation.<br>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.<br>14. Direct informal settlement dwellers away from risk areas, including below the 1:100-year floodline. |

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| 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.<br>16. Incorporate stormwater quality and quantity management into redevelopment proposals in line with the City's Management of Urban Stormwater Impacts Policy regarding the treatment and management of water at source. |
| | **b) Aquifers**<br>• Cape Flats<br>• Noordhoek | 17. Redevelopment and new development should give preference to the use of permeable surfaces and vegetated infiltration zones, where appropriate, to protect and enhance water sensitivity and aquifer recharge capability of various land uses.<br>18. Aquifer recharge areas and sole-source aquifers should be protected from potential sources of pollution.<br>19. Research development parameters to protect aquifer recharge and water sources.<br>20. Investigate water-sensitive land uses. |
| | **c) Other water source areas**<br>For example springs, reservoirs, dams, wellpoints, water storage facilities in developments. | 21. Protect water source areas and integrate them into urban design.<br>22. Enhance the utilisation of localised water sources, where appropriate, for landscaping and maintenance of open spaces. Subject to a water use licence from the DWS.<br>23. Encourage onsite water storage integrated into the design of new developments |
| AREAS SEAWARD OF THE COASTAL EDGE LINE AND AREAS EXPOSED TO RISK FROM COASTAL PROCESSES | **COASTAL ZONE** | |
| | **a) Coastal protection zone (seaward of the coastal development edge line)** | 1. No urban development seaward of the coastal edge unless it enhances public amenity and recreational value and that such development is consistent with the principles and objectives contained in the Integrated Coastal Management Act.<br>2. Any future development of coastal infrastructure must be situated or developed in such a way that it does not compromise the functional integrity of the coastal environment and that such infrastructure is not exposed to risk from coastal processes (refer to annexure 1: acronyms and definitions).<br>3. Encourage Infrastructure development of a transient nature, due to the emergent risk properties associated with coastlines and the anticipated increased exposure to coastal hazards associated with climate change.<br>4. Areas falling partially or totally seaward of the coastal edge, including remnants of natural systems, must be protected. |

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

| COMPONENTS AND DISTRICT ELEMENTS | GUIDELINES AND MANAGEMENT PRIORITIES |
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| **COASTAL ZONE** | |
| **a) Coastal protection zone (seaward of the coastal development edge line)** | 5. Amenity opportunities should be promoted with minimum disturbance to the coastal environment and coastal processes. The recreational amenity of the coast should be protected and careful consideration given to issues such as beach shadowing caused by tall building proposals; stormwater discharge into the coastal environment; and noise resulting from extensive densification of land use.<br><br>6. The construction of amenities that facilitate access to the beach, such as parking lots, must be supplemented by ancillary infrastructure (such as raised boardwalks) to prevent damage by pedestrians to sensitive dune and beach systems.<br>7. Access to the coast must be maintained and improved and such access must not impact the functional integrity of natural coastal systems.<br>8. In areas of intense coastal recreational focus, e.g. coastal nodes, those natural and heritage-related elements that contribute to the attraction and success of the coastal node must not be impacted on.<br>9. Where coastal defences need to be enhanced to protect against extreme weather events and/or incremental erosion associated with climate change-induced coastal pressures, an approach that minimises adverse effects, using green infrastructure principles, should be considered.<br>10. Where possible, protect, rehabilitate and maintain remaining natural coastal 'green' infrastructure (i.e. dunes, estuaries) as the most effective means to mitigate the impact of climate change-induced pressures such as sea-level rise and storm surges.<br>11. coastal processes, where financially and environmentally feasible and where space permits. Where retreat is not an option and where development is located landward of the coastal edge, but is still exposed to coastal processes, these areas will be mapped and local area regulations, such as overlay zones, developed for them.<br>12. Ancillary infrastructure to the coastal environment (ablutions, parking and access paths) must be of appropriate design to withstand the harsh environment. Alternative means of service delivery for coastal amenities that do not involve hard infrastructure should be considered, including green infrastructure approaches and principles. Coastal amenity areas should be developed and serviced in a manner that does not interfere with the functioning of natural systems. |

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| AREAS SEAWARD OF THE COASTAL EDGE LINE AND AREAS EXPOSED TO RISK FROM COASTAL PROCESSES | | **Environmental authorisation considerations**<br>13. Issues to be considered when obtaining an environmental authorisation: sea-level rise, storm events and coastal erosion, vegetation, hydrology, biodiversity, geomorphic impacts, visual impacts, health and safety issues, access to the coastal zone, pollution, dunes and sand movement, risk and liability issues.<br>14. Development of coastal nodes must consider the functioning of possible coastal ecological corridors and implement measures to retain this functioning.<br>15. The coastal edge will guide the determination of development typologies seaward of the coastal edge. |
| | **b) Built areas exposed to coastal processes (may be landward of the coastal edge line)**<br>(see subdistrict maps)<br><br>• Muizenberg – Simon's Town<br>• Kommetjie<br>• Hout Bay | 16. Development or land uses should not create adverse effects on the functioning of coastal processes.<br>17. Prohibit major new urban development infrastructure and bulk services investment in coastal areas that are exposed to coastal processes.<br>18. Redevelopment (intensification) and new urban development proposed in these areas should reflect consideration of potential flood risks and include mitigation measures, where necessary.<br>19. Where development proposed in these areas requires new or amended land use rights, the desirability of which is guided by this District Plan and relevant policy, such development should reflect consideration of potential flood risks and include mitigation measures as may be deemed necessary by the relevant decision maker. |
| BIODIVERSITY AND STRUCTURING OPEN SPACES | **CONSERVATION AND BIODIVERSITY PRIORITY ZONE**<br>(Full extent together with GINet shown in figure 11) | |
| | **a) Protected and conserved areas Core 1**, e.g.<br><br>Table Mountain National Park and environs, Zandvlei Nature Reserve, Kenilworth Racecourse conservation area, Westlake conservation area, and the City Parks Biodiversity Agreement sites: De Hel conservation area, Die Oog conservation area, Glencairn Wetlands conservation area, Lower Silvermine Wetlands conservation area, Meadowridge Common conservation area, Princessvlei and Little Princess Vlei conservation area, and Rondebosch Common conservation area. | 1. Conservation-related activities only, and development in accordance with reserve management plans should be considered.<br>2. Consolidate and link existing protected areas.<br>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 |
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| **CONSERVATION AND BIODIVERSITY PRIORITY ZONE**<br>(Full extent together with GINet shown in figure 11) | |
| **b) Critical biodiversity areas (core 1 CBA 1a-2)** | 4. New development inside the urban development edge potentially impacts areas of high-biodiversity importance. Such development should then be sensitive to biodiversity considerations affecting these CBAs by imposing environmental management programmes in relation to development, or prohibiting development, when appropriate.<br>5. New ecological corridors and areas could be established to mitigate against lost biodiversity. Their demarcation should, in principle, be guided by the location of high- quality remnants of biodiversity.<br>6. Rehabilitate and maintain areas of sensitive natural vegetation and high-biodiversity value. Where biodiversity remnants conflict with areas earmarked for development, ensure adequate botanical and faunal impact assessments are undertaken timeously.<br>7. Conservation management activities and prioritising of conservation areas are necessary for sites that may be of interest for future development.<br>8. 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).<br>9. Where possible, all new utility infrastructure, services and structures should be located outside these areas. |
| **c) Areas of coincidence** where core biodiversity and new development areas co-exist (see SDF map and subdistrict maps) | 10. Areas of coincidence are where there are compelling urban efficiency, social and economic reasons to pursue development and where core biodiversity may be impacted as a result. Where new development areas are proposed that impact core 1 critical biodiversity areas, these developments will be considered consistent with the District Plans. Core 1 protected areas are considered 'no-go' areas.<br>11. These areas will be subject to the requirements of environmental authorisation.<br>12. Conservation and sound environmental management principles must be demonstrably considered in the development plans.<br>13. Developments in these areas must provide evidence of environmental studies and processes undertaken that validate an evidence base of the environmental assets and mitigation measures.<br>14. Where existing development approvals are in place, agreed environmental management and mitigation measures must be adhered to. |

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| BIODIVERSITY AND STRUCTURING OPEN SPACES | **d) Ecological support areas (core 2; CBA 2)** | 15. Low impact activities may be appropriate.<br>16. Development (e.g. structures) in support of both tourism and biodiversity conservation in core areas should preferably be located in buffer 1 and 2 areas, if logistically feasible.<br>17. Extensive agricultural activities occurring in these areas, and which may impact on remnant natural vegetation should adopt low-impact practices (e.g. rotational grazing/resting cycles).<br>18. Maintain and enhance linkages between these areas. |
| | **e) Other ecological support areas Other natural areas (Buffer areas)** | 19. Low-impact activities may be appropriate.<br>20. Development (e.g. structures) in support of both tourism and biodiversity conservation in core areas should preferably be located in buffer 1 and 2 areas, if logistically feasible.<br>21. Furthermore, 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.<br>22. Further uses and activities could be considered, where contextually appropriate, such as small-scale holiday accommodation, restaurants, farm stalls/shops and tourist facilities.<br>23. 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**<br>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.<br>ii. Issues to be considered: vegetation, connectivity and access, fire control and land management issues, pollution, invasive alien vegetation and faunal species.<br>iii. Areas of high biodiversity importance outside the urban edge should be regarded as 'no-go' areas for development.<br>iv. A management plan must be drawn up and implemented for all activities approved in this zone.<br>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.<br>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.<br>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.<br>viii. Opportunities for sustainable, low-impact community utilisation of biodiversity resources should be identified.<br>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.<br>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 |
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| **CONSERVATION AND BIODIVERSITY PRIORITY ZONE**<br>(Full extent together with GINet shown in figure 11) | |
| **f) Structuring open spaces**<br>Public parks; connecting open spaces; sports fields and other institutional open spaces Stormwater retention areas<br>Road reserves<br><br>*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**<br>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.<br>2. Appropriate high- or medium-density development along open space interfaces could be considered to improve passive surveillance.<br>3. Safety and security should be considered in the upgrading, landscaping or development of open spaces.<br>4. Where contextually appropriate, consider commercial activities such as small cafes, kiosks and restaurants that will enhance the utilisation of public open space.<br>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.<br>6. Consider the impact of development on social and cultural uses of open spaces, guided by the GINet<br>7. Consider the green infrastructure and ecosystem function of open spaces by consulting the GINet mapping project.<br>8. Ensure that landscaping in new building projects is appropriate for local conditions and can sustain the impacts of weather events and climate change.<br>9. Promote urban cooling through plantings, retention of tree coverage and the surfacing of underground water.<br>10. Optimise the uses and functioning of public parks and the role they play in pedestrian networks across the district.<br>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. |

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| BIODIVERSITY AND STRUCTURING OPEN SPACES | **f) Structuring open spaces** | **Guidelines for specific categories of open space institutions, school fields, and sports fields**<br>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.<br><br>**Cultural landscapes**<br>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.<br><br>**Road and rail reserves**<br>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.<br>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.<br><br>**Extensive open space in neighbourhoods with multiple vulnerabilities**<br>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.<br>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.<br><br>**Cemeteries**<br>18. Open space qualities that add to the sense of place of cemeteries to be promoted, such as tree cover, views or other landscape qualities. |

| | COMPONENTS AND DISTRICT ELEMENTS | GUIDELINES AND MANAGEMENT PRIORITIES |
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| BIODIVERSITY AND STRUCTURING OPEN SPACES | **CONSERVATION AND BIODIVERSITY PRIORITY ZONE**<br>(Full extent together with GINet shown in figure 11) | |
| | **f) Structuring open spaces** | **Agricultural areas**<br>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. |
| AGRICULTURE, CULTURE AND HERITAGE | **AGRICULTURAL AND MINERAL RESOURCES** | |
| | **a) Agricultural areas of significance**<br>High-potential and unique agricultural land include areas that have been ploughed for orchards, vineyards, forestry plantations, annual crops, pastures and irrigations lands. Intensive agricultural land shall be protected against conversion to other land uses, particularly urban development, unless otherwise argued in the District Plan. This includes agricultural areas in:<br>• Constantia<br>• Tokai<br>• Noordhoek | 1. Preserve and utilise high-potential agricultural land. This includes all that was historically and is currently still actively farmed, and most especially historic wine estates.<br>2. Adhere to identified urban development edges around the periphery of high-value agricultural areas to prevent urban intrusion.<br>3. Development outside the urban development edge into areas of high agricultural value and high agricultural significance should not be authorised.<br>4. Encourage activities that reinforce primary agricultural use of these areas.<br>5. 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.<br>6. Densities and location of buildings should be considered on a site-to-site case, with dwelling unit numbers in line with the provisions of the DMS.<br>7. Discourage further subdivision of agricultural land. |

AGRICULTURE, CULTURE AND HERITAGE

## CULTURE AND HERITAGE ZONE

**b) World heritage sites**
Cape Floral Region Protected Areas World Heritage Site (CFRPAWHS), of which TMNP is a component part.

**National and provincial heritage sites**

**Cultural landscapes**
Constantia-Tokai valley
Noordhoek valley

**Heritage protection overlay zones**

**Palaeontological sites, archaeological sites, and burial sites**

Development impacting on heritage sites will be referred to comment from City's Heritage Management Department and will be subject to the NHRA processes. Heritage categories are informants to decision making that must be considered, but do not necessarily exclude urban regeneration or land use changes.

The relevant heritage authority in terms of the NHRA may make site level recommendations on conservation-worthy architectural or setting details that need to be preserved prior to site alterations taking place.

1. Ensure heritage resources are conserved 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 (see subdistrict guidelines for description of the significant attributes).
2. Evaluate heritage resources in their broader contexts when making conservation- related decisions.
3. Ensure a place's character is protected and enhanced, considering the streetscape, precinct and setting, rather than just protecting individual sites.
4. Maintain the interface between the city and Table Mountain.
5. Encourage investment in the adaptive reuse or restoration of historical sites, facilitate integration between the conservation and adaptive reuse of heritage buildings, and promote urban regeneration strategies.
6. Discourage the demolition or inappropriate alteration of historical sites. Consideration should be given to the possibility of retaining, sensitively incorporating or refurbishing heritage buildings into development.
7. Promote the retention and integration of heritage sites into a new development.
8. Encourage appropriate and accurate interpretation of heritage resources and recognise and develop places of memory, particularly associated with the struggle against apartheid.
9. Identify new areas for heritage protection overlay zones.
10. Ensure that alterations or changes are appropriate and do not derogate the heritage qualities of the places or area.
11. 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.
12. 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.
13. 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.
14. In HPOZ areas, encourage the retention of established trees, vegetation and landscaping elements and attributes.
15. Encourage mitigation of heritage and visual impacts by means of landscaping, which could include, inter alia, tree planting, screening elements or surface changes.

| COMPONENTS AND DISTRICT ELEMENTS | GUIDELINES AND MANAGEMENT PRIORITIES |
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| **CULTURE AND HERITAGE ZONE** | |
| | 16. The orientation, siting and setback of new buildings are encouraged to reflect the typical pattern of development in the immediate vicinity of the property and the streetscape.<br>17. Avoid blank or over-scaled retaining walls that are visually obtrusive.<br>18. The design and materials selected for retaining walls and structures should be in keeping with the character of the existing structures of the area.<br>19. Consolidation and subdivision applications must take into consideration the general existing property sizes in the HPOZ and need to relate appropriately in size.<br>20. Development activities to consider and take a precautionary approach in areas identified as archaeologically sensitive.<br>21. Where the HPOZ boundary cuts through an erf, a development response should holistically consider the impact on the character of the receiving environment.<br>22. For development activities directly adjacent to an HPOZ area, it is recommended that development responds sensitively in scale, form, height and aesthetic as a spatial transition between the HPOZ and surrounding areas. |
| **c) Heritage areas under investigation**<br><br>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. | 1. Encourage recognition and space for memorialisation.<br>2. Encourage the protection of heritage sites and the interfaces to these sites, where detailed area guidelines are not yet in place.<br>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.<br>4. Consideration should be given to the possibility of retaining, sensitively incorporating or refurbishing heritage buildings into development.<br>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.<br>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. |

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| AGRICULTURE, CULTURE AND HERITAGE | **d) Scenic routes SR1 routes**<br><br>**SR2 routes**<br>Most especially route from Muizenberg to Cape Point and back to Kommetjie and to Hout Bay, as well as Ou Kaapse Weg | 29. Prioritise the upgrade of these routes (including pavement/public servitude) and support implementation thereof. This should align broadly with the route's scenic quality value, degree of tourism use, and road surface and reserve upgrade necessity. Where possible, new developments should assist in this.<br>30. 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.<br>31. Any redevelopment along scenic drives and routes should include the addressing of landscaping improvements to the (public and private) areas abutting the road. Land use management decisions should be guided by the Scenic Drive Network Management Plan (volume 3, 2003) or subsequently approved management plans (e.g. transport designations). This is particularly important in urban areas outside of urban nodes (e.g. along Boyes Drive, the M3).<br>32. Enhance the scenic experience, wherever possible, by removing moveable obstructions and provide suitable NMT infrastructure, where appropriate.<br>33. Ensure that safe access to and along scenic drives is enhanced. |

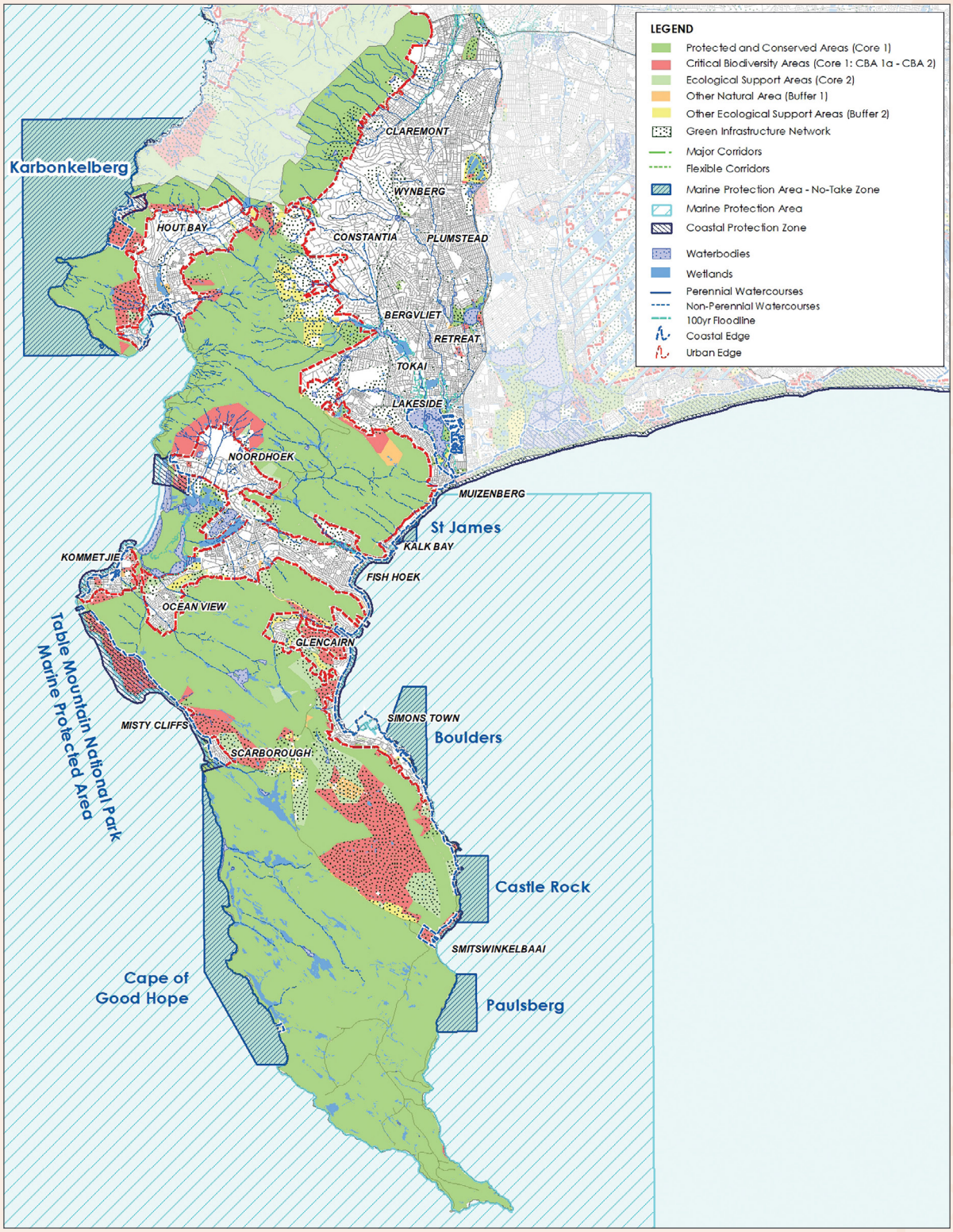


**Figure 12:** Green infrastructure and biodiversity map

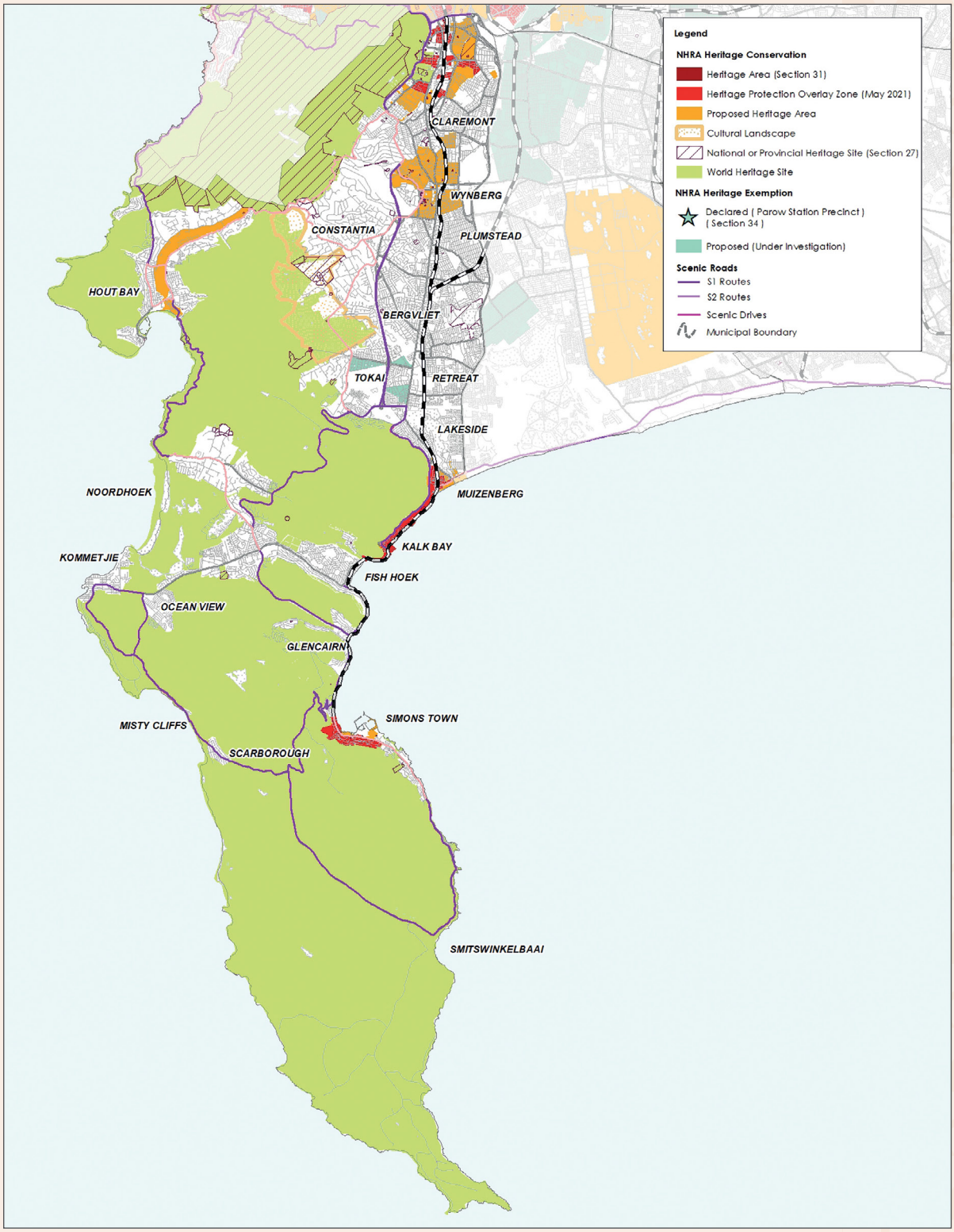


**Figure 13:** Cultural and heritage map

**TREES PLAY AN IMPORTANT INTERFACE ROLE BETWEEN THE ENVIRONMENT AND THE URBAN LANDSCAPE THE CITY HAS A TREE MANAGEMENT POLICY WHICH ENSURES THAT TREES ARE CARED FOR THROUGH PROPER ARBORICULTURE TECHNIQUES AND MANAGEMENT PRACTICES.**

### 3.2.2 Urban development

The Southern District Plan proposes various types and forms of residential and non-residential development to support the functioning of a sustainable and integrated community. The section below unpacks the district development guidelines for existing and new residential, non-residential and mixed land uses. This includes all buildings and infrastructure used for retail, offices, community facilities and related infrastructure necessary to provide for the proper functioning of urban areas. New development areas that are earmarked for different types and intensities of land uses will be indicated at subdistrict level in section 4.

#### 3.2.2.1 Existing urban development

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

#### 3.2.2.2 Residential development

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

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

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

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

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

#### 3.2.2.3 Non-residential development

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:

- Commercial uses that include retail, offices and hospitality industry
- Industrial uses that include manufacturing, warehousing and logistics
- Public services that include social, community, education and health facilities.

It can be seen that although many of the NDAs have a component of non-residential development, these are, however, in many instances mainly residential developments with a small component of non-residential.

#### 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 Southern DSDF promotes land use intensification, which implies a greater mix of residential and non-residential land uses (diversification) through the increased use of space, both vertically and horizontally (densification). This could include a combination of residential and non-residential uses or a combination

of non-residential uses (i.e. industrial, commercial 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 are planned.

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

The mixed-use intensification areas will be indicated at the subdistrict scale and 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 Southern District. The selection of sites and development proposals (see in figure 9 and in chapter 4) were based on their location potential and ability to support the strategic objectives and vision for the district described in section 2 (concept and vision) of this report. It needs to be noted that in some instances, sites that have been identified already have the required approvals in place for development, or the application process for development rights has been initiated.

**a) Residential development**

Table 6 below indicates the quantum of new formal residential opportunities in the Southern 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 was informed by a residential growth estimation – see technical annexure 11 in volume 4 of the integrated DSDF and EMF.

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

| TYPOLOGY | SOUTHERN DISTRICT |
|---|---|
| Main formal dwellings | 20 791 |

*Source: Data from Land Use Model estimates*

**b) Density guidelines for new residential development**

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

**Table 7:** District gross density targets and guidelines

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

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

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

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

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

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

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

**c) Non-residential development**

General guidelines regarding the form and type of development are described in chapter 3. More detailed guidelines on each site will be described in subdistrict guidelines, where applicable. New non-residential development includes:

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

Many of the NDAs have a component of non-residential development, which are, however, in many instances mainly residential developments with a small component of non-residential. The largest contributors of non-residential within the district district are the proposals around the Bellville PTI and the CTIA.

**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) URBAN DEVELOPMENT – EXISTING AND FUTURE** | |
| **Urban development: general to all areas** | 1. These areas should be considered for a wide variety of urban uses such as housing development, public open spaces, community facilities, mixed-use/business development (where appropriate), but should not include noxious industrial uses.<br>2. Sites indicated for urban development, but which also fall within identified precautionary areas, should take associated district development guidelines into account.<br>3. Encourage resource-efficient design and promote carbon-neutral buildings and precincts in alignment with the City's Urban Design Policy.<br>4. Encourage support of informal economic activity (to reduce negative externalities associated with unregulated business activity). This includes design (in new developments) for multifunctional squares and sufficiently wide pavements in high-footfall areas to accommodate trading space, associated hard and soft landscaping and, where appropriate, the provision of basic services (e.g. trading space structures, storage facilities, ablution facilities, waste collection/recycling, streetlights, water and electricity connections). This applies to all areas, but most relevant in high- volume pedestrian areas such as nodes, transport interchanges, civic precincts, destination places, parking areas and other public spaces, and shopping centres.<br>5. 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. |
| **Existing urban development areas** | 6. Support the incremental densification of all urban areas, as appropriate. This should be guided by suitability of the area for land use intensification, such as surrounding neighbourhood character and density; access to public transport; proximity to places of employment, services and social facilities; proximity to public open space; and infrastructure availability (existing and planned). In this regard, the provisions of the City's approved Densification Policy also apply.<br>7. Consider the existing character and heritage areas of significance (as may be reflected in detailed policies) as an informant to development proposals.<br>8. 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. |

| | |
|---|---|
| **Existing urban development areas** | 9. Encourage the provision of adequate service ratios needed to support incremental densification.<br>10. Support the incremental upgrading and formalisation of areas where informal units are widely prevalent.<br>11. Facilitate local economic development in 'townships' by encouraging flexible land use rights in urban nodes and along main roads. This includes taking a flexible approach to home-based enterprises (such as home occupation) on residential zoned properties and developing overlay zones to specify the necessary rights, where required.<br>12. Support the establishment of urban agriculture in 'townships' to support township-based food markets. This could include allotment areas, community gardens and small-scale farming.<br>13. Support temporary uses such as urban agriculture, sports and parks on (a) underutilised public land, and (b) housing development land, which may not be used in the short term (in support of community upliftment and safety initiatives). |
| **New development areas** | **General (all residential market types)**<br>14. 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 . 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.<br>15. Support the development of new development areas subject to infrastructure availability and the provision of associated community facilities and recreational space requirements.<br>16. Promote the development of affordable housing by the private sector through the implementation of the principle of inclusionary housing development (a principle to be unpacked in the Inclusionary Housing Policy that is under way), through supporting other forms of affordable housing, as well as through the implementation of the IRDP, where applicable.<br>17. Ensure the development of socially sustainable communities where the immediate needs of the residents (e.g. POS or basic shopping) are met either within approximately 800 m from where they live or by proximity to public transport.<br>18. 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. |

| TYPOLOGIES AND DISTRICT ELEMENTS | DISTRICT DEVELOPMENT GUIDELINES |
|---|---|
| **A) URBAN DEVELOPMENT – EXISTING AND FUTURE** | |
| **New development areas** | **Subsidised and partially subsidised**<br>19. Support the development of high-density, affordable rental housing (social housing) within in the urban inner core (MSDF 2022) as the City's priority and preferred 'restructuring zone'. State-subsidised housing programmes should include innovative and alternative typologies and design to support the City's densification and sustainability targets. This may include partnership with the private sector.<br>20. Encourage and support the delivery of affordable housing (GAP, social housing or any other appropriate housing programme) within areas of focused public sector investment; PHSHDAs, restructuring zones, development corridors and urban nodes, development focus areas (DFAs), urban support areas (USAs) (refer to volume 3, implementation plan).<br>21. To achieve maximum densities on limited land, promote and ensure that new, formal City-provided housing structures comprise, where possible, semidetached single-storey (for the elderly and disabled), double storey, or two- to four-storey walkups.<br><br>**Mixed market**<br>22. Encourage new developments to accommodate a range of housing typologies, income groups, densities, tenure options and housing programmes (including market-driven, affordable GAP/FLISP, social housing, fully subsidised human settlements, and incremental housing).<br>23. Promote mixed-market and affordable housing developments to locate in areas of mixed-use intensification and diversification, urban nodes, development corridors and development focus areas.<br>24. 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.<br>25. Promote and prioritise development of appropriately diversified densities of affordable housing on state-/City-owned land.<br>26. Mixed-market developments should promote integration through the use of tenure blind design. |

| | |
|---|---|
| **Informal settlements and temporary relocation areas (TRAs)**<br>Examples:<br>• Hangberg<br>• Imizamo Yethu<br>• Boys Town<br>• Masiphumelele<br>• Ocean View<br>• Red Hill<br>• Small pockets elsewhere – in railway line reserves, etc. | 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). The exceptions here are Red Hill settlement, which is planned for resettlement at Dido Valley, and those parts of existing settlements that are in risk areas (e.g. wetlands) or infrastructure service areas (e.g. road servitudes) need relocation.<br>28. Support the provision of basic infrastructure services in informal settlements (electricity, water and sanitation and accessibility routes). The reblocking of informal settlements should account for greater service ratios allowing for increased taps and sanitation sites (as lessons learned from the Covid-19 pandemic).<br>29. Support the City's commitment towards addressing emergency housing needs and the mitigation of unlawful land occupation by prioritising development on land identified in the City's vacant land register.<br>30. 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 to minimise relocations.<br>31. Informal settlements on the urban edge (at risk of veldfire or prone to encroachment beyond the urban edge line, i.e. in Hangberg, Imizamo Yethu, Masiphumelele and Ocean View) need (in addition to strong monitoring and day-to-day management) proactive development to assist with long-term management. This includes ensuring (as a matter of urgency) formal development undertaken by the City directly adjacent to the urban edge to clearly define this. This should ideally include a road (which can also assist with fire management) but also housing where this is not possible, provided that it does not allow space for informal structures to follow. |
| **B) INDUSTRIAL** | |
| **Industrial: existing and new development areas**<br><br>• Hout Bay harbour<br>• Area between Access Park and Imam Haroon Road<br>• Elfindale (De Waal Road)<br>• Retreat Main Road<br>• Retreat industrial (Main Road)<br>• Westlake<br>• Sun Valley<br>• Lekkerwater Road<br>• Kommetjie<br><br>**Risk/noxious industrial:**<br>• Hout Bay harbour fish factory<br>• Newlands brewery | 1. General industrial uses should generally be supported in these areas.<br>2. Due to particular requirements for road and waste infrastructure associated with industrial zoned land, these areas should generally be reserved to optimise this infrastructure and mitigate potential impacts.<br>3. However, in old industrial areas within development corridors, allowance can be made, as appropriate, for limited forms of non-industrial activity, but these activities should not compromise the general industrial use of the areas zoned for industry.<br>4. Industrial development is generally very limited in the isolated enclave areas of the district (e.g. Hout Bay and Far South) and should be protected against (further) commercial or residential intrusion, but only for light industrial activities (and then be carefully managed).<br>5. Support the development of specialised high-value small- and medium- scale light industrial activities within the existing industrial areas.<br>6. Where proposed new industrial areas are surrounded by dense residential development (e.g. at Elfindale and Lekkerwater Road), particular consideration has to be given to the social, health and safety impacts of proposed industries. |

| TYPOLOGIES AND DISTRICT ELEMENTS | DISTRICT DEVELOPMENT GUIDELINES |
|---|---|
| **C) MIXED USE** | |
| **Mixed-use intensification areas and mixed-use new development areas**<br><br>• All business areas associated with identified urban nodes, e.g.<br>  • Claremont<br>  • Wynberg<br>  • Retreat<br>  • Kenilworth<br>• Business strip areas, e.g.<br>  • Retreat Road<br>  • Military Road<br>  • Lansdowne Road<br>  • Klipfontein Road<br>• Civic precincts | 1. Generally, support mixed-use intensification as indicated, subject to any local guidelines and bulk service and transport infrastructure availability.<br>2. Careful consideration needs to be given to the location of potentially intrusive activities (e.g. noisy clubs, pubs and restaurants) within these areas.<br>3. Care should be given to not forcing commercial activities out of mixed-use areas (and into residential areas). This may include not permitting residential use on the ground floor in these areas.<br>4. Ensure all new development includes active street frontages as far as possible, avoiding long blank walls, glassed frontages, etc. Encourage introduction of wider pavement areas, landscaping, tree planting, street furniture, and opportunities for street seating, outdoor eatery seating, etc.<br>5. Promote an appropriate interface between these mixed-use areas and adjacent residential areas through the use of sensitive design and informed by local level guidance and plans, where applicable. |

**ST JAMES BEACH IS WELL KNOWN FOR ITS COLOURFUL VICTORIAN-STYLE BATHING BOXES, TIDAL POOL AND ROCK POOLS.**

### 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, form).

**Table 9:** Utility service infrastructure installations and networks SPC

| PRECAUTIONARY AREAS AND UTILITY SERVICE INFRASTRUCTURE INSTALLATIONS | DISTRICT ELEMENTS | DISTRICT DEVELOPMENT GUIDELINES |
|---|---|---|
| a) Noise exclusion zones | None | |
| b) Landfills and/or buffer zones | Old landfills at e.g.:<br>• Noordhoek<br>• Witsand | 1. Ensure their adequate ongoing management.<br>2. Ensure any development on or around these takes due care and responds accordingly. |
| c) Wastewater treatment works (WWTW) | • Wildevoëlvlei<br>• Simon's Town | 1. Support the reuse of water with the highest potential in areas close to these WWTW.<br>2. No permanent activities or structures to be approved within the prescribed buffer area around WWTW except, for the designated infrastructure and bulk services activities/ structures. |
| d) Cemeteries | • Plumstead<br>• Constantia (Parish Road)<br>• Constantia (Strawberry Lane)<br>• Hout Bay (Hughendon/ Imizamo Yethu)<br>• Ocean View | 1. Support continued use of cemeteries for this purpose.<br>2. Identify and support the establishment of other interment options to supplement or complement the traditional in-ground burial.<br>3. Prioritise consideration of alternative burial methods, given the constraints to expansion of existing cemeteries or any new cemeteries in this district. |
| e) Broadband/ IT/Wi-Fi cabling | All areas – but primarily the following:<br>• All nodes<br>• All development corridors | 1. Support the continued rollout of the City's Broadband Project, expanding the City's optic fibre infrastructure.<br>2. The above also needs to include free future provision of broadband fibre in all business areas and nodes, and indeed citywide (as part of transport infrastructure investment). In support of the City's Comprehensive Transport Orientated Development (CTOD) objective, this should be prioritised, most particularly to business areas in peripheral city areas furthest from primary urban opportunity areas, as a means to reducing the need to travel and supporting the growth of these areas as public transport contra-flow destinations, and also supporting/increasing economic opportunity in all prioritised urban development areas of the city/district. This applies most particularly to low-income areas. |

## 3.3 Guidelines for transport infrastructure and route designations

The relationship between land use and accessibility is a fundamental informant to urban development. Higher levels of urban intensity and density generally support higher levels of urban opportunities and efficiencies. In turn, areas of highest accessibility to urban opportunities should be those of highest urban intensity and density.

Transport infrastructure is key to supporting accessibility to opportunities, but is also dependent on sufficient development thresholds for efficiency, and is therefore central to the relationship between land use and accessibility.

Key overall objectives in relation to movement and development are:

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

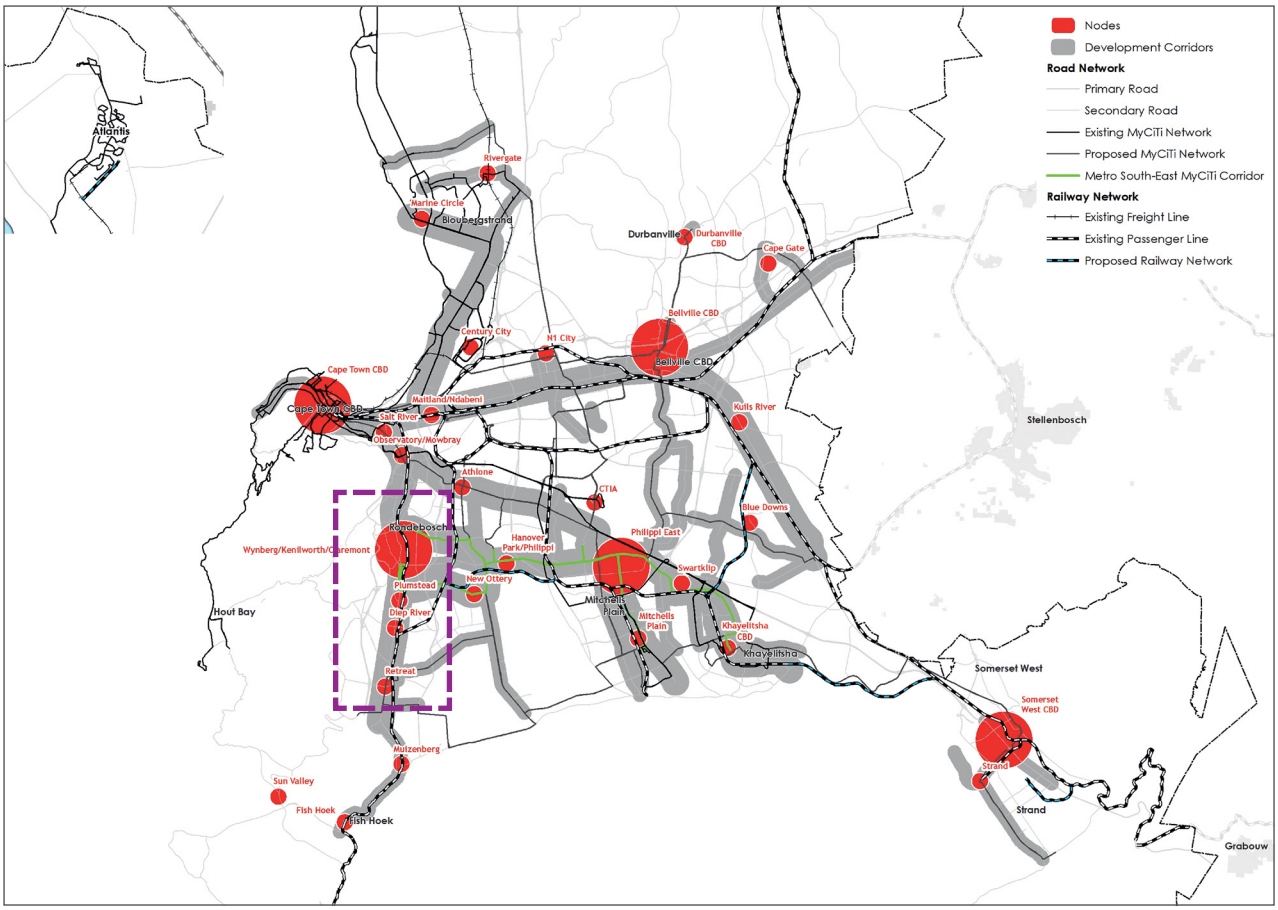


**Figure 14:** Structuring corridors

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

a) non-motorised transport (NMT) within and between neighbourhoods
b) high-frequency and -volume public transport-orientated mobility along development routes and railways made cost effective by high-intensity development thresholds
c) higher mobility connectors linking more peripheral urban areas and nodes
d) high-mobility freeways linking from within the district to other parts of the city and neighbouring towns and regions

**Note:**

- The route designation reflected does not replace the City's Hierarchical Road Network Classification system, nor is it intended to run in parallel as a duplicate classification system. The primary objective of this spatial planning route designation is to guide the appropriate land use and form along different types of routes.
- Road-based public transport services and routes (e.g. BRT and taxis) are not designated on the SDF maps.* However, public transport, and its frequency and capacity, should align closely with development corridors (and the associated development routes) as well as other important routes (e.g. main connectors).

**Table 10:** Transport designations

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

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

| | | |
|---|---|---|
| b) Freeways and expressways | Freeways:<br>• N2 (Settlers Way)<br><br>Expressways<br>• M3 (Simon van der Stel/ Blue Route)<br>• M5 (Kromboom Parkway) | 1. The mobility role of these routes should not be compromised.<br>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.<br>3. The development guidelines for existing proclaimed scenic routes should be considered generally for application along all freeways/expressways in the district.<br>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 | • Southern line<br>• Cape Flats line | 1. Ensure existing passenger rail lines for public transport right of way are retained, and also retain the opportunity for new rail links that are planned. This includes the Cape Flats and Mitchells Plain rail link in this district.<br>2. Support medium-density residential densification within ± 400 m of all rail stations subject to other local area guidance.<br>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.<br>4. Ensure that all new development around stations supports improved NMT and safety and security of streets and public areas.<br>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.<br>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.<br>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 | **Metro-scale / high order** (high-frequency and -volume public transport routes within MSDF development corridors – e.g. IRT trunk routes)<br>• Main Road (Mowbray – Kirstenhof)<br>• Klipfontein Road<br>• Imam Haroon into Chichester Road<br>• Ottery Road into South Road<br><br>**District scale/ lower order** (high-frequency, low-volume public transport routes<br>• Lansdowne Road<br>• Wetton Road<br>• Retreat Road<br>• Military Road | 1. Support the functioning of these routes as 'spines' of their respective development corridors through encouraging high development intensification and densification adjacent to these routes in association with high-frequency, high-volume public transport.<br>2. Areas between urban nodes, civic clusters or existing commercial areas should generally be restricted to residential development only.<br>3. Ensure ongoing alignment between relevant departments in ensuring the appropriate location of major public transport stations/stops along these development routes, and the consistency of design guidelines for incorporation into road reserve development and adjacent property development proposals.<br>4. 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 MyCiTi and taxi stations and stops.<br>5. 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.).<br>6. Development should front onto these roads, active street interfaces should be encouraged, and large extents of blank wall avoided by encouraging visually permeable property boundaries, pedestrian- friendly active streets.<br>7. 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.<br>8. Mitigation of the impact of the road's mobility function (including design efforts to slow traffic) may be appropriate at high-intensity, mixed-use urban node areas where frequent pedestrian movement across the street is necessary. Therefore, allow for road access in urban node areas according to development needs rather than road classification requirements. Routes through residential areas between these nodes should generally be mobility orientated, with appropriate street and pavement design and adjacent development and landscaping, and adherence to the City's Boundary Walls and Fences Policy, etc. to ensure NMT safety, security and quality.<br>9. 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. |

| | | |
|---|---|---|
| d) Development routes | | 10. 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.<br>11. Direct access onto these streets from abutting properties should be consolidated where possible and appropriate. Direct-access perpendicular parking across the erf frontage should not be permitted along these routes. |
| e) Connector routes | **Higher order**<br>(higher mobility-orientated routes, but with some public transport, supporting development routes or linking more distant urban nodes to urban corridor areas)<br>• Kommetjie Main Road<br>• Constantia Main Road<br>• Rosmead Road<br><br>**Lower order**<br>(Low-mobility routes serving only a local area)<br>• Local neighbourhood roads<br><br>**Scenic routes**<br>• SR1 and SR2 routes as approved in terms of policy (see environmental section for specific development guidance) | 1. These routes should continue to perform a primary mobility function. With redevelopment, direct access onto these routes from abutting properties should be discouraged. Instead, limited access, with a focus on high-access nodal points, should be encouraged and, where possible, service roads provided.<br>2. Where appropriate, intensification of development should be promoted to support line-haul public transport, but this should be concentrated at urban nodes and limited between them, and especially in areas not close to development corridors. The process of land use intensification along these routes must consider the nature of access roads, additional traffic impacts, parking requirements, and visual impact and character implications.<br>3. The characteristic mix of predominantly residential function and character, but interspersed with small mixed-use areas as well as a mix of mobility and activity functions, should remain and generally be contained in its current form. Areas between urban nodes, civic precincts, or existing commercial areas should be restricted to residential development only.<br>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 through residential areas should remain primarily mobility orientated, with appropriate landscaping and adherence to section 136B of the DMS dealing with City's Boundary Walls and Fences Policy guidelines.<br>5. The role of these routes as significant community service public transport routes should be reinforced.<br>6. In support of the City's Comprehensive Transit Oriented Development (CTOD) objective, non-residential development should be enabled in identified business areas (in urban nodes and civic precincts, where appropriate) in underserved peripheral areas of the district furthest from primary urban opportunity areas (e.g. Ocean View, Kommetjie) in order to reduce congestion (and improve bi-directional flow) on key connector routes.<br>7. Civic upgrades, landscaping and NMT provision should be made as and where appropriate, including, where possible, as part of new developments to ensure quality streetscapes.<br>8. Appropriate lower-order roads linking neighbourhoods and opportunity areas (such as parks and commercial areas) should be identified for prioritised NMT treatment.<br>9. For development guidance along connector routes, which are also approved scenic routes, refer to related guidelines in the environment section (end of table 5 in section 3.1.1). |

| SDF ROUTE DESIGNATIONS | DISTRICT ELEMENTS | DISTRICT-WIDE DEVELOPMENT GUIDELINES |
|---|---|---|
| f) NMT routes | **Higher order NMT**<br>• Promenade from Muizenberg (Sunrise Circle) to Fish Hoek, and Fish Hoek to Simon's Town<br><br>**Lower-order NMT**<br>District- attractor walkways (e.g. coastal walkways or around major parks); high-attractor (sub-metro) cycle routes; All local roads – especially those of subdistrict significance:<br>• Tokai Main Road<br>• Kommetjie Rd<br>• Hout Bay Main Road<br>• Constantia Main Road<br>• 2nd Avenue, Harfield Village<br>• Palmyra-Liesbeeck Road<br>• Prince George Drive | 1. Support public (and private) investment in these metro attraction routes as key (economic) attractors to regional recreation and tourism destinations.<br>2. Any nearby development should aim to contribute to the enhancement of these routes (including associated management), where possible.<br>3. Plan for and facilitate/implement links between these routes and adjacent access roads, public transport and parking to support pedestrian access to, and utilisation along, the NMT.<br>4. Ensure that routes along the coast/flood-prone areas are carefully planned into the future to avoid impacts related to predicted sea-level rise.<br>5. However, in instances of existing infrastructure in areas at high coastal risk, which are critical to wider urban functioning (infrastructure links) and/or of recreation and tourism value of metro significance, then careful consideration should be given to how (re)development of this infrastructure can enhance further recreation and tourism value while also playing an important role in protection against predicted sea-level rise risk impacts.<br>6. All transport routes should aim to be NMT-friendly (with a zero death objective), and the roadways themselves, as well as adjacent pavements (or road reserve areas), and property parking areas and associated pedestrian access areas should be planned and developed to this end.<br>7. Plan for increasing micro-mobility, including more pedestrian, more bicycle and motorised bicycle trips to support greater localisation (reduced trip lengths) and walkability associated with more integrated urban development and reducing the city's overall carbon footprint.<br>8. Planned NMT links (including as per the City's Cycle Route Network) 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 of public-private partnerships should be encouraged, wherever possible.<br>9. Particular focus should be on improved pathways around (or along) district public open space areas (as significant amenity attractions), including Rondebosch Common, the William Herbert (and racecourse) complex, Princess Vlei, and Zandvlei. Again (and where possible), development and management partnerships would be desirable.<br>10. A key focus in areas with significant development informality must be on ensuring that NMT routes are not encroached upon by development or related activities.<br>11. Realising uninterrupted public access along river corridors and green belts should be a core long-term objective. This can be supported whenever river corridor upgrades are undertaken (e.g. de- canalisation), or where in critical (potential link) areas trade-offs can occur with private landowners to secure land in public ownership. |

| | | |
|---|---|---|
| g) Harbours<br><br>(No airports and other freight hubs in this district) | Harbours<br>• Simon's Town<br>• Hout Bay<br>• Kalk Bay | 1. Support increased service-related economic activities (e.g. tourism and recreation) and multi-use in harbours aligned with their strategic role as major marine access points, destination places, and economic opportunities. Promote shared space and facility use and greater public access within these areas.<br>2. Encourage the development of associated economic activities and the maximisation of economic opportunity in immediate proximity around these areas, as appropriate. Ensure a major focus on safe economic precincts to attract property and business sectors.<br>3. As these harbours are within urban areas, promote (through any redevelopment process) the mitigation of major impacts of any marine-related activities (noise, smell, visual impact) on surrounding development areas.<br>4. Ensure heritage, visual impact and climate change resilience issues are adequately considered in any harbour (re-) development. |

## 3.4 Guidelines related to conceptual designations

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

### 3.4.1 Corridors

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

#### 3.4.1.1 Development corridors

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

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

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

**Table 11:** Development corridor guidelines

| **DESIGNATION: DEVELOPMENT CORRIDORS** (see route designations section for development route) | |
|---|---|
| **DISTRICT ELEMENTS** | **DISTRICT-WIDE DEVELOPMENT GUIDELINES** |
| a) Metro scale / Higher order (As per identified MSDF corridors, higher intensity urban strips with high-frequency, high-volume integrated public transport linking main urban nodes, with development routes as 'spines', and parallel supporting routes forming integrated high-accessibility urban areas)<br>• Main Road corridor (between Mowbray and Kirstenhof)<br>• Klipfontein Road corridor<br>• Imam Haroon Road – Chichester Road corridor<br><br>b) District scale /Lower order (somewhat less accessible, higher-intensity urban strips linking other urban nodes, with development routes as 'spines')<br>• Main Road (between Lakeside and Fish Hoek)<br>• Wetton Road<br>• Retreat Road<br>• Military Road | 1. Support higher-intensity development within development corridors than in surrounding urban areas. In general, support highest-intensity development in urban node areas (see guidelines for urban nodes) and properties abutting development routes.<br>2. Within these areas, generally restrict commercial development, other than neighbourhood convenience land uses, only to urban nodes and other existing business precincts or mixed-use areas. In exceptional circumstances within residential areas directly adjacent to the above areas or higher-order roads, appropriate business use (re- type, scale, design, etc.) may be considered.<br>3. In areas between nodes along 'higher-order' development corridors, generally support medium-high-density residential development within the broadly defined primary extent area within 400 m (± 5-minute walk) of the development route, and medium-density residential development within the secondary extent areas further away between 400–800 m (i.e. ± 10-minute walk). However, these are not definitive extents and must be considered a guide dependent on local area circumstances.<br>4. In areas between nodes along 'lower-order' development corridors, generally support medium-density residential development within 400 m (± 5-minute walk) of the development route. |

### 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).

[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.*

ii. 'Flexible green corridors' are represented by a dashed green line and indicate where a link can be created (through new development/ redevelopment) or maintained through various options.

**Table 12:** Green corridor guidelines

| GREEN CORRIDORS[6] | DEVELOPMENT GUIDELINES |
|---|---|
| a) **Major green corridors**<br>Solid line corridors follow existing open green corridor opportunities and conserved areas and specific features, e.g. rivers or canals or non-motorised transport links that provide access to open space amenity areas or character areas. Corridors have been defined that link with and to the Table Mountain National Park, but not within the park as the scale of the park provides for a functional ecological corridor (refer to subdistrict maps)<br>Examples:<br>• Hout Bay river system<br>• Constantia greenbelts through Tokai to vleis | 1. Encourage development to promote opportunities for linkages between identified structuring open spaces in developed areas through, e.g. buildings facing onto green spaces, pedestrian or NMT walkways, location of stormwater channels.<br>2. Enhance the green infrastructure provisions of linkages between open spaces through developing connections through public space.<br>3. Look for opportunities to link between the mountain and the coast, especially where opportunities exist for 'source to sea' corridors along coastlines. Maintain green corridors extending from the mountain into the city (e.g. parks and public spaces located in the upper reaches of the City Bowl), including remnants of historic plantations.<br>4. Landscaping of developments should consider the enhancement of corridors, and the suitable vegetation or landscape types should be considered with endemic vegetation preferred in corridors linking biodiversity areas.<br>5. Promote the development NMT networks in alignment with green corridors to support multifunctionality of these linear spaces.<br>6. Where applicable, encourage restoration of canalised or underground river segments to promote the restoration of the river to a non-canalised or partially canalised state, and encourage landscaping on canal edges.<br>7. Protect treelined corridors and expand planting to support the movement of species where opportunities arise. |
| b) **Flexible green corridors**<br>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. | 8. In redevelopments along flexible corridors, encourage landscaping and the protection of green space assets.<br>9. Identify land for the establishment of corridors, where needed.<br>10. Encourage the integration of green corridors into NMT improvement opportunities.<br>11. 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. |

[6] *Not all green corridors (major or flexible) may be visible on the subdistrict maps, especially where they coincide with transportation routes or rivers. It is recommended that the GINet Viewer be consulted to view all corridors.*

**ON THE SCENIC COASTAL DRIVE FROM CAPE TOWN TO CAPE POINT IS HOUT BAY AND IT PICTURESQUE HARBOUR.**

### 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:** Urban nodes and associated development guidelines

| DESIGNATION | DEVELOPMENT GUIDELINES |
|---|---|
| a) General | **NOTES REGARDING NODAL DEVELOPMENT GUIDELINES**<br>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.<br>b) Refer to section 3.3.1 for land use intensification (density and diversity) guidelines applicable to development corridors, which are also applicable to those corridors coinciding with urban nodes.<br>c) Refer to section 3.1.2 for density targets and guidelines applicable to new development areas.<br>d) The considerations in section 3.1.2 should be taken into account when applying the density thresholds as indicated in this table.<br><br>1. Encourage mixed land use intensification in nodal areas with the level of intensity guided by the scale of the node, as indicated below.<br>2. Encourage residential intensification and clustering of public services dependent on the scale and local context of the node.<br>3. Support the development or upgrading of social facilities to be multifunctional to ensure space is utilised optimally.<br>4. Support the development of NMT infrastructure to improve accessibility between nodal areas, public transport routes and public facilities/services.<br>5. The design of areas in and around PTIs and demarcated informal trading areas should improve opportunities for commercialisation (formal and informal).<br>6. Support the provision of park-and-ride facilities (including shared parking opportunities) at stations such as Claremont, Wynberg and Retreat, subject to local need assessments.<br>7. Support redevelopment and conversion of areas with underutilised infrastructure to capitalise on existing infrastructure and attract investment. |
| b) Metropolitan<br>• Claremont/ Wynberg<br>This metro-scale node includes Wynberg and Claremont nodes (of metro significance), Kenilworth Centre (of district significance), and Kenilworth village (as a local node area), as well as 'internodal' and surrounding residential areas. | 1. Future development within this node should generally support the highest mixed-use intensities, highest residential densities, and highest-order facilities and institutions in the district. However, development must be considered in terms of several different urban node centres within the node, with diverse residential-only areas around and between the centres. The primary areas here are Claremont and Wynberg nodal areas, and the Main Road development route through these suburbs to the north and to the south.<br>2. Encourage a mix of commercial and high-density residential within the commercial/mixed-use centres. The level of land use intensification in the Wynberg and Claremont commercial/mixed-use centres should not have a specific restriction, but rather be limited by infrastructure capacity, heritage issues, visual impact, etc. |

| | |
|---|---|
| | 3. Promote higher residential densification generally within the area extending broadly from Dean Street in the north to South Road – Constantia Main Road in the south. Encourage net densities of 400 du/ha and above. Highest densities should be within 800 m (i.e. within 10-minute walking distance) radii of Wynberg and Claremont CBDs and grading downwards with distance away from these areas towards the periphery of this broad metropolitan urban node area. However, these must be considered guides and not definitive extents, dependent on local area context and its urban character and form.<br>4. Direct new high-order government services and (level 1) community facilities into these areas, promoting multi-use areas as far as possible, and upgrade or create recreation spaces and places to be of high quality and accommodate high utilisation.<br>5. Encourage conversion of functionally obsolete building stock to residential development, and ideally inclusive of affordable housing. |
| c) District node<br>• Retreat/Tokai (this node, including Blue Route, is considered the most significant of these nodes)<br>• Mowbray<br>• Kenilworth Centre<br>• Plumstead<br>• Diep River<br>• Muizenberg<br>• Fish Hoek<br>• Sun Valley (Long Beach) | 1. Encourage a mix of business, commercial and medium-high-density residential within the commercial/mixed-use centres.<br>2. Encourage higher residential densification generally within a radius of approximately 1,2 km (± 15-minute walking distance). 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. However, this must be considered a guide and not a definitive extent, dependeNT on local area circumstance.<br>3. Direct new government services and (level 2 or 3) community facilities into these areas, and upgrade or create quality recreation spaces and places. |
| d) Local node<br>• Hout Bay West<br>• Hout Bay East<br>• Rondebosch<br>• Kenilworth (Main Road)<br>• Constantia 'villa'e'<br>• Constantia 'Emporium'<br>• Meadowridge<br>• Westlake<br>• Masiphumelele<br>• Ocean View/Imhoff's Gift<br>• Simon's Town | 1. Encourage a mix of commercial and medium-density residential within the commercial/mixed-use centres.<br>2. 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.<br>3. Support densification at the higher end of the above density range within a radius of approximately 800 m (± 10-minute walking distance) of local nodes within a development corridor.<br>4. In nodes outside of development corridors, promote a higher level of incremental densification through supporting greater subdivision and smaller housing types within walking distance of the node (i.e. a radius of ± 400 m). This can include townhouses and small flats within this area. However, this must be considered a guide and not a definitive extent, dependent on local area circumstance.<br>5. In addition to home occupation within surrounding residential areas, also consider certain professional services and micro-enterprises at high-accessibility points in close proximity (i.e. within ± 100 m) to the node and along development routes. |

| DESIGNATION | DEVELOPMENT GUIDELINES |
|---|---|
| e) Neighbourhood node (these would only be indicated at subdistrict scale; these should correlate closely with lower-order civic clusters)<br>• Imizamo Yethu and Hout Bay west<br>• On Klipfontein Road<br>• Belvedere centre<br>• Rosmead and Ottery Roads intersection<br>• High Constantia<br>• Victoria and De Waal Roads intersection<br>• Main Road Heathfield<br>• Tokai Road<br>• Steenberg station<br>• Lakeside<br>• Dido Valley<br>• Glencairn<br>• Noordhoek village<br>• Lochiel Road area<br>• Kommetjie | 1. Encourage low-/medium-densification within a radius of approximately 400 m (± 5-minute walking distance) by promoting a higher level of 'incremental' densification through supporting greater subdivision and smaller housing types. This can include townhouses and small flats within this area. However, this must be considered a guide and not a definitive extent, dependent on local area circumstance.<br>2. Direct new government services and low-order community facilities into these areas appropriate for levels 4 and 5 civic clusters (refer to figure 13: civic clusters), and upgrade or create quality recreation spaces and places. |

### 3.4.3 Civic clusters

Civic clusters occur where two or more public facilities or amenities are intentionally co- located within close proximity of one another, usually at points of high accessibility or along the primary structuring routes through the area. These civic clusters serve people living in the area surrounding the node, which is referred to as a service catchment. A service catchment varies from a few kilometres for lower-order facilities to hundreds of kilometers 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 the consolidation and optimisation of resources and existing facilities and, in order to realise the benefits of reduced operation and maintenance costs, resources are utilised efficiently and effectively.

A detailed study by the Council for Scientific and Industrial Research (CSIR) was 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) was 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. 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.

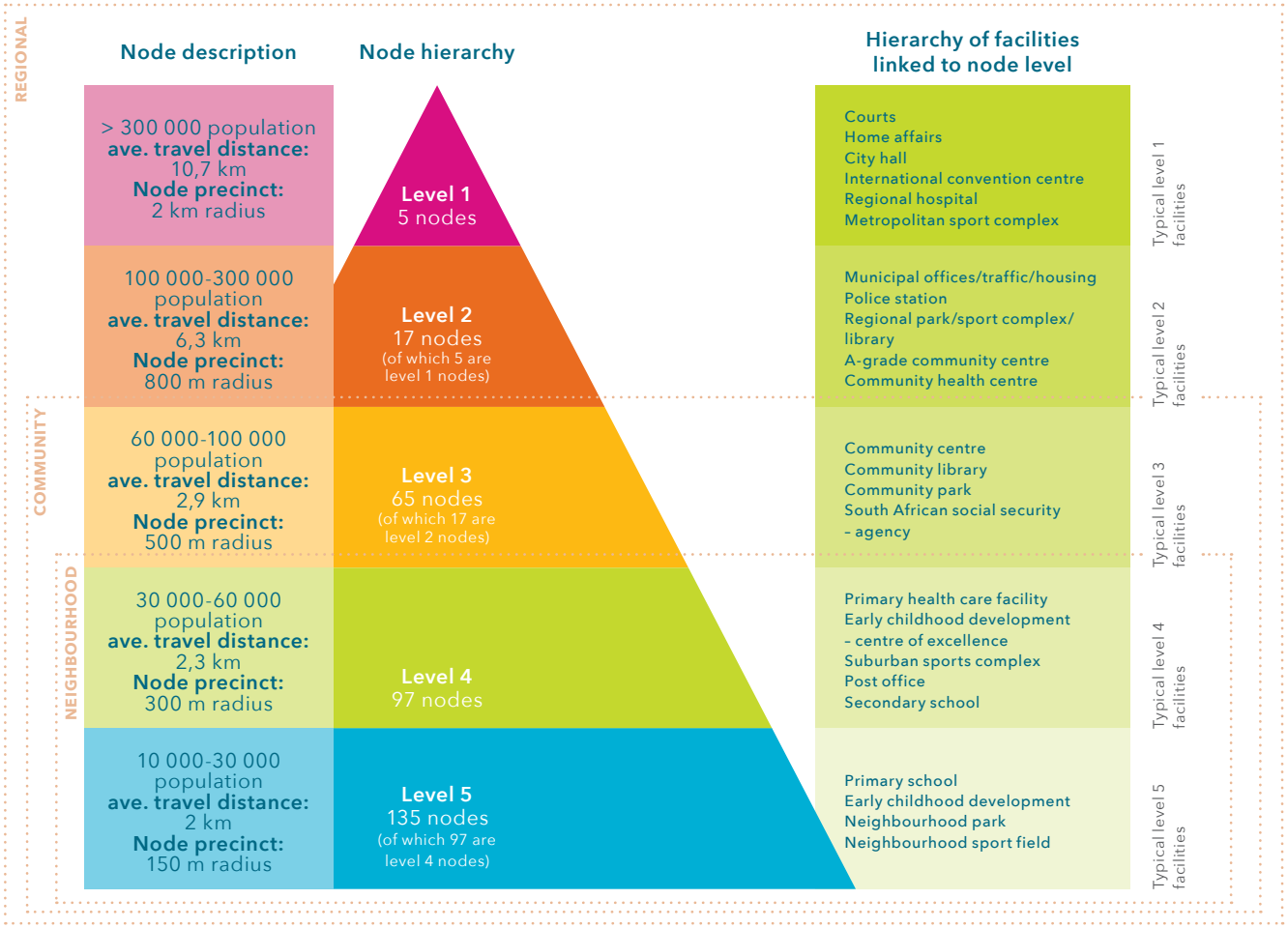


**Figure 15:** Civic clusters as integrated into District Plan

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 sector-specific assumptions, guidelines and standards for facility provision into account. 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 forward planning (2040) for community facilities and service points. will be incorporated as indicated in figure 13 and associated with the guidelines in the table below. The civic clusters in the DSDF 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 technical annexure 8 in volume 4.

**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.<br>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.<br>4. Well-established multifunctional clusters in close proximity to public transport and highly accessible locations.<br>5. Serve a catchment area larger than the immediate district with travel distances up to 15 km.<br>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.<br>8. Approximate catchment area of up to 5 km.<br>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.<br>11. Approximate catchment area of up to 3 km located within walking distance of the communities served.<br>12. Guideline: Precinct radius ranging between 150 m and 300 m. |

### 3.4.4 Destination places

These are special/significant natural, heritage, cultural locations within the district where substantial associated economic opportunity can be leveraged. This includes two distinct groupings in the district: coastal sites and non-coastal sites. Most are already substantially developed but further development (or redevelopment) opportunity is possible, while others should still leverage this opportunity. All are different and require context-specific development consideration, as well as careful development (in some cases comparatively little) to ensure that the raison d'être of that site is not unduly compromised. There are many other special/significant natural, heritage, cultural locations within this district, however, those where significant development to leverage economic opportunity would not be appropriate, are not identified as 'destination places'.

**Table 15:** Destination places guidelines

| DESIGNATION | DEVELOPMENT GUIDELINES |
|---|---|
| **Coastal based**<br>• Muizenberg (beach and Zandvlei)<br>• Hout Bay harbour area<br>• Fish Hoek beachfront<br>• Kalk Bay<br>• Simon's Town Waterfront<br>• Boulders penguin colony (TMNP managed)<br>• Kommetjie Beach<br>• Cape Point (TMNP managed) | 1. Ensure the primary reason for being a destination place is not unduly compromised (regarding undesirable location, nature and scale of development).<br>2. Maintain and improve the levels of public access to and within these areas. This includes public transport and non-motorised transport (NMT) routes.<br>3. Promote greater recreational and tourism opportunities at key high visitor number destination places, and especially in existing district nodes where potential exists for significant improvement. This includes Muizenberg and Fish Hoek beachfronts and environs, and also Hout Bay harbour area. For Muizenberg, related environs also include Zandvlei. |

**Non-coastal based**

- Rondebosch Common
- Old zoo (and Rhodes Memorial) (TMNP managed)
- Maynardville Park
- Tokai (forest) Park
- Kirstenbosch Botanical Garden
- Wine farms (e.g. Groot Constantia)
- Princess Vlei
- Zandvlei

Smaller special places (where formal development is supported – i.e. not strictly destination places), e.g. entry points to Constantia and other greenbelts, 'Die Oog', all beaches.

4. Encourage private and public sector investment for redevelopment and upgrading and management of destination places (e.g. upgrading landscaping, pathways, litter bins, ablution facilities). However, general commercial or residential development should be restricted to existing urban development areas adjacent to the core destination area.
5. Ensure positive development interfaces, especially with surrounding natural or heritage areas. This includes building orientation (fronting onto), overlooking (for surveillance), appropriate walls or fences, setbacks and parking, walkways and landscaping and 'street furniture'.
6. 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, permitting land use activities such as restaurants on pavements, commercial pop-ups and increasing the scope of land use rights to ensure universally accessible access and infrastructure along routes.
7. See NMT section for guidance for district-scale public open space areas, including Rondebosch Common, the William Herbert (and racecourse) complex, Princess Vlei, and Zandvlei.
8. Promote scale-appropriate 'pop-up' informal economic activities at destination places, where suitable. This should generally be either unique activities or directly associated with enhancing the destination experience (e.g. food or refreshment store).
9. Ensure that smaller special places not suitable for high visitor numbers and associated formal development (i.e. not strictly 'destination places') are maintained and supported in terms of their contribution to the recreation and tourism economy. Facilitating scale-appropriate 'pop-up' informal economic activities can assist with this (including security) or directly associated with enhancing the destination experience (e.g. food or refreshment store).

**Note:**
The above are largely point-place destination places. Additional to these, however, the proposed high-order promenade from Muizenberg to Fish Hoek (and arguably further to Simon's Town), as well as scenic routes that are in of themselves key tourist attractions, inclusive of important viewing points and existing development areas, should (also) be considered as destination 'strips' (of metro significance). Refer to associated development guidance for these in the respective NMT and scenic route development guidelines sections.

## 3.5 Guidelines related to development edges

i. The urban development edge is critical to the protection of key peri-urban scenic, biodiversity, and agricultural areas as well as ensuring a more compact, efficient city, and growing the city's recreation and tourism economy.

ii. The area outside the urban development edge is central to the tourism and recreation economy, with potential for wider economic diversification and growth associated with the unique physical attributes within the municipal and wider city-region area. It is also increasingly important to ensuring reasonable amenity access for the inhabitants of a growing metropolitan city to a large natural and rural peri-urban area and potential non-urban activities therein.

iii. The coastal edge is critical to ensuring future coastal development that is both resilient and contributing appropriately to growing the city's recreation and tourism sectors.

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

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

**Note:** Development edge line delineations in four locations are considered as 'provisional' where informal settlement resolution processes are still under way and detailed line delineation is still required. These locations include: 1) Hangberg, Hout Bay: the southern edge on slopes of the Sentinel; 2) Imizamo Yethu, Hout Bay: upper slope area above Hughendon Estate; 3) Masiphumelele, Sunnydale: northern edge in wetland area; and 4) Rasta camp, Ocean View. Also refer to MSDF urban edges report.

**Table 16:** Urban development edge and coastal edge development guidelines

| URBAN DEVELOPMENT EDGE | |
|---|---|
| **ELEMENTS/AREAS** | **DEVELOPMENT GUIDELINES** |
| All areas beyond the urban development edge | 1. Land beyond the urban development edge should not be used for any urban development normally associated with, and which should be accommodated within, city development.<br>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 that 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 (regarding building orientation and form, surveillance, boundary wall/fence, etc.). with due regard for local considerations (e.g. fauna management, fire risk, visual impact, slope) |
| Possible future urban development areas outside the urban development edge | 4. The only possible exceptions to guidelines 1 to 3 above are planned future infrastructure (e.g. roads, and water, wastewater, and power lines and stations), which have to traverse between urban areas. |

| COASTAL EDGE | |
|---|---|
| **ELEMENTS/AREAS** | **DEVELOPMENT GUIDELINES** |
| All areas seaward of the coastal edge | 1. Land on the seaward side of the coastal edge line (i.e. within the coastal protection zone) should not be used for any urban development normally associated with, and accommodated within, city development.<br>2. Only limited site-related, non-urban development and activities supportive of the recreational and tourism economy should be permitted within the coastal protection zone (e.g. footpaths and, where appropriate, benches, toilets, parking). In very limited (preidentified) unique locations, this could also include conservation facilities, small-scale temporary or 'touching the ground lightly' refreshment facilities/restaurants, or picnicking/braaiing facilities. The only possible exceptions to this may be where significant existing development is already seaward of this line (e.g. in Muizenberg).<br>3. Any development seaward of this line must respond appropriately to coastal processes, visual impact, public coastal access, and biodiversity considerations. |
| Destination places in natural areas (identified resort areas) | 4. In these destination places, support (where and as appropriate) facilities for high day-visitorship or limited 'touching the ground lightly' tourism accommodation seaward of the coastal edge line. As far as possible, cluster all significant development in integrated multifunctional locations.<br>5. Within the coastal protection zone areas, new development should be limited to coast-related recreation and tourism facilities, and aim to be temporary (or semi-permanent) for easy removal in future, if/where necessary. Such development should as far as possible be utilised to enhance public space, access, and amenity quality, and where necessary, address any coastal process risks. |
| Urban development inside the coastal edge abutting the coastal protection zone | 6. Ensure urban development at the coastal edge interface results in a positive interface (regarding building orientation and form, surveillance, public access, boundary wall/fence, etc.) with due regard for local considerations (e.g. coastal processes, visual impact).<br>7. New development within 'identified coastal risk areas' inside the coastal edge must include adaptation requirements appropriate to local area requirements (e.g. raised building platforms, adapted underground parking, sea-storm or windblown sand protection barriers, or even planned 'managed urban retreat'). |
| Entire coastline, but especially at urban nodes and where there are urban areas between these nodes | 8. Coastal public access to and along the entire coastline should be ensured and enhanced.<br>9. In high-access urban nodes, and where there are urban areas between these nodes, encourage the development of high-volume NMT attractors (promenades), better public transport, and improved management of private cars. |

THE SEA VIEWS HOUSING DEVELOPMENT IN HANGBERG.

# 4.
# SUB DISTRICT DEVELOPMENT GUIDELINES

As indicated in section 1.1, the purpose of the District Plan is to provide broad guidance for land use and environmental decision making across the district. This is reflected in a spatial plan of the desired future development vision across the district (figure 10).

However, districts are essentially large areas identified for management purposes, determined primarily by population number, and bounded by clear management boundaries such as 'freeways'. The future spatial development vision for one part of the district, for example Mowbray or Wynberg, is quite different to that in a different part of the district, such as Kommetjie or Hout Bay. Thus, land use guidance in support of achieving this variable vision needs to be reflective of local area character, and development capacity and desirability.

The purpose of this section is to provide more localised, or subdistrict, guidance for land use and environmental decision making. The subdistrict guidance for land use and environmental decision making is essentially dealt with in two parts.

**Guidance for subdistricts**

The following provides broad subdistrict guidance towards achieving desirable medium- to long-term future development visions for these identified subdistricts. This includes guidance for existing urban, open space, natural and agricultural areas (see tables headed 'subdistrict'). It should be noted, however, that this broad subdistrict guidance does not replace detailed local area guidance (i.e. local area structure plans), which is usually at a significantly greater level of detail (including street and even erf scale). In the Southern District, five clear subdistrict geographical areas can be identified within which distinct future spatial development visions, and associated development guidance, apply:

- Subdistrict 1: Hout Bay and Llandudno
- Subdistrict 2: Bishopscourt – Constantia – Tokai
- Subdistrict 3: Main Road corridor (Mowbray – Muizenberg)
- Subdistrict 4: The Far/Deep South
- Subdistrict 5: Table Mountain National Park (TMNP) and environs

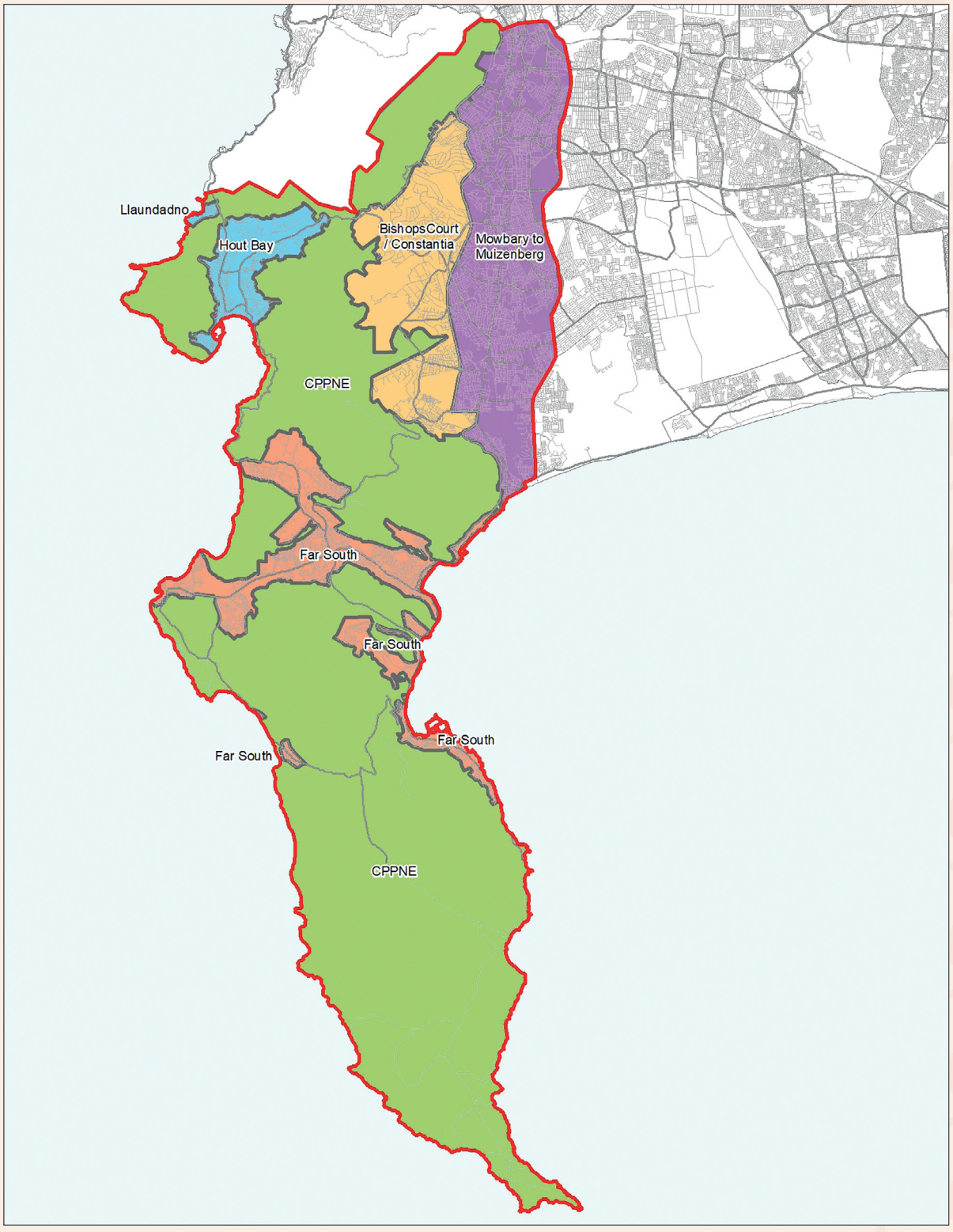


**Figure 16:** Southern subdistricts

## 4.1 Sub-District 1: Hout Bay and Llandudno

This subdistrict essentially includes all areas inside the urban development edge in Hout Bay and Llandudno.

**Vision statement:**
'An urban valley area renowned for its natural and cultural beauty,

- with accessible world-class natural amenity and historical heritage areas,
- a tourism and service-orientated economy,
- accommodating a wide range of living options and recognised for its distinct semi-isolated valley sense of place and diverse communities, and
- becoming an increasingly safe, environmentally sustainable, and vibrant urban area.'

**Table 17:** Subdistrict 1: hout bay and Llandudno

| SUBDISTRICT 1: HOUT BAY AND LLANDUDNO: DEVELOPMENT GUIDELINES | |
|---|---|
| **SPATIAL DEVELOPMENT OBJECTIVES (WHAT)** | **SUPPORTING LAND USE GUIDELINES (HOW AND WHERE)** |
| a) Development closely attuned to the environmental opportunities available and constraints affecting it.<br>b) The role of this area in the context of the district and metropole will be of a tourism-centred economy of metropolitan significance, as well as a wide range of living environments relatively close to the city's CBD.<br>c) Greater development resilience is required in key natural risk areas, including primarily the coastline (sea-level rise, storm surges, and windblown sand), but also mountain edges (wildfires) and the lower river corridor (water pollution levels).<br>d) While the vision anticipates some future growth in the area, this is not an identified growth area of the City.<br>e) The economy is based on tourism activities, but also includes fishing-related harbour activities.<br>f) The vision acknowledges the need for greater urban sustainability in this area, given constrained access into and out of it. | 1. Key to achieving the vision is the protection of the integrity of the urban and coastal edges (including mountain and coastal public access), the Hout Bay riverine corridor area (inclusive of rural land and lifestyles, market gardening, and public access and linkage between Hout Bay Main Road and Valley Road), and important heritage assets. This is founded upon the exclusion of conventional urban development outside the urban and coastal edges as well as in open spaces identified as valuable.<br>2. Future growth should generally be restricted in the upper valley, and guided primarily into the Hout Bay east and Hout Bay west village urban nodes.<br>3. The provision of a wider variety of urban forms and residential opportunities within the above identified future growth areas, to which an increasing range of people can have access, is encouraged.<br>4. In recognition of the need for densification and also declining household sizes, densification, particularly by means of small-scale, low-impact subdivision or second/third dwellings, is encouraged.<br>5. In recognition of the need for densification generally, and also declining household sizes, densification, particularly by means of small-scale, low-impact subdivision and second and third dwellings is encouraged.<br>6. Growth is to be closely aligned with available and adequate supporting infrastructure and service provision. Due to its isolated valley nature, and implications for increased provision for a growing population, this area should be encouraged to become a leading green economy area, including in relation to energy production and use, water usage, stormwater and waste management, market gardening, travel demand to opportunities and travel mode itself.<br>7. The vision strongly encourages bona fide, low-impact, home-occupation practices with larger-scale businesses operating within the village nodes. However, small-scale, low-impact, appropriate to context business uses, limited to LB1 and 2 as per the DMS (e.g. professional services), may be supported, where appropriate, directly abutting Hout Bay Harbour Road and Princess Street, and Hout Bay Main Road and Victoria Avenue, up to Victoria Road, linking local urban nodes in the area. |

| SUBDISTRICT 1: HOUT BAY AND LLANDUDNO: DEVELOPMENT GUIDELINES | |
|---|---|
| **SPATIAL DEVELOPMENT OBJECTIVES (WHAT)** | **SUPPORTING LAND USE GUIDELINES (HOW AND WHERE)** |
| g) There is a need for integrated urban development, including formalisation of informal settlement areas and general upgrade and integration of low-income areas into the surrounding urban areas.<br>h) To acknowledge and integrate formerly dispossessed communities, where necessary and where possible. | 8. Support minor, additional, contextually appropriate residential densification (compared to adjacent residential areas) directly abutting Hout Bay Harbour Road and Princess Street, and Hout Bay Main Road and Victoria Avenue, up to Victoria Road, linking local urban nodes in the area. This could include limited subdivision towards widening the range of residential opportunities, including different forms of smaller and finer grain residential densification (e.g. row, cluster and courtyard housing). In their context, however, respect for surrounding character, good design, visual impact and positive interface with the street are critical. These roads should be quality NMT routes, and all redevelopment should, where possible, assist with enhancing this, including the urban character (retaining or planting trees as far as possible, landscaping, and street furniture).<br>9. The sensitive development of a high-intensity recreational and tourism-orientated coastal node focused primarily on the Hout Bay harbour precinct is important. This should, however, not detract from the primary functions of the harbour for fishing and boating and directly associated economic activities. The exception to this should be any further (re-)development of the pelagic fish facilities, unless mitigation measures are included that permit adjacent tourism, retail or residential activities.<br>10. The full integration of Imizamo Yethu and Hangberg into Hout Bay as orderly suburbs is required. This includes restriction of further informal encroachment or planned urban development beyond the urban development edge or into the riverine corridor, improved interfaces with neighbouring residential areas, and improved NMT and public transport facilities adjacent to Hout Bay and Harbour Main Roads.<br>11. Public transport and non-motorised movement need to be proactively embraced and supported. This is particularly so between Imizamo Yethu and the Hout Bay CBD areas (west and east) and Hangberg (and harbour).<br>12. Changing coastal dynamics, particularly associated with climate change, need to be proactively and sensitively responded to. Any redevelopment within the identified coastal flood-risk area must address potential flooding associated with predicted sea-level rise and increased storm-surge action, as well as windblown sand issues.<br>13. On erven adjacent to scenic routes, any new buildings should be encouraged to set back from the road as far as possible. An exception may be at 'gateway' areas where new buildings could enhance the 'gateway' nature and function. |

| | |
|---|---|
| | 14. Maintain and enhance the core unique 'rural character' of the upper Hout Bay area, inclusive of tree canopy, equestrian activities/ economy, etc. This includes the following associated with new development:<br>i. In general, residential areas further than ± 400 m (± 5-minute walking distance) from urban nodes may be subdivided. However, where such subdivision results in property(ies) significantly below the minimum erf size associated with the local area minimum erf size overlay zone, the resultant development of such property should be limited to the permissible rights consistent with the overlay zone restrictions.<br>ii. Limit maximum hard surfacing (including roofing, paving). This should be 500 m² or 40%, whichever is greater on erven 1 000 – 2 000 m², 750 m² or 30%, whichever is greater on erven > 2 000 m²).<br>iii. As far as possible, retain existing tree coverage (of mature trees/ trees > 5 m) and/or encourage planting of new trees towards retaining the area's tree canopy.<br>Consideration should be given to formulating a formal overlay zone with appropriate provisions to the area's 'rural character', whilst supporting limited continuing urban growth and transformation (repurposing). |
| i) Llandudno | 15. Retain as a residential area, but support improved beach access. This includes improved traffic management integrated with better public transport provision, and improved beach destination facilities. In recognition of the need for densification and also declining household sizes, some densification, particularly by means of small-scale, low-impact subdivision or second/third dwellings, is encouraged. |

**THE SENTINEL OR HANGBERG IS A PEAK ADJACENT TO HOUT BAY HARBOUR AND THE HANGBERG SETTLEMENT, AND TO THE HIGHER KARBONKELBERG PEAK.**

CITY OF CAPE TOWN

| SUBDISTRICT 1: HOUT BAY AND LLANDUDNO: NEW DEVELOPMENT AREAS | |
|---|---|
| **SPATIAL DEVELOPMENT OBJECTIVES (WHAT)** | **SUPPORTING LAND USE GUIDELINES (HOW AND WHERE)** |
| **Imizamo Yethu (IY):** Size ± 14 ha subject to detailed study comprising numerous sites, including but not limited to 10491, 10492, 10493, 10494, 10495, 10499, 10500, 10501, 10502, 10504, 10505, 10507, 10510, 10512, 10513, 10514, 10519 (south of Hout Bay Main Road), and 4061, 4062, 5636 and 5637 (north of Hout Bay Main Road) | |
| • **Future use:** Primarily residential, but also limited mixed use, public facilities, and open space<br>• **Development opportunities**<br>  • City-owned (south of Main Road) and Housing Development Agency land (north of Main Road)<br>  • Inside the urban development edge<br>  • Site(s) within, and immediately adjacent to, the existing formal Imizamo Yethu (IY) area.<br>  • Relatively large, amalgamated site(s)<br>• **Development constraints**<br>  • Relatively steep slope areas south of Main Road<br>  • A large part of the site north of Main Road is low lying and in a flood-prone area.<br>  • Imizamo Yethu has grown both massively and in a poorly managed manner in recent years. This has led to land invasion, infrastructural and social problems and intra- and inter- community conflict.<br>  • Is (and will be) subject of protracted land settlement processes. | 1. The site(s) should most appropriately include medium- to medium-high density general residential development. In addition, limited and appropriate mixed-use development and public transport stops/ interchanges should be accommodated along the interface with Hout Bay Main Road.<br>2. Future development should also include community facilities (as appropriate) to meet overall needs in the area.<br>3. The overall aim of the development/redevelopment process should be to improve general living conditions in IY, enhance the interfaces of the site with adjacent sites and Main Road, and maximise integration of the site into the surrounding area.<br>4. Limit future urban development (residential, commercial), to above the 1:100-year floodline. Retain the area below the floodline recreation and other open space uses.<br>5. Careful attention should be given to development adjacent to Main Road, given that this is a scenic route.<br>6. Detailed further planning is required to progress and finalise local area planning and development outcomes. |

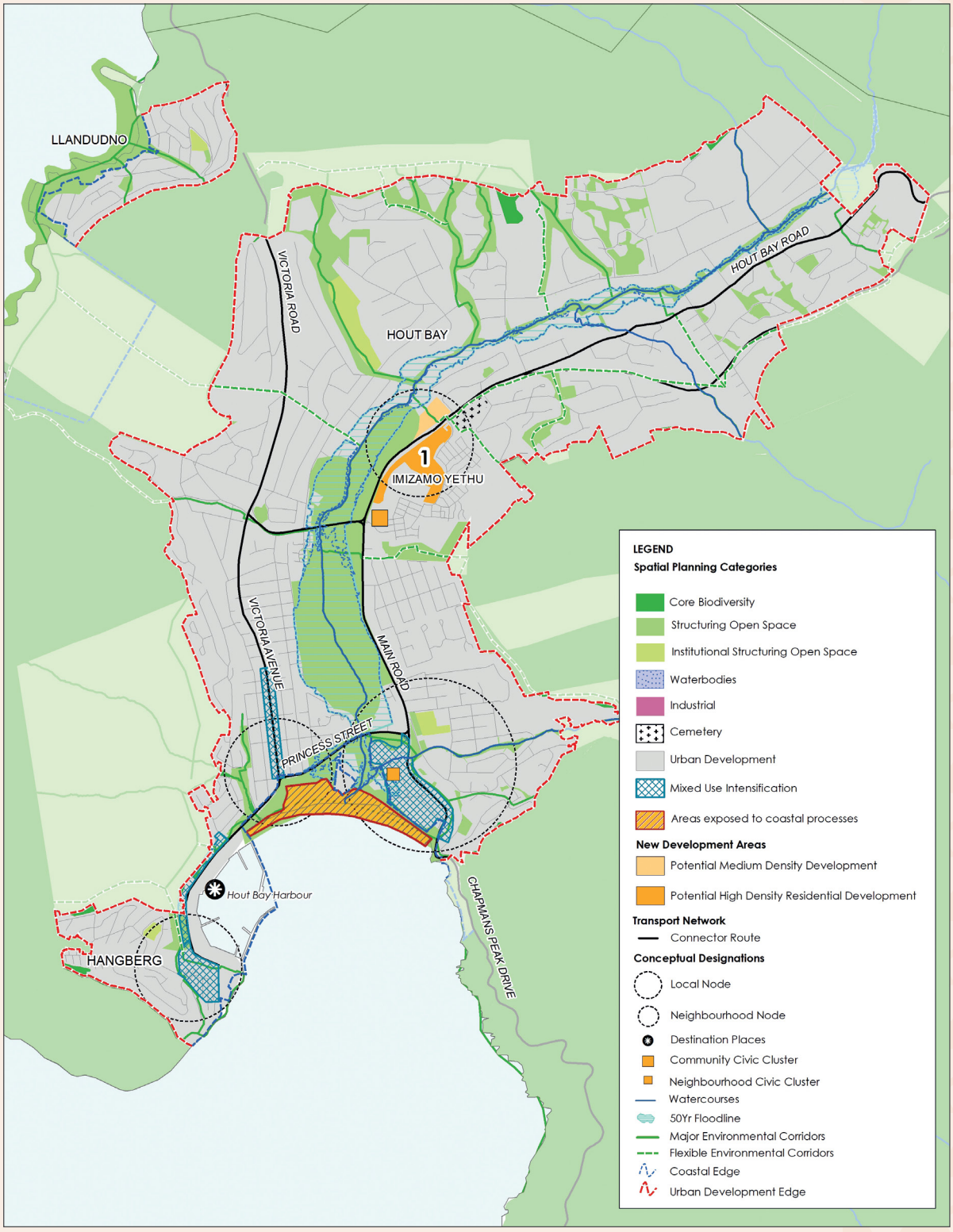


**Figure 17:** Subdistrict 1: Hout Bay and Llandudno

## 4.2 Subdistrict 2: Bishopscourt – Constantia – Tokai

This subdistrict includes the valley areas west of the M3 (Blue Route) broadly comprising Bishopscourt, Constantia and Tokai, but also inclusive of upper Newlands (west of the M3/Paradise Road) in the north, and also Steenberg and Westlake in the south. The area is bounded in the west by the urban development edge but also includes the agricultural/viticultural areas adjacent to the urban development edge (i.e. Constantia- Tokai wine farms).

**Vision statement:**
'A distinctive area of rural, green and lower-density suburban 'Capeness', which

- celebrates unique valley landscapes, productive lands, living environments, local recreational and tourism experiences, and history and culture, while
- increasing the range of living experiences and economic opportunities, incrementally intensifying development, and enhancing public space, places and streets at identified strategic places, and
- improving connections to neighbouring areas and the rest of the city through accessible routes, good public transport, and quality NMT.'

**Table 18:** bishopscourt, Constantia and tokai

| SUBDISTRICT 2: BISHOPSCOURT – CONSTANTIA – TOKAI | |
|---|---|
| **SPATIAL DEVELOPMENT OBJECTIVES (WHAT)** | **SUPPORTING LAND USE GUIDELINES (HOW AND WHERE)** |
| Primary spatial development objectives:<br>a) To maintain and enhance the unique sense of place and character of these valleys.<br>b) To maximise the productive, recreational, and tourism opportunities of the open space system, particularly in respect of the 'greenbelt system', viticulture and horticulture, and limiting urban intrusion.<br>c) To not be recognised as a city growth area.<br>d) To accommodate a broader, and more efficient/ environmentally sustainable range of living experiences in existing 'village' areas, including providing opportunities for a wider range of income earners.<br>e) To acknowledge and integrate formerly dispossessed communities, where necessary and where possible. | 1. Exclude conventional urban development (residential, commercial and industrial) outside the urban development edge as well as in agricultural and open spaces identified as valuable, and limit and/ or carefully manage development in high-visual-impact urban development edge areas, near rivers and wetlands.<br>2. Future growth should generally be restricted in the upper valley, and guided primarily into the existing village (local) nodes. In recognition of the need for densification and also declining household sizes, densification, particularly by means of small-scale, low-impact subdivision and second/third dwellings, is supported.<br>3. The vision supports and encourages bona fide, low-impact, from-home occupation practices with larger-scale businesses operating within the village nodes. However, small-scale, low-impact, appropriate to context business uses limited to LB1 and 2 as per the DMS (e.g. professional services) may be supported, where appropriate, on properties fronting main roads adjacent to the Constantia Village and 'Emporium' urban nodes and abutting identified minor intensification routes along Doordrift, Kendal and Tokai Main roads linking local nodes at Constantia and Tokai with the Main Road development corridor.<br>4. Support minor, additional, contextually appropriate residential densification (compared to adjacent residential areas) directly abutting these routes linking local urban nodes in the area to Main Road development corridor. This could include limited subdivision towards widening the range of residential opportunities, including different forms of smaller and finer-grain residential densification (e.g. row, cluster and courtyard housing). In their context, however, respect for surrounding character, good design, visual impact, tree canopy and positive interface with the street are critical. These roads should be quality NMT routes, and all redevelopment should (where possible) assist with enhancing this, including the urban character (retaining or planting trees as far as possible, landscaping, and street furniture). |

5. No expansion in the extent of existing commercial areas should be permitted and no further 'shopping centres' should be permitted. The only exception to the expansion of extent is completion of mixed-use development on the greater Constantia 'Emporium' site.
6. Support the transformation of existing commercial nodes into more mixed-use local precincts. These should be more pedestrian-orientated, liveable areas with a strong emphasis on integrated, consistently high-quality and character urban form, but generally be limited to maximum development parameters as per the DMS. This should include parking being hidden/underground as far as possible, provision for public transport stops and NMT routes into and through these areas, and a greater emphasis on outdoor public spaces, and associated landscaping and tree coverage.
7. In order to retain the unique and internationally desirable character areas and landscape qualities in Bishopscourt, Constantia, Tokai (and Zwaanswyk), specific additional development-related recommendations should apply to parts thereof. This includes the following:
    i. An overlay zone to be introduced for all heritage farm areas (*that is applicable also to similar areas elsewhere in the city). This should further protect these areas against urban encroachment (e.g. alienation of portions), inappropriate uses, or nature and scale of inappropriate farm-related farming, recreation or tourism uses.
    ii. In general, residential areas further than ± 400m (± 5-minute walking distance) from urban nodes may be subdivided. However, where such subdivision results in a property significantly below the minimum erf size associated with the local area minimum erf size overlay zone, the resultant development of such property should be limited to the permissible rights consistent with the overlay zone restrictions.
    iii. Limit maximum hard surfacing (including roofing, paving). This should be 500 m² or 40%, whichever is greater, on erven 1 000 –2 000 m², 750 m² or 30%, whichever is greater, on erven > 2 000 m²).
    iv. As far as possible, retain existing tree coverage (of mature trees/ trees > 5 m) and/or encourage planting of new trees (especially on street boundaries) towards retaining the area's tree canopy and 'green' street interfaces.

    Consideration should be given to formulating a formal overlay zone with appropriate provisions to the area's 'rural character' whilst supporting limited continuing urban growth and transformation (repurposing).
8. Increasing effort should be directed at public access and recreational opportunity through open space improvements and the continuing introduction of footpaths/horse paths/cycle tracks and lanes along key roads (main connector and scenic routes) and public open space linkages (e.g. existing greenbelts and other riverine corridors). Particular attention should be given to 'gateway' points at the start of footpaths regarding overlooking surveillance of development, safety, parking, and landscaping.

| SUBDISTRICT 2: BISHOPSCOURT – CONSTANTIA – TOKAI: DEVELOPMENT GUIDELINES | |
|---|---|
| **SPATIAL DEVELOPMENT OBJECTIVES (WHAT)** | **SUPPORTING LAND USE GUIDELINES (HOW AND WHERE)** |
| | 9. On erven adjacent to scenic routes, any new buildings should be encouraged to set back from the road as far as possible. An exception may be at 'gateway' areas where new buildings could enhance the 'gateway' nature and function.<br>10. Limited accommodation of retirement villages and smaller 'lock-up-and-go' units/complexes should be considered.<br>11. In the context of a growing and rapidly changing city and accommodating associated new demands and requirements, encourage and prioritise, possibly through incentives, residential developments across the subdistrict that provide a wider range of housing types (for the elderly, young, single-person households, lower-income workers) that build more inclusive, sustainable and resilient communities. This should include all areas/suburbs but most particularly in or near nodes, with greatest potential arguably being municipal/state-owned land and most particularly already identified restitution sites.<br>12. In addition to the inclusion of restitution claimants, investigate opportunities for some more affordable housing within the area. Potential sites include identified NDAs, other smaller state-owned sites within the residential area, and possibly small parts of underutilised or unconnected open space areas in well-located areas where some development could improve the area in respect of improved development interfaces, overlooking surveillance, etc. Any such development must respect sense of place, scenic viewsheds (e.g. from scenic drives), character (including tree coverage, etc.), and environmentally sensitive areas, as well as integration with surrounding residential areas (e.g. accommodating socio-economic gradient). |
| Fernwood | 13. Ensure tree coverage is retained through any (re)development to maintain the unique character of the area. |
| Bishopscourt | 14. Restrict the area to large, low-density residential use to retain the (nationally) unique, very high (amenity and property) value qualities of this area. |
| Constantia – Tokai | 15. Support viticulture and horticulture production, as well as tourism and recreational activities in agricultural areas (historical farm estates, Porter Estate, and smaller riverine market gardening areas) through restricting any further fragmentation/subdivision, and encouraging consolidation and expansion. Additional agricultural-/rural-related uses, and activities that further develop the tourism and recreation economy, compatible with their context (regarding scale, visual impact, etc. in relation to agricultural) should be supported. Any non-agricultural uses (i.e. those specified above) in the above areas should be managed through spot rezonings or consent uses.<br>16. Support existing equestrian activity areas in parts of Constantia and Zwaanswyk by carefully considering any subdivisions in these areas.<br>17. Any new development at Constantia Nek, Alphen, Ladies Mile, Firgrove, Orpen Road (Tokai), and Ou Kaapse Weg 'gateways' should promote improved/optimal transition 'sense of arrival' as contextually appropriate. |

| SUBDISTRICT 2: BISHOPSCOURT – CONSTANTIA – TOKAI: NEW DEVELOPMENT AREAS | |
|---|---|
| **SPATIAL DEVELOPMENT OBJECTIVES (WHAT)** | **SUPPORTING LAND USE GUIDELINES (HOW AND WHERE)** |
| **1. Fernwood:** Erven 49922, 49849-52 and 49859-68: Size 12,6 ha | |
| • **Future use:** Residential infill<br>• **Development opportunities**<br>  • Publicly owned<br>  • Relatively large site<br>  • Only partially utilised<br>  • Relatively flat area<br>  • Highly accessible site<br>• **Development constraints**<br>  • Environmental issues, trees and heritage<br>  • Potentially very expensive real estate (market value) | 1. The most appropriate future use of this site should be a range of low- and medium-density housing, while also retaining a 'green' component.<br>2. It is likely that significant environmental and heritage issues on the site will preclude a significant portion from being developed. The site's location and significant tree cover mean development on the site should be well screened and of relatively low impact.<br>3. Access to housing in the area by historically dispossessed households should be a priority. The ability for it to absorb any additional housing therefore will have to be investigated. |
| **2. Protea Village:** Erven 242 and 212: Size 12,3 ha | |
| • **Future use:** Residential infill<br>• **Development opportunities**<br>  • Publicly owned (erf 212 CCT; erf 242 national government)<br>  • Relatively large site(s)<br>  • Relatively developable area<br>  • Highly accessible site(s)<br>  • Restitution site<br>• **Development constraints**<br>  • Approved land claim<br>  • Environmental issues, riverine open space and spring(s), trees, and heritage<br>  • Potentially very expensive real estate (market value) with associated community expectations | 1. The most appropriate future use of this site should be medium-density housing. *(This is close to being developed, but has still to be approved, so is retained as an NDA).*<br>2. The site is the subject of an approved land claim, and this development process should be respected. To this extent, it may be necessary to permit some limited additional compatible and appropriate development to allow a feasible development outcome.<br>3. It is likely that significant environmental (riverine open space, Liesbeeck River and another stream, as well as at least one spring) and heritage issues will preclude a significant portion of erf 212 from being developed. Furthermore, the development should integrate with identified noteworthy trees on the site(s).<br>4. Attention should be given to optimising the interface between the development and Kirstenbosch Road, and also with the streams running through erf 212. |
| **3. Rhodes Drive site:** Erf 123: Size 7,4 ha | |
| • **Future use:** Residential infill<br>• **Development opportunities**<br>  • Area east of Rhodes Drive, which should be an urban area.<br>  • Gently sloping land with views and high real estate value<br>• **Development constraints**<br>  • Watercourses, waterbodies and significant tree cover<br>  • Old homestead far from opportunities/services<br>  • Adjacent to a scenic drive | 1. Ensure adequate setback or screening from Rhodes Drive.<br>2. Ensure water courses are respected, and aim for green linkage from above Rhodes Drive down to the greenbelt, albeit that this traverses private properties.<br>3. Given its location and the surrounding urban area, it is proposed that any residential development is comparatively low density in nature so as not to detract from the overall upper Constantia area cultural landscape qualities and character (including therefore not diminishing tree cover and green corridor linkage). |

| SUBDISTRICT 2: BISHOPSCOURT – CONSTANTIA – TOKAI: NEW DEVELOPMENT AREAS | |
|---|---|
| **SPATIAL DEVELOPMENT OBJECTIVES (WHAT)** | **SUPPORTING LAND USE GUIDELINES (HOW AND WHERE)** |
| **4. Brommersvlei Road (SARDA) site:** Erven 141, 142, 560 and 684: Size 12,3 ha | |
| • **Future use:** Community facilities and residential infill<br>• **Development opportunities**<br>  • Publicly owned (national Department of Public Works, except for erf 141 which belongs to WCG: Transport and Public Works)<br>  • Zoned community 1: Local (community facility)<br>  • Gently sloping land<br>  • Potential rationalisation of riding school to permit residential development on part of the site<br>• **Development constraints**<br>  • Longstanding existing riding school lease and facilities on site<br>  • 1,5 km from public transport<br>  • Residential character area of low-density, high-value surrounding properties | 1. Given its location and the surrounding urban area, it is proposed that any future housing is relatively low density in nature, although at a higher density than the surrounding area. Important considerations are interfaces with neighbouring residential erven and local area character of tree coverage/canopy (including existing trees on site). Density (and built setbacks) should thus generally be lower at edge interfaces, and higher within the development area and at interface with future community facility.<br>2. Inclusion of smaller units of more affordable housing should be considered towards widening the range of residential opportunity in Constantia.<br>3. While development opportunity exists on the site (or part thereof), the existing SA Riding School for the disabled activity on the site should remain, unless in future, through mutual agreement, a more advantageous site is identified. An ideal outcome may be for a more rationalised riding school area on a greater part of the site with residential development on a smaller part of the site. |
| **5. Constantia, corner of Ladies Mile and Spaanschemat River Road – 'Emporium' site:** Erf 4724-RE and erf 14038: Size ± 6,5 ha | |
| • **Future use:** Mixed-use infill, including residential<br>• **Development opportunities**<br>  • Highly accessible location<br>  • City-owned land<br>  • Close to opportunities<br>  • Flat, developable site<br>  • Adjacent to a freeway interchange<br>  • Restitution site<br>• **Development constraints**<br>  • Part of site already developed but not as part of an integrated holistic area plan<br>  • Land claim site<br>  • Relatively small site<br>  • Gateway site into Constantia bounded by scenic routes | 1. The preferred and most appropriate future use of this area should be integrated mixed use, inclusive of commercial and medium-density housing, with possibly also public facilities. Due regard must be given to (the remaining) land restitution claimants.<br>2. Inclusion of smaller units of more affordable housing should be incorporated towards widening the range of residential opportunities in Constantia. as well as contributing to addressing general 'restorative justice' in this area.<br>3. Future development of the remainder of the site should align with this area being considered as a (new, large) neighbourhood node, but uniquely within the Constantia cultural landscape. As such, important elements within this node area include desirable and appropriate land uses, good urban design, visual impact, positive edge interfaces, and landscaping. Notwithstanding some development already existing on the site (the 'Emporium'), an integrated SDP for the entire area is desirable.<br>4. Development should create a positive interface with the roads with development 'fronting' onto the roads as far as possible, along with enhancement of the public realm/area through appropriate landscaping, street furniture, screening of any car parking, and good NMT. |

**6. Strawberry Lane:** Part of erf 3110-RE: Size 3,5 ha

- **Future Use:** Residential infill
- **Development opportunities**
  - Public ownership
  - Relatively flat land
- **Development constraints**
  - Public ownership
  - Far from opportunities/ services, including public transport
  - Zoned community: local (CO1)

1. The most appropriate future use of this site should include a mix of medium- and low-density housing.
2. Development should create a positive interface with the roads and integrate with surrounding areas by being of low density around all edges and 'fronting' onto the roads.
3. Inclusion of smaller units of more affordable housing should be incorporated towards widening the range of residential opportunity as well as contributing to addressing restitution claims and general 'restorative justice' in Constantia.

**7. Firgrove:** Erf 3035: Size 9,5 ha

- **Future use:** Residential infill
- **Development opportunities**
  - Public ownership
  - Flat land
  - Relatively large site
- **Development constraints**
  - On a scenic route and a 'gateway' site
  - Far from opportunities/ services, including public transport
  - Zoned community: local (CO1)

1. The most appropriate future use of this site should include a mix of medium- and low-density housing.
2. Although the site is bordered by a scenic route (Spaanschemat River Road) and is adjacent to the Constantia Winelands, the flatness of the site will permit a relatively low visual impact if it is appropriately developed. This is a gateway site into Constantia so an important consideration is how development should respond accordingly.
3. Development should create a positive interface with the roads and integrate with surrounding areas by being of low density, with sufficient built form setbacks, around all edges and 'fronting' onto the roads, and allowing for adequate landscaping and 'greening' on scenic route interface, with higher density within the internal area.
4. Inclusion of smaller units of more affordable housing should be incorporated towards widening the range of residential opportunity as well as contributing to addressing restitution claims and general 'restorative justice' in Constantia.

**8. Sweet Valley:** Soetvlei Avenue, part of erf 3331-RE: Size 4,7 ha

- **Future use:** Residential infill and/or educational use
- **Development opportunities**
  - Public ownership
  - Flat land
- **Development constraints**
  - Far from opportunities/ services
  - Potentially developable area part of a larger (11,3 ha) school site
  - High species count of geophytes on parts
  - Zoned community: local (CO1)

1. The most appropriate future use of this site should include a mix of medium- and low-density housing.
2. This should ideally add to the range of housing opportunities in this subdistrict by offering a residential mix with predominantly smaller, more compact, and more affordable residential development.
3. However, consideration could also be given to the site, or part thereof, being for educational use, should this be a pressing requirement.
4. Care will have to be taken to integrate any development into the surrounding area of high-income housing to the north, a school to the northeast and east, and natural area (the Keysers River riverine area to the southwest). All development edge interfaces should be orientated outwards in a positive manner.
5. If residential infill, all the development edges should preferably be low-density housing, and in the case of the northeast and southwest boundary, 'fronting' on to the school and Soetvlei Avenue.
6. Due consideration is required with any development for significant existing biodiversity on the site. To this extent, this site is a 'site of coincidence'.

| SUBDISTRICT 2: BISHOPSCOURT – CONSTANTIA – TOKAI: NEW DEVELOPMENT AREAS | |
|---|---|
| **SPATIAL DEVELOPMENT OBJECTIVES (WHAT)** | **SUPPORTING LAND USE GUIDELINES (HOW AND WHERE)** |
| **9. Pollsmoor prison farming area:** Portion of erf 4673-RE: Size ± 15 ha | |
| • **Future use:** Residential infill<br>• **Development opportunities**<br>  • Public ownership<br>  • Underutilised government land in highly strategic location<br>  • Flat land<br>• **Development constraints**<br>  • Likely, if ever, to be a long time in being realised | 1. The most appropriate future use of this site should include a mix of medium-density inclusionary housing.<br>2. The site is bordered by a scenic route (M3), and therefore adequate attention to the built interface is required (e.g. setbacks or vegetative screening).<br>3. Care will have to be taken to integrate any development into the surrounding area of high-income housing to the north. Ideally, a significant part of the existing farmed area should be retained into the longer-term future, and integration with new urban development would be important.<br>4. The site's identification as an NDA is merely notional at this stage, signalling desirable future intent. Thus the envisaged location, extent, scale, and nature and form are merely indicative at this stage. |

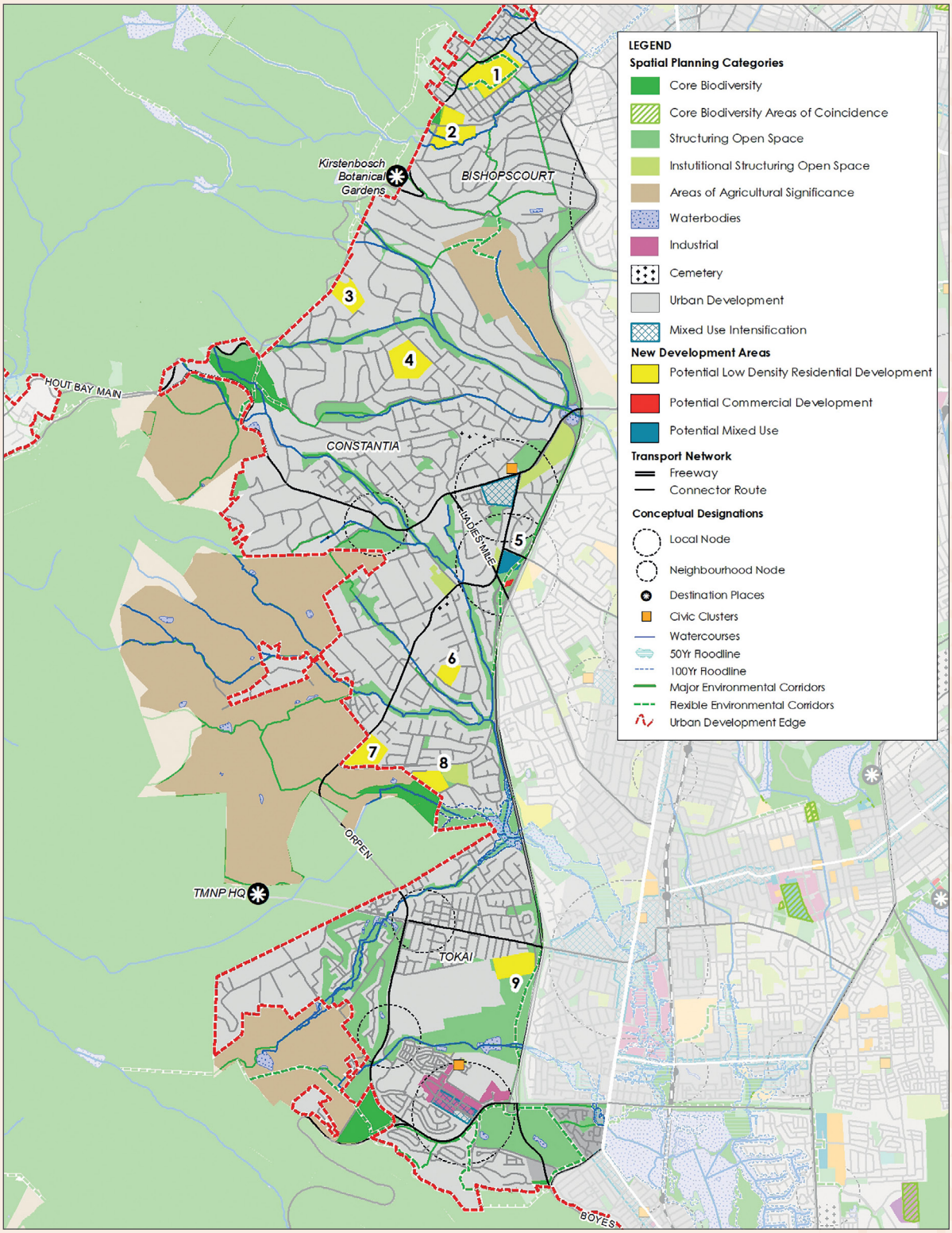


**Figure 18:** Subdistrict 2: Bishopscourt – Constantia – Tokai

## 4.3 Subdistrict 3: Mowbray to Muizenberg

This subdistrict includes all areas between Mowbray in the north (as defined by Settlers Way/N2) and Muizenberg in the south, and bounded by the M5 (Kromboom Parkway) and Prince George Drive in the east and the M3 (Blue Route) in the west.

**Vision statement:**
'A highly developed and accessible development corridor,

- of vibrant, high-intensity, mixed-use urban centres of concentrated employment, living and social opportunities,
- within a pedestrian-dominated, quality public places and spaces environment, and connected by high-volume and -frequency public transport, and
- surrounded by distinctive higher-density residential areas, offering a wide range of living options within a system of linked quality open space, all of which makes this a leading area of choice for living and working in, and which leads spatial transformation of the city.'

**Table 19:** mowbray to muizenberg

| SUBDISTRICT 3: MOWBRAY TO MUIZENBERG: DEVELOPMENT GUIDELINES | |
|---|---|
| **SPATIAL DEVELOPMENT OBJECTIVES (WHAT)** | **SUPPORTING LAND USE GUIDELINES (HOW AND WHERE)** |
| a) The vision for this area is that of a highly diverse city environment that is adaptable to changing social, economic and environmental dynamics, and which offers a wide range of urban forms and opportunities to which an increasing number of people can have access.<br>b) The area will continue to develop on the basis of a strong urban structure, and reinforcement of the development corridor.<br>c) A significant increase in the number of dwelling units in the area is envisaged, with most, but not all, of this increase occurring within development corridors (Main Road, Wetton – Lansdowne and Klipfontein).<br>d) The area has and shall continue to have subareas of very differing characteristics, from low-density suburbia to intense urban environments. | 1. Emphasis must be placed on development intensification and densification in urban node areas and between these along development corridors, primarily Main Road development corridor but also Klipfontein Road, Imam Haroon/Chichester Road, and Ottery/South Road development corridors coming in from the east. There should be a special emphasis on land in CBD areas and abutting development routes and within easy walking distance from these (± 5-minute walking time = ± 400 m).<br>2. Existing and incipient urban nodes should be reinforced, with mixed land uses actively supported. Business development outside of the nodes (i.e. business intrusion into residential areas), unless otherwise stated in Council policy, is generally not to be encouraged.<br>3. The vision strongly encourages bona fide, low-impact, home-occupation practices with larger-scale businesses operating within and being directed towards identified urban nodes and other mixed-use areas. However, small-scale, low-impact, appropriate to context business uses limited to LB1 and 2 as per the DMS (e.g. professional services) may be supported, where appropriate, on properties abutting main routes. This includes along Main Road, Klipfontein Road, Rosmead Avenue, Ottery Road, South Road, Constantia Main Road, Victoria Road, Kendall and De Waal Roads, Ladies Mile, Retreat Road, Joe Marks Boulevard, and Military Road.<br>4. These roads (above) should be quality NMT routes and all redevelopment should, where possible, assist with enhancing this quality, including the urban character (retaining or planting trees as far as possible, landscaping, and street furniture).<br>5. The extent of the CBDs of urban nodes must generally be contained to protect the exclusively residential areas surrounding them. These residential areas, as well as development corridors linking between them, should be reinforced by increasing their residential densities. However, respect for surrounding character, good design, visual impact and positive interface with the street is critical. |

e) Important to the vision for this area is developing places of distinct character (as opposed to a uniform development pattern). Important to this is the protection and enhancement of its historical sites and precincts, which contribute to its special character.

f) Support the continued growth and development of the core economic hub area between Mowbray and Wynberg (and extending north to Observatory and east to Athlone, and centred on nationally significant UCT (as the largest attractor of people in the district) and metro-significant Claremont (as a leading financial precinct).

g) To acknowledge and integrate formerly dispossessed communities, where necessary and where possible.

6. Residential densification is encouraged in all areas but should be context-specific, and guided by available service and infrastructure capacity. This may require that densification occurs in an incremental step-by-step manner over time, rather than in a massive 'big-bang' step.
7. Encourage and prioritise, possibly through incentives, residential development within or in close proximity to urban nodes within the subdistrict that caters for a wider range of income groups and housing types (for the elderly, young, single-person households and low-income workers) and builds more inclusive, sustainable and resilient communities. This should include all areas/suburbs but most particularly in or near nodes, with greatest potential arguably being municipal/state-owned land and most particularly already identified restitution sites.
8. In the context of a growing and adapting city, in some areas consolidation of historical sense of place is required, while in others proactively creating new character is required.
9. Carefully balance urban intensification and densification with urban conservation of significant conservation-worthy buildings and precincts in urban node and development corridor areas. Key areas in this respect are already declared heritage protection overlay zone areas (HPOZ areas as reflected in the DMS) as well as recommended additional potential HPOZ areas.
10. The character of urban areas outside of urban nodes and development corridors should in general not be subject to significant change.
11. Integrating open space with urban development is viewed as an important opportunity, particularly with quality urban public spaces where open space coincides with high-intensity urban areas (e.g. eastern edge of Maynardville; river corridors intersecting with Main Road corridor).
12. To manage future flooding events in urban catchment areas of concern, further densification of a site/area should generally not result in simultaneous reduction in an impervious surface area of that site/area.
13. Carefully manage existing, well-located industrial areas to protect light industrial use space while permitting, where appropriate, additional uses such as wholesale, retail, office and even residential in well-located peripheral parts (provided the industrial uses are not unduly compromised) to create more productive vibrant areas.
14. In identified high-intensification urban areas underserved by (accessible) public open space, any redevelopment of public property, including community zoned space, should aim to address this deficiency as part of the process. This includes lower Kenilworth and Plumstead in particular.
15. Public transport and non-motorised movement need to be proactively embraced and supported. Support the development of safer streets throughout the district, but especially along key routes serving schools, colleges and UCT as a means to improve urban living and reduce peak-hour (education-related) traffic congestion. This should include ensuring improved surveillance from adjacent buildings (height, orientation, and visually permeable boundaries), pedestrian-friendly/focused road intersections, 'drop-and-ride' areas and safety officers at peak periods along key routes, and creativeness with street trading/restaurant street seating, etc.

| SUBDISTRICT 3: MOWBRAY TO MUIZENBERG: DEVELOPMENT GUIDELINES | |
|---|---|
| **SPATIAL DEVELOPMENT OBJECTIVES (WHAT)** | **SUPPORTING LAND USE GUIDELINES (HOW AND WHERE)** |
| | 16. Where alternative (bypass) routes exist, increase traffic calming or temporary street closures (where necessary) along routes with high potential for NMT, and particularly linking through local business areas (e.g. restaurant strips such as 2nd Avenue, Harfield village) to leverage both local business and NMT.<br>17. Within the core economic and institutional hub area between Mowbray and Wynberg within proximity of UCT and Claremont (as key hubs of activity):<br>i. support higher residential densification and diversification;<br>ii. plan to ensure adequate future infrastructure provision, including for public transport provision;<br>iii. plan for and encourage quality NMT, public spaces and places; and<br>iv. ensure a special focus on quality buildings and associated pavement areas in the high streets through these urban nodes. |
| Mowbray | 18. Encourage mixed-use intensification on Main Road and main through-routes in particular, but restrict business uses to existing business zonings and ensure that new residential development within embedded residential areas is not significantly at odds with existing residential development rights.<br>19. Parts of Mowbray and Rosebank should be considered as additional potential HPOZ areas. Further detailed local area planning and consensus are required towards refining growth and conservation precincts within these areas to ensure an appropriate balance between urban growth and urban conservation. |
| Rondebosch, Rosebank | 20. Given the proximity of Table Mountain to Main Road and railway through Mowbray, Rosebank and Rondebosch, prioritise improved pedestrian links with key TMNP access points.<br>21. Redevelop/upgrade the pathway around the entire Rondebosch Common to a route similar to the existing southern route section. Upgrade associated parking, street furniture, signage, etc. |
| Newlands | 22. Support the approval of a heritage protection overlay zone (HPOZ) for Newlands Village (as per the existing initiative). |
| Claremont, Lynfrae, Harfield Village | 23. Ensure that the redevelopment of the Claremont PTI and key adjacent redevelopment areas occurs in an integrated, holistic manner with improvement of the public realm a key focus.<br>24. Along Belvedere Road between Clare Park Road and Chichester Road, support mixed-use development and minor additional contextually appropriate residential densification (compared to adjacent residential areas) so that abutting residential areas are not unduly negatively affected. North along Belvedere from Clare Park Road should be limited to residential.<br>25. Parts of Harfield Village should be considered as additional potential HPOZ areas. Further detailed local area planning and consensus are required towards refining growth and conservation precincts within these areas to ensure an appropriate balance between urban growth and urban conservation. |

| | |
|---|---|
| Kenilworth | 26. Ensure that careful attention is given to maintaining a balance between densification and retaining a sense of character. This includes limiting development to minor additional contextually appropriate residential densification (compared to adjacent residential areas) along higher-order through (or boundary) roads in the area.<br>27. The progressive redevelopment of the outer parts of the Kenilworth Racecourse and William Herbert – Wynberg sports complex area must consider incorporating linked NMT and associated open space provision associated with a regional open space facility. |
| Wynberg | 28. A special redevelopment focus is required in and around the Wynberg station precinct to address the advanced urban problems and exploit the undoubted locational potential. As part of this, a high priority should be on intensification of development, improvement of the public realm, and improving east–west pedestrian and vehicle access across the railway with a redeveloped public transport interchange at Wynberg Station central to this. Key to this is ongoing, multi-party involvement and coordinated action, including CCT, PRASA, the CID and local business, and local communities.<br>29. Encourage mixed-use redevelopment of the interface urban area east of Maynardville (between Church and Piers roads) in association with the 'Wynberg couplet' development. This should include westwards orientation, active street frontages, first and second storey surveillance over the street and Maynardville (rather than parking), and ideally residential development on the upper floors. Additional redevelopment south of Piers Road must be carefully considered in relation to maintaining and celebrating the urban heritage precinct.<br>30. Improve the destination potential of Wolfe street as a more positive and interactive interface between Maynardville and Chelsea Village through improved pedestrianisation, traffic calming (and improved primacy of Waterloo – Carrs Hill roads), and parking provision, etc.<br>31. Ensure that any new business uses in Chelsea Village are restricted to peripheral or main through-roads (i.e. Waterloo Road and Woolf Street).<br>32. Wynberg east and west precincts should be considered as additional potential HPOZ areas. Further detailed local area planning and consensus is required towards refining growth and conservation precincts within these areas to ensure an appropriate balance between urban growth and urban conservation.<br>33. Ensure that redevelopment of the greater William Herbert precinct (between Ottery and Wetton Roads), including the new BRT depot and rationalisation of sporting facilities, is undertaken in an integrated manner so that the greater open space system, linking also to the Kenilworth racecourse precinct to the north and Youngsfield precinct to the east, is improved as an ecologically functional and publicly utilised area. |

| SUBDISTRICT 3: MOWBRAY TO MUIZENBERG: DEVELOPMENT GUIDELINES | |
|---|---|
| **SPATIAL DEVELOPMENT OBJECTIVES (WHAT)** | **SUPPORTING LAND USE GUIDELINES (HOW AND WHERE)** |
| Plumstead<br>Minor additional residential densification (compared to adjacent residential areas) | 34. The extent of the Plumstead CBD (and possible mixed-use intensification area) should also include properties abutting Gabriel Road, as well as all properties south of School Road.<br>35. Support minor additional, contextually appropriate residential densification (compared to adjacent residential areas) on properties abutting Victoria Road, linking between Plumstead district node and the local node at Busy Corner (Grassy Park). This could also include limited subdivision towards widening the range of residential opportunities. |
| Diep River, Bergvliet, Meadowridge | 36. Withdraw/deproclaim the Main Road widening scheme along Main Road through this area to provide greater long-term certainty to owners/developers in this area. |
| Heathfield, Southfield | 37. Support the proposals and recommendations of the 2016 Princess Vlei Conceptual Development Framework toward the realisation of this area as a high-value, multi-functional destination place as focal point in this area. Important to its success as a heritage, recreational, sports and conservation area, is ensuring appropriate future urban development in surrounding areas to leverage its value, but also to improve active and passive surveillance. Redevelopment of adjacent existing urban areas as well as identified new urban development areas should ensure multistorey development orientated towards it, with appropriate interfaces. This should primarily be residential but may include recreation-orientated uses (e.g. restaurants/coffee shops, gym) provided that this generally supports 24-hour activity areas (e.g. combined with residential). Opportunities for public-private (and civic) partnerships should be explored. Identify and develop key NMT routes from Retreat Road and waterway open space areas leading to the vlei. |
| Retreat, Tokai | 38. Support improvement of the Retreat Station area, including specifically the PTI and vehicular and NMT access, but also surrounding redevelopment areas, as a central part of the Retreat urban node.<br>39. Support mixed uses east of the M3 fronting Tokai Road, with increasing emphasis on consolidating the Retreat urban node as the most significant node south of Wynberg urban node. Support integration of the Blue Route Centre with the commercial and services development along Main Road, especially towards Retreat Station. This includes improved public transport and NMT access as well as commercial, service or mixed-use development with active street frontages that support NMT activity. |

| | |
|---|---|
| Steenberg, Grassy Park | 40. Support greater residential densification and intensification in identified mixed-use areas along public transport routes, including primarily Military Road, but also Joe Marks and Retreat roads.<br>41. Rationalise open space in the area and utilise the small areas of undeveloped and underdeveloped vacant land for residential infill, and (where necessary) facilities provision.<br>42. Prioritise NMT improvement along key routes through the area and (where possible) integrate this with the open space system.<br>43. Retain the Zandvliet expressway roadway reserve between Main Road and Princess George Drive for future development of this road. |
| Lakeside | 44. Support improvement of road movement between Retreat and Muizenberg and the Far South. This includes potential direct linkage from the M3 to Boyes Drive.<br>45. Maintain Lakeside as a primarily residential area, including along Main Road. Therefore limit commercial uses to the existing node but support iterative residential intensification consistent with high rail and road public transport access. |
| Muizenberg | 46. Support the development of Muizenberg as a major destination place and significant heritage area by focusing any substantial urban redevelopment on non-heritage areas, and ensuring any recreation- and tourism-related redevelopment within the coastal risk zone either consolidates coastal protection or is appropriately non-permanent. Quality and creative urban design as well as public- private partnerships will likely be central to this. Sensitive redevelopment of key underutilised sites is encouraged (e.g. police station site; parts of Zandvlei open space area). A more detailed local area development framework (review) for the area is recommended to ensure an integrated development pathway is agreed to.<br>47. Improve NMT routes, especially that between Fish Hoek and Muizenberg's surfers' corner and beyond to Sunrise Circle, which should leverage the unique physical attributes and must accommodate an appropriately scaled promenade along the parts of its length where this is possible. This should explore integration and trade-offs with better public transport provision along this length. This could in the longer term include potential reconfiguration of the rail service to single track (except for two-track 'bypasses' at stations), and better provision of public transport stops, etc.). Any provision/ upgrade of this amenity should be integrated with addressing coastal infrastructure protection. Integrate NMT linkage from the river mouth along the edges of the Zandvlei up to the yacht club on the west bank and caravan park on the east bank. |

**Other applicable local-area spatial planning policies in this subdistrict:**

- Land Use Management Policy for Kenilworth Road (2005)
- Main Road Growth Management Policy (2000)
- Harfield Action Area Plan (1990)

**THE SOUTHERN DISTRICT OF CAPE TOWN LIES TO THE SOUTHEAST OF THE SLOPES OF TABLE MOUNTAIN. IN GENERAL, THE AREA IS IDENTIFIED AS BEING THE MORE AFFLUENT OF THE CAPE TOWN METROPOLIS' SECTIONS AND INCLUDES SOME OF THE CITY'S MOST EXPENSIVE RESIDENTIAL NEIGHBOURHOODS.**

CITY OF CAPE TOWN

| SUBDISTRICT 3: MOWBRAY TO MUIZENBERG: NEW DEVELOPMENT AREAS | |
|---|---|
| **SPATIAL DEVELOPMENT OBJECTIVES (WHAT)** | **SUPPORTING LAND USE GUIDELINES (HOW AND WHERE)** |
| **1. Newlands rugby stadium:** Erven 153664-RE, 96678-RE, 96665-RE: Size ± 5,5 ha | |
| • **Future use:** Mixed-use infill development subject to an existing development process<br>• **Development opportunities**<br>  • Highly accessible location<br>  • Flat, developable site<br>• **Development constraints**<br>  • Privately owned land<br>  • Massive demolition costs | 1. The most appropriate future use of this area should predominantly be for high-density residential use and office use. This may allow synergies between the two as part of addressing key site challenges.<br>2. Support a creative development outcome that maximises the development opportunity and addresses the key challenges confronting the site's development. This includes consideration of a holistic and integrated precinct development outcome for this site as well as major neighbouring sites (the cricket stadium, SAB and Kelvin Grove precincts).<br>3. Development should front onto Liesbeeck River, but should maximise the value of the green and amenity value of this corridor.<br>4. Inclusionary housing should be explored to permit (as part of the development) some access to the area for lower-income households.<br>5. Serious consideration should be given to relaxing parking requirements, and all (or as much as possible) parking should be underground.<br>6. Access to the site and integration with NMT but also public transport will need very careful consideration. |
| **2. Newlands swimming pool:** Erf 96655-RE: Size ± 2,7 ha | |
| • **Future use:** Mixed use<br>• **Development opportunities**<br>  • Highly accessible location<br>  • City-owned land<br>  • Underutilised components of site<br>  • Old facility needing redevelopment<br>• **Development constraints**<br>  • Significant environmental and heritage issues | 1. Support redevelopment of facility with mixed-use activities. Ideally this includes redevelopment of the existing facility to an international class standard. However, this redevelopment is to be subject to detailed precinct and wider analysis.<br>2. Any redevelopment to respect environmental and heritage imperatives, including in respect of building setbacks, viewsheds, tree coverage, etc. As such, redevelopment focus should generally be focused on the eastern and southern part of the site.<br>3. Ensure that redevelopment includes improvements to NMT and the public realm generally. |
| **3. Claremont Station east precinct:** Erven 54345/6/7/8, 54340/1/2/3/4, 55560/1/2/3/4/6: Size ± 2 ha | |
| • **Future use:** Residential infill<br>• **Development opportunities**<br>  • Highly accessible location<br>  • City-owned land<br>  • Flat, developable site<br>• **Development constraints**<br>  • Zoned POS and reserved for 'municipal purposes'<br>  • Not all of site developable due to existing substation south of site<br>  • Visual impact<br>  • Possible restitution claims<br>  • Mosque and cemetery to north of site | 1. Residential infill should be high density.<br>2. Visual impact from Palmyra Road should be addressed, with appropriate bulk, massing, height and interface condition responses.<br>3. Inclusionary housing should be incorporated to permit access to the area for lower-income households.<br>4. Serious consideration should be given to relaxing parking requirements. |

**4. Claremont Bowling Club:** Erf 177827 and erf 177826-REM: Size ± 2 ha

- **Future use:** Residential infill
- **Development opportunities**
  - Highly accessible location
  - City-owned land
  - Relatively flat, developable site
  - Restitution site
- **Development constraints**
  - Zoned POS
  - Visual impact
  - Land claim

1. Residential infill should be high density.
2. Visual impact from Bowwood and Thelma roads, Herschel Close, and the adjacent tennis club should be addressed, with appropriate bulk, massing, height and interface condition responses.
3. Inclusionary housing should be explored to permit some access to the area for lower-income households as part of the development.
4. Serious consideration should be given to relaxing parking requirements.

**5. Waterloo:** Erf 66347-RE: Size ± 2,1 ha

- **Future use:** Residential infill
- **Development opportunities**
  - Well located (close to Wynberg CBD, schools, etc.)
  - Mostly run-down, underutilised
  - Zoned residential (SR1)
- **Development constraints**
  - Owned by national government
  - Low-lying portions with potential wetlands
  - Possible built heritage
  - Tree-covered portions

1. Residential infill should be medium density.
2. Existing tree screening/structure reduces potential development impact so should be retained.
3. Strong consideration should be given to an appropriate architectural outcome for positive fit into an old historical development area.
4. Likely that development should be concentrated on southwestern and northeastern portions of the site, and low-lying riverine area respected and enhanced as part of the development outcome.
5. 'Inclusionary housing' should be explored to permit some access to the area for lower-income households as part of the development.

**6. Wynberg military camp (part thereof):** Portion of erf 4673-RE: Size ± 22 ha

- **Future use:** Mix of residential and office infill on portion (potential 50%) of current 55 ha site.
- **Development opportunities**
  - Underutilised land in highly strategic location
  - Flat land
- **Development constraints**
  - Military land, so likely to be a long time in being realised
  - Heritage buildings/precincts

1. The most appropriate future use of this site should include a rationalisation, consolidation and intensification of current military land uses (focused on the hospital), with infill on the remainder of a mix of predominantly medium-density residential and office space.
2. Inclusionary housing should form a key part of the development to support access to the area for lower-income households.
3. The site is bordered by a scenic route (Waterloo Road) and the heritage area of Chelsea Village, and therefore adequate attention to the built interface is required (e.g. setbacks, vegetative screening).
4. Existing tree coverage, along with infrastructure (roads, etc.) provides context for rationalisation and redevelopment.

**7. Kenilworth Racecourse southwest precinct:** Portion of erf 65238-RE: Size ± 4 ha

- **Future use:** Mix of residential and/or office.
- **Development opportunities and constraints**
  Development process under way

1. Detailed development process under way.

| SUBDISTRICT 3: MOWBRAY TO MUIZENBERG: NEW DEVELOPMENT AREAS | |
|---|---|
| **SPATIAL DEVELOPMENT OBJECTIVES (WHAT)** | **SUPPORTING LAND USE GUIDELINES (HOW AND WHERE)** |
| **8. Wynberg St Johns sportsgrounds area:** Erf 90470-RE and road portion: Size ± 5,6 ha | |
| • **Future use:** Sports with minor mixed use<br>• **Development opportunities**<br>  • Underutilised site<br>  • Highly accessible location<br>  • Flat, developable site<br>• **Development constraints**<br>  • Active sports facility<br>  • Access from Wetton Road | 1. The most appropriate future use of this area should be to maintain existing sports use, but rationalise the non-playing field areas to improve sports facilities and permit minor mixed use at the intersection of Wetton and Rosmead Roads.<br>2. Any new mixed-use development should front onto the above roads and have active street frontages at ground level.<br>3. Development on ground floor should ideally be commercial with residential above, and with overlooking surveillance. |
| **9. Greater William Herbert area (between Wetton Road and Ottery Road):** Part of Erven 90470- RE, 91191 et al: Size ± 52 ha | |
| • **Future use:** Mix of uses, including BRT depot, open space, sports, commercial, institutional<br>• **Development opportunities**<br>  • Highly accessible location<br>  • Flat, developable site<br>• **Development constraints**<br>  • Wetlands and other environmentally significant areas<br>  • Subject to detailed investigation, feasibility, etc. for a development framework of the greater William Herbert area (up to Wetton Road) | 1. The most appropriate future use of this area should be for mixed use.<br>2. New development needs to occur in an integrated manner that optimises the opportunities of a large multi-use area with sports and open space as a core element. This includes integrated/continuous NMT, which is also linked to adjacent key areas, including Kenilworth racecourse and Chukker Road precincts, and Wynberg urban node. |
| **10. Plumstead open space:** Part of erven 1588-RE and 10793: Size ± 2,9 ha | |
| • **Future use:** Residential infill<br>• **Development opportunities**<br>  • Underutilised site<br>  • Well located<br>  • Flat, developable site<br>• **Development constraints**<br>  • Maintaining sufficient local open space area | 1. The most appropriate future use of this area would be to develop urban infill on a small portion of the public open space.<br>2. This development should ideally be at the southern end of erf 1588-RE with a north-facing orientation and a positive interface with the open space. This will also serve to block some of the prevailing southeast wind. |
| **11. The Vines:** Erven 16-1783, 16-1742: Size 8,5 ha | |
| • **Future use:** Residential infill<br>• **Development opportunities**<br>  • Highly accessible location<br>  • City-owned land<br>  • Flat, developable site<br>• **Development constraints**<br>  • Not all of site is developable as existing depot on site | 1. The most appropriate future use of this area should be medium-density housing infill.<br>2. The site is relatively well located; however, it is deeply embedded into the surrounding urban (residential) area, and also does not front onto any significant road. Any development will need to integrate suitably into the surrounding urban area.<br>3. Inclusionary housing should be explored to permit some access to the area for lower-income households as part of the development. |

**12. Kendal Road depot (inclusive of Castle View site):** Erven 16-5785-86, 16-5797, 17-762, CA 1092-56/58/62/64-5/67/69/70: Size 6,7 ha

- **Future use:** Residential infill
- **Development opportunities**
  - Highly accessible location
  - Flat, developable site
- **Development constraints**
  - Not all of site is developable as existing depot on site
  - (Depot) part City-owned land
  - Balance owned by WCG Transport and Public Works
  - Approved land claimon (WCG) part of the site

1. The most appropriate future use of this area should be medium-density housing infill.
2. Any development will have to occur on the basis of what the future outcome for the greater 'Emporium' site is (west of the M3).
3. Inclusionary housing should be explored to permit as part of the development access to the area for lower-income households.

**13. De Waal Road site:** Erven 79339, 79617, 79490-RE, 79409-RE et al: Size ± 3,2 ha

- **Future use:** Residential infill on part of the site, with a remainder retained as open space
- **Development opportunities**
  - Well-located land
  - Underutilised City-owned land
  - Flat, developable site
- **Development constraints**
  - Wetland on a portion

1. The most appropriate future use of this area should be a majority area for medium-density housing infill, with a remainder retained as open space.
2. Ensure a holistic plan so as to positively integrate development with the remaining open space as well as surrounding residential area.
3. The site is relatively well located; however, it is embedded into the surrounding urban (residential) area, and also does not front onto any significant road. Any development will need to integrate suitably into the surrounding urban area.
4. Inclusionary housing should be explored as part of the development.

**14. Flintdale Estate:** 'Tramways' site, Southfield: Erven 145980-RE, 110629-RE, 75872-RE: Size 5,6 ha

- **Future use:** Mixed use
- **Development opportunities**
  - Highly accessible location (especially with future R300)
  - Close to opportunities: Site bordered on two sides by a station and by commercial development
  - Public ownership
  - Flat site

1. The predominant future land use on the site is expected to be a new hospital. This could include some mixed-use development fronting the adjacent key roads.
2. Careful attention would need to be given to the interfaces with existing abutting residential development along Princess Vlei Road and Groenewald Street, and also with the sports grounds to its north and appropriate pedestrian linkage to the Southfield railway station.

**15. Moquet Farm:** Erven 78772 and 78792: Size 2,7 ha

- **Future use:**
  - Mixed use, including commercial and high-density housing
- **Development opportunities**
  - Highly accessible location
  - City-owned land
  - Flat, developable site
- **Development constraints**
  - On- and offsite parking requirements
  - Built heritage
  - POS zoning

1. The most appropriate future use of this area should be for mixed use, including commercial and high-density housing.
2. Development should front onto the surrounding streets. Parking should generally be located away from street frontages.
3. High-density development (a minimum of four storeys) should ideally front Main Road.
4. Inclusionary housing should be explored to permit some access to the area for lower-income households as part of the development.
5. This is an identified UCI (urban catalytic investment) site, so opportunity and partnerships to be leveraged, where possible. Also see the local development framework, including for this area.

| SUBDISTRICT 3: MOWBRAY TO MUIZENBERG: NEW DEVELOPMENT AREAS | |
|---|---|
| **SPATIAL DEVELOPMENT OBJECTIVES (WHAT)** | **SUPPORTING LAND USE GUIDELINES (HOW AND WHERE)** |
| **16. Dreyersdal site:** Erven 1061 and 13976-RE: Size ± 9,3 ha | |
| • **Future use:** Residential infill on a majority of the site, with a remainder retained as open space<br>• **Development opportunities**<br>  • Well-located land<br>  • Underutilised land<br>  • Gently sloping, developable area<br>• **Development constraints**<br>  • Open space linkage, possible biodiversity, and close to wetland | 1. The most appropriate future use of this area should be a majority area for medium-density housing infill, with a remainder retained as open space.<br>2. Ensure a holistic plan so as to positively integrate development with the remaining open space as well as adjacent farm and surrounding residential area.<br>3. The M3 is a scenic route and so any development and its interface(s) need to carefully consider this.<br>4. Any development of the site should seek to enhance the open space linkage capacity from the mountain (the Lower Tokai section of TMNP) eastwards (through to Main Road, and further east to Princess Vlei) as well as southwards (towards Zandvlei). This should include, very importantly, public access. |
| **17 and 18. Princessvlei area sites:** Erven 84649-RE , 82193-82195, 82092, 80953 and 80954: Size ± 7,3 ha | |
| • **Future use:** Residential infill. Possibility for one site to be a Virgin Active gym that could utilise Princess Vlei pathways and cross-subsidise vlei precinct maintenance.<br>• **Development opportunities**<br>  • Close to opportunities<br>  • Overlooking Princess Vlei<br>  • Flat, developable sites<br>• **Development constraints**<br>  • Potentially significant wetlands and/or vegetation in parts | 1. The most appropriate future use of this site would be medium-density housing infill to maximise the potential for proximity to a valuable open space and also relative access to public transport.<br>2. Developments should assist with meaningfully framing and celebrating the Princess Vlei precinct.<br>3. All developments should be multistorey and front onto the vlei area to maximise recreational value and support surveillance in discouraging crime.<br>4. Inclusionary housing should be explored to permit some access to the area for lower-income households as part of the development. |
| **19. Main Road, Retreat:** Erven 106230-RE and 83395: Size ± 3,5 ha | |
| • **Future use:** Mixed use and residential<br>• **Development opportunities**<br>  • Accessible location<br>  • City-owned land<br>  • Close to opportunities<br>  • Flat, developable site<br>• **Development constraints**<br>  • Land packaging | 1. The most appropriate future use of this site should be medium- to high-density mixed use in the southern portion, inclusive of commercial and residential, and residential in the northern portion.<br>2. Development should front onto the surrounding streets. Parking should generally be located away from street frontages.<br>3. High-density development (minimum of four storeys) should front Main Road.<br>4. Inclusionary housing should be explored to permit some access to the area for lower-income households as part of the development. |

| **20.Eighth Avenue, Retreat:** Erf 81710: Size 8,2 ha | |
|---|---|
| • Future use: Residential infill and/or light industrial<br>• **Development opportunities**<br>  • Accessible location<br>  • City-owned land<br>  • Close to opportunities<br>  • Flat, developable site<br>• **Development constraints**<br>  • Significant wetlands and vegetation. | 1. The most appropriate future use of this site should be a medium-density housing infill area and/or light industrial park.<br>2. Possible redevelopment of the properties immediately north thereof, which abut Retreat Main Road, may release greater integrated development opportunities for the site.<br>3. Inclusionary housing should be explored to permit some access to the area for lower-income households as part of the development. |
| **21. Flora Road, Retreat:** Erf 84603: Size18 ha | |
| • **Future use:** Residential infill<br>• **Development opportunities**<br>  • Highly accessible location<br>  • Close to work opportunities<br>  • Close to public transport<br>  • Flat site<br>  • Public ownership<br>• **Development constraints**<br>  • Subject of a land restitution claim<br>  • Informal settlement on a part of the site<br>  • Land within the identified coastal flood-risk area<br>  • Site not located on a route of significance | 1. The most appropriate future use of this site should primarily be a housing infill site with a mix of medium- and high-density housing options.<br>2. A key consideration for this site is its location within the identified coastal flood-risk area and how to plan and develop accordingly.<br>3. Inclusionary housing should be explored to permit some access to the area for lower-income households as part of the development. |
| **22. Military Road sites:** Erven 124684, 124690, 123602-RE, 153620, 82796, 82760: Size: ± 9 ha in total | |
| • **Future use:** Residential infill<br>• **Development opportunities**<br>  • Well-located land<br>  • Underutilised City-owned land<br>  • Flat, developable sites<br>• **Development constraints**<br>  • Small sites<br>  • Wetland area<br>  • Open space requirements | 1. The most appropriate future use of this area should be a majority area for medium-density housing infill, with a remainder retained as open space.<br>2. Ensure a holistic plan to positively integrate development with the remaining open space as well as surrounding residential area.<br>3. The site is relatively well located; however, it is embedded into the surrounding urban (residential) area, and also does not front onto any significant road. Any development will need to integrate suitably into the surrounding urban area.<br>4. Inclusionary housing should be explored as part of the development. |

| SUBDISTRICT 3: MOWBRAY TO MUIZENBERG: NEW DEVELOPMENT AREAS | |
|---|---|
| **SPATIAL DEVELOPMENT OBJECTIVES (WHAT)** | **SUPPORTING LAND USE GUIDELINES (HOW AND WHERE)** |
| **Additional sites for investigation as potential future NDAs** | |
| 1. **Rondebosch golf course:** Erven 29460, 29465, 29466: Size ± 7 ha: Primarily zoned CO1 (but OS2 in parts): Site is very strategically located. Golf course not currently as highly rated as Mowbray golf course. Possibility of urban development here in future should be informed by an investigation to evaluate all golf courses in the metro in terms of demand and supply, equitable access to golf, ranking of public courses, urban development or not of Mowbray golf course, and (very importantly) degree to which other already identified vacant land for development (NDAs) has been developed or not (especially in relatively nearby locations).<br>2. **Doordrift Road: Erf 70285:** Size ± 0,75 ha: Road reserve area (unzoned) for future investigation as possible future urban development area. Need to protect site against piecemeal fragmentation and retain entire site for development.<br>3. **Southfield:** Erf 78141: Size ± 1,8 ha: Primarily zoned SR1 but with a small GB1 area in northeast. | |
| **Other strategic potential future redevelopment sites include:** | |
| • **Claremont civic centre/hall** (at Wilderness Road: opportunity for redevelopment.)<br>• **William Herbert – Wynberg sports clubs area** (between Wetton and Ottery roads): Opportunity for rationalisation of facilities (and use for facilities), improvement of open space (e.g. passive perimeter walking track linking with similar around adjacent large open space areas such as racecourse, Chukker Road and Youngsfield), and some urban development on portion(s) (which could include cross- subsidisation of open space/facilities uses).<br>• **Council housing area Gabriel Road:** Opportunity in the longer term for (upgrade and) intensification of residential development.<br>• **Council housing area '3 Arts' area:** Opportunity in the longer term for (upgrade and) intensification of residential development. | |

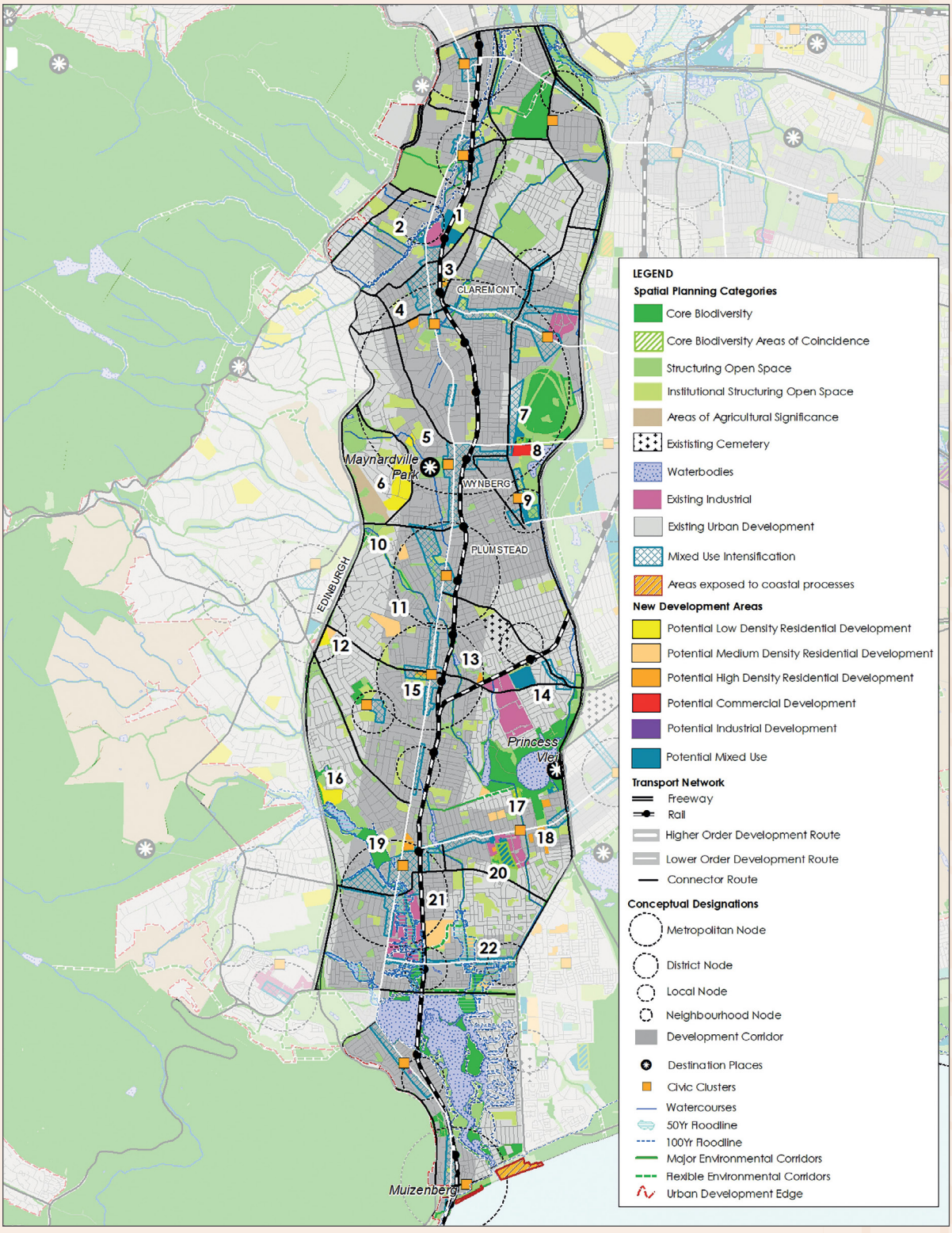


**Figure 19:** Subdistrict 3: Mowbray to Muizenberg

## 4.4 Subdistrict 4: The 'Far South'

This subdistrict includes all areas inside the urban development edge from Noordhoek in the west and St James in the east, southwards to and including Scarborough and Simon's Town.

**Vision statement:**
'An area renowned for its natural and cultural beauty,

- recognised for its collection of areas of distinct sense of place and urban character, providing a wide range of living opportunities
- with a vibrant tourism- and service-orientated economy based on accessible world-class natural amenity and cultural environment, and an increasingly integrated, safe, environmentally sustainable, and vibrant urban area.'

**Table 20:** the 'far south'

| SUBDISTRICT 4: THE 'FAR SOUTH': DEVELOPMENT GUIDELINES | |
|---|---|
| **SPATIAL DEVELOPMENT OBJECTIVES (WHAT)** | **SUPPORTING LAND USE GUIDELINES (HOW AND WHERE)** |
| a) Within the broader vision for the Southern District, the vision for this area is that of a particularly unique coastal urban environment based on development closely attuned to the environmental opportunities available and constraints affecting it.<br>b) The role of this area in the context of the district and metropole is of a tourism-centred economy of metropolitan significance, as well as unique coastal urban lifestyle.<br>c) Greater development resilience is required in key natural risk areas, including primarily the coastline (sea-level rise, storm surges, and windblown sand), but also mountain edges (wildfires) and the lower river corridor (water pollution levels).<br>d) The area will develop on the basis of a strong urban structure focused primarily on the Main Road and rail public transport corridor from Muizenberg to Simon's Town, and Kommetjie Main Road from Fish Hoek through to Ocean View. | 1. Exclude conventional urban development (residential, commercial and industrial) outside the urban and coastal edges as well as in agricultural and open spaces identified as valuable, and limit and/or carefully manage development in high-visual impact urban development edge areas, near rivers and wetlands, and areas away from the Kommetjie Main Road route, including Noordhoek and small coastal villages.<br>2. Future urban development, apart from into identified new development areas, is to be guided primarily into the identified district and local node areas, and generally restricted in peripheral urban areas. However, in recognition of the need for densification and declining household sizes, densification, particularly by means of small-scale, low-impact subdivision and second/third dwellings, is supported as appropriate in these peripheral areas.<br>3. The boundaries of the business and mixed-use parts of these nodes are to be defined by existing business zonings. The only exception to this are parts of the existing urban development immediately adjacent to Ou Kaapse Weg between Buller Louw Drive (at Longbeach Mall) and the intersection with Kommetjie Main Road. The Kommetjie Main Road development route should not comprise ribbon-type mixed-use development, but rather contain higher-intensity development contained at the identified urban nodes, with internodal areas generally restricted to residential use, and with appropriate landscaping along the route.<br>4. The vision supports and encourages bona fide, low-impact, from home occupation practices with larger-scale businesses operating within the urban nodes. However, small-scale, low-impact, appropriate to context business uses limited to LB1 and 2 as per the DMS (e.g. professional services) may be supported, where appropriate, on properties abutting Kommetjie Main Road and Ou Kaapse Weg (inside the urban edge). |

e) The area has and shall have developed subareas of very differing character, including small attractive coastal villages, but also including the major naval harbour complex at Simon's Town.

f) While the vision anticipates some future growth in the area, this is not an identified growth area of the city, and emphasis should be on a levelling off of the population once urban infill areas are developed.

g) The vision does, however, strongly encourage urban development that offers a wider variety of urban forms and opportunities to which an increasing range of people can have access.

j. There is a need for the formalisation of informal settlement areas and general upgrade and integration of low- income areas into the surrounding urban areas.

h) The economy is based on tourism- and service-orientated activities, but also includes the major naval harbour complex at Simon's Town.

i) The vision further acknowledges the need for greater urban sustainability in this area, given its environmental sensitivity, and constrained access into and out of it.

j) Retain the natural character of certain areas by supporting rural living/rural lifestyle estates.

k) Accommodate agricultural and food security, and equestrian economy opportunities, where appropriate.

l) To acknowledge and integrate formerly dispossessed communities, where necessary and where possible.

5. Encourage and prioritise, possibly through incentives, residential developments across the subdistrict that cater for a wider range of income groups and housing types (for the elderly, young, single-person households and low-income workers) and builds more inclusive, sustainable and resilient communities. This should include all areas/suburbs but most particularly in or near nodes, with greatest potential arguably being municipal/state-owned land and most particularly already identified restitution sites. The inclusion of restitution claimants, and also residential infill, including some inclusionary housing, on identified strategic residential infill sites is a priority, but must respect sense of place, scenic viewsheds (e.g. from scenic drives), character (including tree coverage, etc.), and environmentally sensitive areas, as well as integration with surrounding residential areas (e.g. accommodating socio-economic gradient).
6. Future growth is to be closely aligned with available and adequate supporting infrastructure and service provision. Due to its isolated valley nature, and implications for increased provision for a growing population, this area should be encouraged to become a leading green economy area; energy production and use, water usage, stormwater and waste management, market gardening, travel demand to opportunities and travel mode itself.
7. Support minor additional, contextually appropriate residential densification (compared to adjacent residential areas) directly abutting Kommetjie Main Road (and short stretch of Ou Kaapse Weg linking to Kommetjie Main Road) between urban nodes at Fish Hoek, Sun Valley and Masiphumelele. This could include limited subdivision towards widening the range of residential opportunities, including different forms of smaller and finer-grain residential densification (e.g. row, cluster, and courtyard housing). In their context, however, respect for surrounding character, good design, visual impact, tree canopy and positive interface with the street is critical. Kommetjie Main Road should be a quality NMT route, and all redevelopment should (where possible) assist with enhancing this, including the urban character (boundary walls/fences, 'fronting' of buildings, retaining or planting trees, landscaping, and street furniture).
8. Available 'greenfield' opportunities within the urban development edge for lower-income residential development need to be retained (e.g. Dido Valley) and developed to accommodate existing areas of inappropriate (informal settlement) development (e.g. Red Hill, and parts of Masiphumelele and Ocean View outside the urban development edge).
9. The redevelopment of existing urban areas over time, and especially the development of higher-intensity coastal recreational/destination places at urban nodes (i.e. Fish Hoek, Muizenberg, Kalk Bay and Simon's Town), need to be sensitively undertaken, with particular emphasis on consolidating the unique sense of place and urban characters of these areas.
10. Identified industrial areas, given how limited they are in the Far South, should be restricted only to light industrial-related activities in the designated areas.
11. Viable options and opportunities for more sustainable living need to be a particular focus in this area and be proactively investigated and supported. This includes alternative energy generation and waste disposal, and also market gardening. All new developments should aim for much-reduced energy and water usage and waste creation.

| SUBDISTRICT 4: THE 'FAR SOUTH': DEVELOPMENT GUIDELINES | |
|---|---|
| **SPATIAL DEVELOPMENT OBJECTIVES (WHAT)** | **SUPPORTING LAND USE GUIDELINES (HOW AND WHERE)** |
| | 12. The significant potential (social and economic) benefits of a diversified Far South community need to be identified, acknowledged, and activated and leveraged towards a more productive, harmonious and sustainable broader community. This has implications for social services and facilities provision, and recreation and tourism, commercial and residential development.<br>13. Changing coastal dynamics, particularly associated with climate change, need to be proactively and sensitively responded to. Any redevelopment within the identified coastal flood-risk areas must address potential flooding associated with increased storm-surge action and predicted sea-level rise, as well as windblown sand issues where this applies.<br>14. Particular planning and design should be considered within areas that overlap with key faunal territories. In particular, this includes for baboons and for Leopard Toads. This may include baboon-proof fencing, refuse management, adequate setbacks, underpasses, road edges, etc.<br>15. Main (connector) routes connecting through the subdistrict should be targeted for NMT enhancement. Where possible, new development should assist in this. This includes Main Road (Muizenberg to Boulders), Kommetjie Main Road, and Noordhoek Main Road. Of particular economic importance to the subdistrict generally is the development of (as far as possible) a 'promenade status' route between Muizenberg and Simon's Town.<br>16. Support the upgrade of scenic routes through the district (and TMNP and environs subdistrict) to leverage the most important economic sector in the subdistrict (i.e. recreation and tourism). The key route is from Muizenberg to Cape Point, Kommetjie and Noordhoek. Particularly important in urban areas are quality stopping areas for access to recreational (beaches, public spaces, etc.), historical and commercial (restaurants, etc.) opportunities, as well as improvements for cycling and walking (on the roads themselves). Development on properties adjacent to these key stopping points and routes should be encouraged to assist with realising quality, value-adding scenic routes.<br>17. In potential 'nature corridor' areas linking TMNP areas to the north and south (e.g. in Noordhoek, Imhoff's Gift/Bluewater Estate, and Sun Valley) encourage any new development to consider building location/setback and orientation, and associated boundary treatment and greening (gardens, road verges, etc.) towards optimising natural floral and faunal landing places, refuges and through-movement. |
| m) St James, Kalk Bay | 18. Support and plan for converting the railway line between Fish Hoek and Muizenberg into a single line with passing tracks retained at stations. This will allow for the development of a destination-quality promenade, improved public transport and other NMT, additional strategic parking, street-market space, and addressing coastal process threats. |

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| n) Fish Hoek, Clovelly, Sun Valley | 19. Support and plan for the closure of the railway line from Fish Hoek Station southwards. This will create an opportunity for connection of the Fish Hoek CBD with the beachfront. Once confirmed, a local area plan for this area, inclusive of addressing the sea-level rise/erosion issues threatening urban infrastructure along the entire beachfront, would assist with guidance for future urban development.<br>20. As part of this, support the continuation of quality NMT from Clovelly through Fish Hoek to connect southwards to Simon's Town.<br>21. Support mixed-use intensification of the Fish Hoek commercial node. Support redevelopment of the civic precinct node inclusive of medium-density residential development in this area and Main Road. Encourage the redevelopment process to improve the general character of central Fish Hoek. |
| o) Glencairn, Da Gama Park | 22. Support the replacement of rail with a regular quality public transport/bus service between Fish Hoek and Simon's Town CBDs. Leverage where appropriate, consolidate, and enhance beaches, commercial and residential centres/foci, and other recreation/ tourism mini-destination locations. Support the repurposing of the rail reserve as a major coastal multipurpose promenade opportunity. |
| p) Simon's Town<br><br>Encourage and support the unlocking of the full potential of the nationally (and probably internationally) unique Simon's Town harbour and associated marine facilities, while not compromising the strategic military importance of the naval base or historic character of Simon's Town.<br>Consolidate Boulders as a major eco-destination site. | 23. Encourage a stronger activity and development compact between the Navy/SANDF and City towards leveraging the enormous multidimensional marine-related economic opportunity of the harbour (e.g. eco-tourism, regional logistics bases for southern ocean events, research, etc.). This should include the 'opening up' to public access of certain harbour precincts to shared mixed-use activities that do not unduly compromise naval activities, but which drive economic growth and can be alienated/closed to the public in emergency or planned activity situations or times. Particular key areas in this regard are the west wharf area, the car park (over weekends), and the Seaforth beach area (access to Boulders beach).<br>24. Support the development of a wider range of housing opportunities in the area (inclusive of Da Gama Park) to support naval and other workers in the area. This would acknowledge longstanding historical residential opportunities in the area prior to apartheid forced removals.<br>25. Improve NMT along Main Road through the central town area and through to Windmill beach, integrating in historical sites, hospitality precincts, and commercial areas.<br>26. Parts of Simon's Town should be considered as additional potential HPOZ area(s). Further detailed local area planning and consensus are required towards refining growth and conservation precincts within these areas. |

| SUBDISTRICT 4: THE 'FAR SOUTH': DEVELOPMENT GUIDELINES | |
|---|---|
| **SPATIAL DEVELOPMENT OBJECTIVES (WHAT)** | **SUPPORTING LAND USE GUIDELINES (HOW AND WHERE)** |
| q) Sunnydale (including Capri) and Masiphumelele | 27. The general upliftment and full integration of Masiphumelele into the valley as an orderly suburb is required. This includes restriction of further informal encroachment or planned urban development beyond the delineated urban development edge (aligned along the outer extent of the proposed 'Houmoed Road Phase 2 extension'), improved interfaces with neighbouring residential areas, and improved NMT in and through the area. A focus should be redevelopment of the area abutting Kommetjie Main Road into a mixed-use precinct. See Masiphumelele draft policy for development-related guidelines for the area.<br>28. Limit development south of Kommetjie Main Road to additional community facilities and residential development. New residential development should be low to medium density (dependent on proximity to the identified local urban node) and designed to be limited only to formal development.<br>29. Support intensive urban agriculture in Lochiel Road smallholdings area, but also allow for alternative non-smallholding uses as appropriate, but primarily aimed at providing for the growing community facility and residential needs of the existing Masiphumelele community. Community services should ideally be located in the eastern part of this area close to public transport, the PTI, and already existing facilities. All future land uses should be carefully considered in relation to (not compromising) existing urban agriculture activities. Future residential uses should ideally contribute to widening the range of housing types in the Far South area (residential types that 'bridge' between existing Masiphumelele housing and wider surrounding housing). |
| r) Noordhoek, Silvermine | 30. Maintain and enhance the unique 'rural character' of the core rural character part of the area, inclusive of tree canopy, equestrian activities/economy, etc. This includes the following associated with new development:<br>i. In general, residential areas further than ± 400 m (± 5-minute walking distance) from the urban node (centre) may be subdivided. However, where such subdivision results in a property significantly below the minimum erf size associated with the local area minimum erf size overlay zone, the resultant development of such property should be limited to the permissible rights consistent with the overlay zone restrictions.<br>ii. Within a delimited 'equestrian-related' area(s), subdivision of erven to less than that permitted by the minimum erf size overlay zone should not be permitted. This extent includes rural zoned properties: 1) west of Noordhoek Main Road to Avondrust Lane alignment; 2) north of Noordhoek Main Road and west of Noordhoek Wine Estate; and 3) south of Silvermine Road and west of Lakeshore Drive alignment. Exclusions from the above are erven 4743-RE and 4744 and 4745-RE and properties within 400 m walking distance of Noordhoek Village. |

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|---|---|
| | iii. Limit maximum hard surfacing (including roofing, paving). This should be 500 m² or 40%, whichever is greater, on erven 1 000 – 2 000 m², 750 m² or 30%, whichever is greater, on erven > 2 000 m²).<br>iv. As far as possible, retain existing tree coverage (of mature trees/ trees > 5 m) and/or encourage planting of new trees towards retaining the area's tree canopy.<br>Consideration should be given to formulating a formal overlay zone with appropriate provisions to the area's 'rural character' whilst supporting limited continuing urban growth and transformation (repurposing).<br>31. Support the greater self-sufficiency of the area through the inclusion of further local area social and economic activities, and also a wider range of residential development options, focused on the immediate vicinity (maximum 400 m) of the existing Noordhoek Village commercial node precinct. Careful planning and design are, however, required to ensure neither the scenic route nor local character is compromised.<br>32. Provision should also be made for at least some affordable housing on an infill site to provide a wider range of residential options, and also address historical forced relocation in the area. Since such a site arguably does not exist inside the urban development edge (i.e. no appropriate public land), consideration should be given to investigating the appropriateness of a future formal development on a small portion of land between the existing Noordhoek sports fields. In keeping with the character of the area, this would have to respect sense of place, scenic viewsheds (e.g. from scenic drives), character (including tree coverage), etc. |
| s) Ocean View and environs | 33. Consolidation of (a best possible outcome) natural area ecological corridor between Imhoff's Gift and Kommetjie should be strongly supported.<br>34. Support the development of a local urban node at the intersection of Milky Way and Kommetjie Main Roads, and encourage (as central to this) the integration of development south and north of Kommetjie Main Road utilising underdeveloped land in Ocean View and Imhoff's Gift. |
| t) Kommetjie | 35. Retain key open spaces, ensure appropriate built form, improve access to and along the coastline, celebrate the surf and fishing culture, and consolidate the coastal village character by restricting large commercial developments, and limiting commercial to the small CBD area. Consider greater low-key intensification of residential development in close proximity (maximum 400 m) to the village centre to support village activity and self-sufficiency of the area, and also provide a wider range of residential opportunities. However, no development should exceed the height limitations of the DMS for such areas. |
| u. Scarborough, Misty Cliffs | 36. Limit development in these areas to residential. In Misty Cliffs, further subdivisions should not be considered and the impact of the built form carefully considered. In Scarborough, support the consolidation of a minor village centre focused on Camel Rock but limited to small-scale local area needs and tourism opportunities.<br>37. Prioritise the urgent upgrade of the scenic route between Witsands and Red Hill, with a particular focus on NMT (to improve pedestrian and cycle safety), and formalised pullover stops for surfers and tourists along a very popular scenic route area. |

**THE CENTENARY TREE CANOPY WALKWAY, KNOWN AS 'THE BOOMSLANG' IS A RAISED WALKWAY IN KIRSTENBOSCH BOTANICAL GARDEN OFFERING PANORAMIC VISTAS OF THE SURROUNDING MOUNTAINS, GARDEN AND CAPE FLATS.**

CITY OF CAPE TOWN

| SUBDISTRICT 4: THE 'FAR SOUTH': NEW DEVELOPMENT AREAS | |
|---|---|
| **SPATIAL DEVELOPMENT OBJECTIVES (WHAT)** | **SUPPORTING LAND USE GUIDELINES (HOW AND WHERE)** |
| **1. Silvermine Road:** Erven 4741, 4742, 4743-RE, 4744, 4745-re, and CA934-77: Size 10,6 ha | |
| • **Future use:** Residential, public facilities, and/or rural uses<br>• **Development opportunities**<br>  • Inside the urban development edge<br>  • Gentle-sloping, developable site<br>  • Relatively high-access area within the Noordhoek basin<br>• **Development constraints**<br>  • Heritage landscape area located centrally and in a high-visual impact area<br>  • Privately owned<br>  • Relatively far from public facilities and public transport<br>  • Environmentally sensitive parts of the site. Waterways and other 'wet' (seep) areas on parts. Western Leopard Toad breeding site(s) | 1. The most appropriate future use of this site should be a mix of low-density development (residential or facilities, but not commercial) in combination with fairly significant open space use.<br>2. The future use of this site should be strongly in keeping with maintaining or enhancing the rural character of this part of Noordhoek. Ideally any development, including residential, on the site should focus on grouped denser development precincts (e.g. smaller denser dwelling units) within generous open space area(s) so as to maximise built setbacks, vegetative screening from scenic routes where necessary, visual open spaces and corridors and open-space-related use areas, natural ecosystem habitat, and be consistent with a generally low-density area perception. Ideally, open space (setback) area should be maximised adjacent to the main roads (Silvermine Road and Noordhoek Main Road – both being scenic routes), and urban development restricted to the areas furthest away from these roads.<br>3. The water bodies, as well as corridor servitudes, need to be set aside and conserved for the Leopard Toad breeding and movement. All boundary fencing on the site should be appropriate to not unduly compromise Leopard Toad movement as well as sensitive to visual impact in an area of particularly high visual impact. |
| **2. Lake Michelle entrance area:** Erf 3823-RE: Size: ± 16,5 ha | |
| • **Future use:** Residential infill (but requires investigation)<br>• **Development opportunities**<br>  • Vacant land area<br>  • Low environmental significance on parts of the site<br>• **Development constraints**<br>  • High environmental significance on parts of the site | 1. An environmental process is required to determine how the erf may be developed, but it is likely that only a small northwestern part of this site may be developed.<br>2. (This site is currently the subject of a development application.) |

**3. Masiphumelele:** Erf 5131-RE: Size: ± 5,2 ha; and erven 4927-RE and 4928: Size: ± 5,2 ha

- **Future use:** Medium- to high-density residential infill development
- Residential infill and sports fields and facilities
- **Development opportunities**
  - Public ownership (CCT)
- **Development constraints**
  - Low-lying and wetland land
  - Dangerous fire-prone border with the natural area
  - If development is approved on these sites, they may still be prone to subsequent illegal expansion beyond the new urban development edge if informal development occurs adjacent to this edge
  - Close to sewage works

1. Given the existing circumstances of massive demand for land for the extension of Masiphumelele and the associated dearth of land available for such purposes, these two areas are considered appropriate for future medium- to high-density housing. (In late 2020, this need was exacerbated by needing to house victims of extensive fire in the wetlands informal settlement.)
2. Of vital importance will be the development of appropriate interfaces with the natural area along the urban development edge. Critically important will be an urban development edge that constrains any informal urban encroachment beyond the urban development edge line, and a built urban development edge that complies with the Veldfire Related Planning Guidelines. This should ideally include a ('hard edge') roadway and low-density community facilities as the most effective edge.
3. The creation of a positive edge interface is also important, so the built edge should not include houses facing away from the natural area (with solid boundary walls), but rather development looking onto the natural area and with permeable fencing.
4. Development of these sites should be dependent upon the availability of sufficient and adequate service infrastructure.

**4 and 5. Capri area:** Erven 17792, 17787, 17791, 4105-RE and 953-38: Size: ± 4 ha

- **Future use:** Residential infill
- **Development opportunities**
  - Accessible location
  - Relatively close to opportunities
  - Relatively flat, developable site
- **Development constraints**
  - Private ownership
  - Potentially high (real estate) value
  - Components of these erven form part of extensive stormwater management systems (e.g. large detention facilities and underground or overland flow routes)
  - Significant vegetation on erf 953-13
  - Infrastructural constraints

1. The most appropriate future use of these sites should include a combination of residential density options.
2. Medium-density residential should be encouraged on the land abutting Kommetjie Main Road, with lower-density housing behind (to the south of) this up the lower slopes.
3. Development of this site should be dependent upon the availability of sufficient and adequate service infrastructure.
4. An environmental process is required to determine how erf 953-13 may be developed.
5. A wider range of housing options should be encouraged, including a component of smaller, denser, more affordable units.

**6. Fish Hoek sports fields site:** Portion(s) of erven 8906 and 8938: Size: ± 2 ha

- **Future use:** Potential residential, office or recreation related infill
- **Development opportunities**
  - Well-located land
  - Underutilised City-owned land
  - Flat, developable site

1. The potential for infill development on a small southern portion of the site to cross-subsidise improvement of the sports precinct should be explored. Opportunity for public-private partnership.

| SUBDISTRICT 4: THE 'FAR SOUTH': NEW DEVELOPMENT AREAS | |
|---|---|
| **SPATIAL DEVELOPMENT OBJECTIVES (WHAT)** | **SUPPORTING LAND USE GUIDELINES (HOW AND WHERE)** |
| **7. Fish Hoek town site:** Erven 7000-RE et al: Size: ± 2 ha | |
| • **Future use:** Potential residential infill<br>• **Development opportunities**<br>  • Well-located land<br>  • Underutilised City-owned land<br>  • Flat, developable site<br>• **Development constraints**<br>  • Sports facility area | 1. Potential for medium-density residential infill development on this site. Opportunity for provision of a wider range of housing opportunities in the area than is currently available. |
| **8. Solole et al, Kommetjie Main Road:** Comprising erven 17775 (Solole, 4 ha), 17777 (The Old Homestead, 8,3 ha), 17776 (Living Hope, 7,3 ha), and 17772 et al (Willow Wood Estate, 4,8 ha): Total size ± 25 ha | |
| • **Future use:** Mixed-use development inclusive of (only) residential infill and public facilities<br>• **Development opportunities**<br>  • Accessible location<br>  • Relatively close to opportunities<br>  • Flat, developable site<br>  • Close to Masiphumelele<br>  • Public ownership of Solole<br>• **Development constraints**<br>  • Potentially high-visual impact of development<br>  • Stormwater management system requirements (e.g. large detention facilities and channels)<br>  • Potential infrastructural, environmental, and heritage constraints<br>  • Pedestrian access across Kommetjie Main Road | 1. Solole site (erf 17775) is a potential area for further required public facility provision in a strategic location (in addition to the new fire station – now on erf 17914).<br>2. However, future development of this site should also include a significant residential component, ideally of GAP housing, towards supporting urban integration of Masiphumelele into the surrounding urban area.<br>3. A wider range of housing options should be encouraged in this area generally, including a component of smaller, denser, môre affordable formal units, where possible, albeit that the two larger erven comprising this 'site' are privately owned (and therefore may seek alternative development outcomes).<br>4. In general, higher-density residential would be appropriate adjacent or close to Kommetjie Main Road with lower densities further away.<br>5. Any future development of erf 17777 would need specifically to address significant heritage and fire-management-related issues.<br>6. Development of all these erven should be dependent upon the availability of sufficient and adequate service infrastructure.<br>7. Any residential development here should guard (design and plan) against any informal residential development resulting as a result of a development outcome. |

**9. Kompanjiestuin:** Erven 948-10: Size: 54 ha

- **Future use:** This site has been approved for low-density residential development
- **Note:** The site is designated as 'buffer 2' on the SDP (figure 4.2) since it has been indicated as such in the CTMSDF. This requires amendment to 'urban'.
- **Development opportunities**
  - North-facing sloped site
  - Development approved
- **Development constraints**
  - Relatively far from opportunities (jobs and facilities/services)
  - Dangerous fire-prone border with the natural area
  - Stream (and ecological buffer) running through westernmost part of the site
  - Infrastructural constraints

1. This site has been approved for low-density residential development in a 'viticulture estate', but has yet to be developed.
2. Where the application to lapse a wider range of housing options should be encouraged in any future development to permit wider residential access and integration in the area. Part of the site should also be considered for urban agriculture.
3. Layout design of any urban development and buildings themselves need to mitigate against high veld-fire risk.
4. Development of this site should be dependent upon the availability of sufficient and adequate service infrastructure (this existed at the time of approval, but may require review if approval lapses and a new application is considered).

**10. Imhoff's Gift:** Erven 948-32: Size: 47,9 ha

- **Future use:** Mixed-use, mixed-residential density, and biodiversity open space area
- **Development opportunities**
  - Relatively flat, developable site
  - Imhoff's Gift Ocean View local development node
- **Development constraints**
  - Relatively far from work and amenity opportunities
  - Strategically located undeveloped land linking the north and southern parts of the Peninsula Mountain Chain and TMNP
  - Important biodiversity area with ecosystems requiring fire
  - Stormwater runoff directly into vlei/wetland system
  - Infrastructural constraints
  - Important historical farm complex – one of few remaining in the Far South

1. While a small portion of this area (to the west) has been purchased by the TMNP to form a part of the 'Protea Ridge corridor' linkage, this represents an absolute minimum (with the southern portion of the corridor still to be formally secured) and ideally should be significantly wider. The focus in the development process should therefore be on biodiversity, and a critical consideration should be assisting with the consolidation of the north-south nature/biodiversity corridor in the west. Ideally, the eastern boundary of the natural corridor link should align with (and form an extension from) the western boundary of Ocean View (i.e. Slangkop Road).
2. Higher-intensity development should be encouraged in a limited area around the existing Imhoff's Gift Village, including a mix of development options, primarily residential, but also commercially appropriate to the Imhoff's Gift node.
3. Lower-density residential elsewhere on the site within the urban development edge, but with adequate minimum setback from the vlei system, and maximum possible setback from Protea Ridge biodiversity corridor to maximise its consolidation.
4. Any future developments to recognise the importance of retaining the rural context and views broadly northwards from the historical farmhouse.
5. Orientation of residential along nature corridor interface to front onto the corridor (i.e. face west). Additionally, two-storey development would be preferable to single storey in assisting with surveillance over this nature corridor area.
6. Layout design of any urban development and buildings themselves need to mitigate against high veldfire risk.
7. Potential also for some agricultural development commensurate with the Imhoff's Gift farm theme.
8. Development of this site should be dependent upon the availability of sufficient and adequate service infrastructure.

| SUBDISTRICT 4: THE 'FAR SOUTH': NEW DEVELOPMENT AREAS | |
|---|---|
| **SPATIAL DEVELOPMENT OBJECTIVES (WHAT)** | **SUPPORTING LAND USE GUIDELINES (HOW AND WHERE)** |
| **11. Ocean View:** Erf 1544 | |
| • **Future use:** Residential infill<br>• **Development opportunities**<br>  • In the ownership of a development trust with a development expectation<br>  • Adjacent to Ocean View and its facilities<br>• **Development constraints**<br>  • Relatively far from work and services opportunities<br>  • Areas of high environmental significance<br>  • Very high veldfire-risk area | 1. Due development processes required that respect environmental areas of significance, etc.<br>2. Important that the outer development edge interfacing with the natural area is a positive edge interface (e.g. development orientated towards the natural area, pervious fencing).<br>3. Development to adhere to Veldfire-related Planning Guidelines. |
| **12. Wireless Road:** CA 1529-RE and CA 948-0-1: Size ± 7,2 ha and ± 5,5 ha | |
| • **Future use:** Residential infill<br>• **Development opportunities**<br>  • Close to beach/lifestyle amenity<br>• **Development constraints**<br>  • Private ownership<br>  • Far from service, work and other opportunities | 1. Development approvals have been granted on these two sites. However, these have yet to be enacted upon.<br>2. The most appropriate future use of these sites should be low- and medium-density residential development.<br>3. A wider range of housing options should be encouraged, including a component of smaller, denser, more affordable units. |
| **13. Teubes Road, Kommetjie:** Erven 5976, 5977: Size ± 2 ha | |
| • **Future use:** Residential and commercial infill, and remainder ecological open space area<br>• **Development opportunities**<br>  • Close to beach/lifestyle amenity<br>  • Well-located land in central Kommetjie<br>• **Development constraints**<br>  • Environmental and visual impact issues | 1. Proposed commercial, potentially also inclusive of residential at western end. Proposed residential at eastern end. Retention of most important ecological area(s) – mainly in central northern part. |
| **14. Dido Valley low-income housing area:** All new residential erven within and together with erven 5835/6/7, 5904, 5906 et al | |
| • Future use: Restitution site. Residential infill | 1. Development process almost complete. |
| **15. Oil refinery site:** erven 5261 et al | |
| **Future use:** Mixed-use infill | 1. Ongoing phase of development process for this site. |

**16. Simon's Town golf course:** Erven 1514, 4459 and portions of 1537, 1544, 1539: Size ± 7,2 ha and ± 5,5 ha

- **Future use:** Residential infill and open space, with potentially also recreation and/or tourism facilities
- **Development opportunities**
  - Close to beach/lifestyle amenity
  - Public land, underutilised
- **Development constraints**
  - Environmental
  - Far from service, work and other opportunities

1. For longer-term exploration for at least partial development.
2. Potential for residential infill and open space, with potentially also additional facilities in support of the Boulders and Windmill beach destination area.

**Additional site where detailed investigation still required to delineate a final urban development edge line and nature of development:**
(site not included as an NDA as it does not comprise a new residential area but rather a formalisation of an existing area)

**Rasta camp, Ocean View:** Portion of erf 948-9: Size ± 6 ha:
Cape Farm 948-9, ± 250 ha in extent, located to the southeast of Ocean View, is a City of Cape Town-owned property made available in terms of the 1998 Heads of Agreement (HoA) between SANParks and the City of Cape Town for management, and ultimately transfer to SANParks as part of the Table Mountain National Park (TMNP). Cape Farm 948-9 is still owned by the City, but declared a National Park in terms of National Environment Management: Protected Areas Act (NEM:PAA) and forms part of the 'core' area of the Cape Floral Region Protected Areas Worked Heritage Site.

The community (generally referred to as the 'Rasta community') occupation of part of the property precedes the HoA, numbering around seven informal shacks (assumed to be around seven households) in 1998. Given that this was illegal occupation of City-owned land, efforts were made to relocate this community. On 11 September 2009, a court order was granted for the removal of this community from the site. However, this removal was not completed as no suitable alternative site acceptable to the community was agreed to for relocation. The community has since 1998 steadily grown to approximately 60 households around 79 'shacks' including community structures) covering an area of ± 6 ha, known as the 'Rasta camp'.

Following years of discussion, the Rasta camp is now recognised in principle as being a permanent residential area broadly defined by its existing settlement extent (in 2022). In association with this, the site is recognised as a unique (eco-)community area, related to the Rasta community lifestyle and activity wishes, included inside the urban edge in an area to be deproclaimed as SANParks area and serviced by the City.

The Rasta camp is, however, acknowledged to be in a location that is problematic for the efficient and effective provision of infrastructure services, which is exacerbated by the limited servicing options possible due to affordability limitations. The site is also in a recognised high fire-risk area, being adjacent to extensive natural area and particularly vulnerable to prevailing southeasterly winds in the hot dry season, which is exacerbated by the settlement being a low-income informal settlement area with fire-prone structures and low car ownership, which make evacuation problematic. Finally, the Rasta camp is located directly adjacent to, and indeed is almost surrounded by, a proclaimed National Park.

The approved urban edge line (January 2023) in this area is considered a provisional delineation. Based on initial assessment and considered the approximate line delineation, detailed investigation is still required to delineate a final cadastrally defined urban development edge line. Further work is also required to determine the exact nature of the development outcome.

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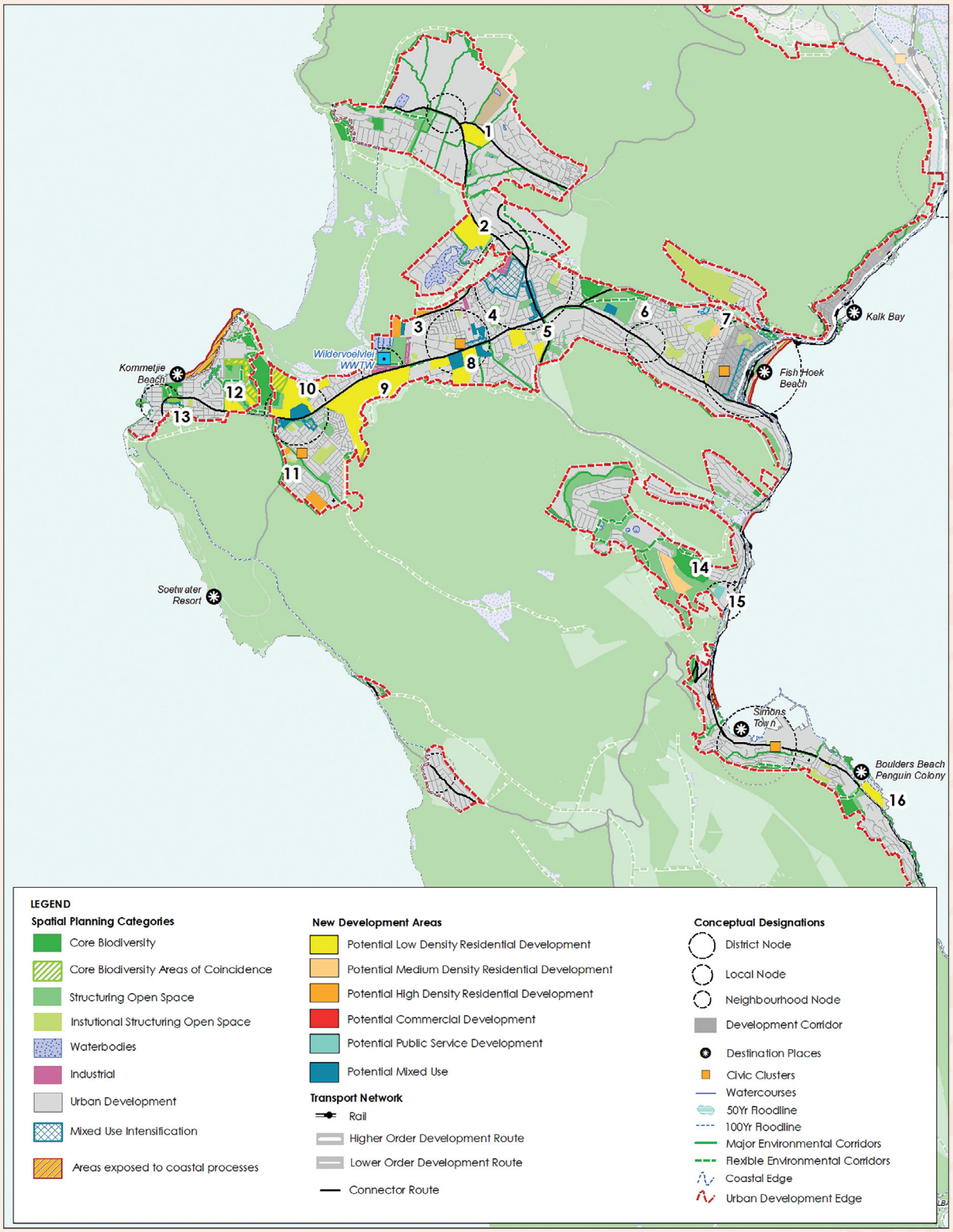


**Figure 20:** Subdistrict 4: The 'Far South'

## 4.5 Subdistrict 5: Table Mountain National Park and environs

This subdistrict comprises all natural areas along the Peninsula Mountain Chain in the district, from Mowbray southwards to Cape Point that are outside the urban development edge. This includes the proclaimed Table Mountain National Park (TMNP), adjacent publicly and privately owned natural areas, as well as isolated agricultural areas such as along Plateau Road, and isolated minor settlements such as Millers Point and Smitswinkel Bay. Most of this area is included as the Cape Peninsula Floral Region World Heritage Site (core and buffer areas) proclaimed in 2009. However, this subdistrict does not include the Constantia and Tokai 'winelands' (which, although outside the urban development edge, form a part of subdistrict 2). Although this subdistrict straddles the four other subdistricts as it includes a National Park which itself is still in the process of expanding and consolidating, and also valuable scenic and cultural heritage landscape areas outside the national park, it merits being considered as a separate subdistrict area.

**Vision statement:**
'An area highly valued and utilised by Capetonians and visitors alike, including

- a proclaimed world heritage site comprising a world-class national park and similarly managed private or public conservation areas,
- and unique agricultural and rural destination areas,
- which form the core of the city's tourism and recreation economy,
- and which are bordered by positive urban-nature interfaces.'

**Table 21:** tmnp and environs

| SUBDISTRICT 5: TMNP AND ENVIRONS: DEVELOPMENT GUIDELINES | |
|---|---|
| **SPATIAL DEVELOPMENT OBJECTIVES (WHAT)** | **SUPPORTING LAND USE GUIDELINES (HOW AND WHERE)** |
| a) Development of a unique urban national park and adjacent natural environs, that:<br>i. balances conservation and scenic landscapes with recreation and tourism activities<br>ii. is accessible and remains primarily open access as far as possible<br>iii. restricts any non-conservation-related development in the TMNP to within only identified visitor sites and use zones (as per its CDF)<br>iv. restricts any development in areas outside the urban development edge bordering the TMNP generally to mutually supportive, low-impact private and public conservation, and recreation- and tourism-orientated economy activities and development | 1. No urban development should be considered beyond the urban development edge line. This includes restricting any further subdivision of erven beyond minimum erf size restrictions, where applicable, limiting additional residential development to existing rights, preventing land invasion or urban encroachment, and limiting any commercial activity to that directly related to low-key servicing of tourism and recreation needs. However, it may be necessary in certain very special cases to reach a careful balance between this and the promotion of 'offsets' in maximising consolidation of the TMNP, and particularly its key corridor linkage areas. Trade-off agreements between private landowners and SANParks and the City that result in remote embedded properties not being developed, but rights exercised immediately adjacent to existing settlements, should be supported.<br>2. In alignment with the TMNP Protected Area Management Plan, support appropriately scaled tourism and recreation development at identified high-intensity leisure activity areas that are generally accessible to all and act as a gateway to the park. These should have a conservation-related focus with emphasis on quality design, landscaping, etc. Plan to ensure the provision of appropriate and adequate access to these park gateways from primary city public transport routes. |

| | |
|---|---|
| b) Central to achieving the vision is the incremental consolidation into the national park of as much conservation area as possible<br><br>Development in the Table Mountain National Park (TMNP) is largely governed and directed by its Conservation Development Framework (CDF). | 3. The utilisation of areas outside the urban development edge, almost all of which are world heritage site areas, must be aimed generally at the conservation and maintenance of the natural environment. In these areas, restoration of degraded biodiversity areas should be a focus and subdivision of properties not permitted. Existing agricultural lands outside the edge should not be permitted to expand further, and no new agricultural areas should be considered. Consideration should be given to limiting the extent of residential development in terms of size and form in all areas outside the urban development edge towards mitigating 'palatial' residence types, visual impact, and veldfire risk.<br>4. Tourism- and recreation-economy-related activities should generally be accommodated within the surrounding urban areas, but limited low-key facilities may be appropriate in certain areas subject to stringent visual impact analysis, such that the rural landscape is not unduly compromised.<br>5. Urban land uses in surrounding urban areas should take cognisance of the adjacent national park and natural environs and generally assist in enhancing and maintaining scenic and cultural landscapes across urban and natural areas.<br>6. An urban development edge interface between urban areas and natural and agricultural areas is required that positively addresses flora and fauna habitats and ranges, built form and boundaries, visual impact, fire management, and public access and safety. Public access includes maximisation and alignment of wider key public transport linkages to identified high-activity areas within the national park and adjacent environs, as well as along the coastline.<br>7. Related to consolidation of the national park is natural area connectivity, both of the park itself, and between the park and other natural areas, which permits an integrated, functional and sustainable natural/ecological environment and public access network. This includes, most importantly, north-south connectivity, where special attention to the Constantia Nek area, and Fish Hoek through to the Kommetjie area, is required. It also includes eastwards connectivity to major 'green' areas such as Princess Vlei, Zandvlei nature reserve and False Bay nature reserve, as well as along the False Bay coastline to Wolfgat, Macassar and beyond. It further includes mountain-to-sea linkages, and most notably along streams and rivers through wetlands and estuaries. Most of these linkages link across both public and private land, requiring good coordination on issues such as access, location of any development, and fencing.<br>8. Prioritise the upgrade of scenic routes through the district to leverage the most important economic sector in the subdistrict (i.e. recreation and tourism). Main scenic routes connecting primarily through the district should be targeted for better cycling (on the roads themselves), as well as make some provision for pedestrians. Very important also are stopping points at the many viewing points along these routes. Most important of these is the Main Road from Simon's Town to Cape Point and back to Kommetjie. |

| SPATIAL DEVELOPMENT OBJECTIVES (WHAT) | SUPPORTING LAND USE GUIDELINES (HOW AND WHERE) |
|---|---|
| c) Mowbray, Rondebosch, Newlands<br><br>Support the redevelopment of the (old) zoo area as a significant eco-destination place | 9. Support the redevelopment of the (old) zoo area as a significant eco-destination place in arguably one of the most accessible locations (especially for those without access to private transport). Due to the biophysical similarities with Kirstenbosch, and the success and oversubscription thereof, opportunity potentially exists for similar activities. Development should be based on and generally limited to the historically disturbed area footprint, and existing landscaping and conservation-worthy infrastructure worthy of retaining. Identify and develop quality NMT routes from Rosebank, Newlands, and Claremont stations to the key mountain destination places of Rhodes Memorial, the zoo area, and Kirstenbosch respectively. |
| d) Constantia Nek<br><br>Support development that supports the public experience of the adjacent natural mountain areas, and improves the open space – TMNP link(s) between the TMNP areas north and south of Hout Bay Main Road, especially for public access. | 10. Maximise and/or enhance open space linkages between the mountain/TMNP areas north and south of Hout Bay Main Road at Constantia Nek by retaining and, where possible, expanding the open space links as ecological and public access links. Development outside the urban development edge here should generally be restricted to existing rights, with the only exceptions to be tourism-/recreation-related development to be considered where clear public benefit will result (e.g. ceding of land to the TMNP for corridor linkage). And any new development in proximity to this area should aim to support and enhance it through development orientation, overlooking surveillance, visually permeable boundaries, etc.<br>11. Prioritise the upgrade of the public parking area precinct (identified in the TMNP CDF as a 'high-visitorship area') north of the main road. This includes enhancement of the parking area and main access points into the TMNP, and public transport and NMT access associated with Constantia – Hout Bay Main Road. As a recognised high-visitorship site, this area could potentially also include some limited appropriate formal recreation-/tourism-related development (e.g. more formalised appropriate temporary trading areas). |
| e) Tokai<br><br>Appropriate development and upgrade of the TMNP HQ area and also Porter Estate as unique natural area destination places, taking advantage especially of the large natural lowland area and access to surrounding mountain chain. | 12. Support the further appropriate development and upgrade of the TMNP HQ area as an eco-destination place. Picnicking, walking and biking are key opportunities associated with the most accessible flattest part of the TMNP.<br>13. Porter Estate/Chrysalis should be repurposed to play a stronger multipurpose (mixed-use) 'rural' destination place role. This should not, however, include any conventional urban development (e.g. office, retail or residential).<br>14. Opportunities exist for recreation and tourism links to the surrounding Constantia–Tokai wine farms. |
| f) Noordhoek to Imhoff's Gift<br><br>Support development that protects the environmental integrity of the Noordhoek wetlands and the public experience of the peripheral natural areas abutting the urban development edge. | 15. Maximise the open space/TMNP link between the Slangkop mountain area and Chapman's Peak mountain by retaining and, where possible, expanding, the open space (floral, faunal and people) links particularly in the interfaces to mountain areas in the north and south. Any new development in proximity to this area (either inside or outside the urban development edge) should aim to support and enhance this through potential land tradeoffs, development orientation and overlooking surveillance, visually permeable boundaries, etc. |

| | |
|---|---|
| g) Soetwater<br><br>Develop Soetwater as a unique natural destination place. Improve marine access. | 16. Support the development of the Soetwater destination place. The considerable stretch of flat, disturbed but semi-remote coastline area provides the opportunity for a range of recreation- and tourism-related opportunities. Touching the ground lightly (e.g. camping) should be a primary driver. The Witsands and Crayfish factory end provides an opportunity for enhanced marine access and marine safety in an integrated facility. |
| h) Scarborough to Cape Point<br><br>Area should remain primarily as biodiversity and natural scenic area. Improve the scenic route experience. | 17. The area south of Scarborough and Simon's Town, which is entirely within the proclaimed World Heritage Site (WHS) as either WHS core or buffer and also entirely outside the urban development edge line, should remain primarily as biodiversity area limited to conservation-related land uses and restoration of degraded areas. The only exceptions to this are the already existing low-key and limited development areas of Castle Rock, Millers Point, Smitswinkel Bay, and Red Hill.<br>18. Millers Point should remain a low-key destination area with a focus on minimal development footprint and 'touching the ground lightly', and on rationalisation and upgrading.<br>19. Retain Castle Rock and Smitswinkel Bay as unique, small, off-grid coastal settlements and restrict any further subdivisions.<br>20. Residents of Red Hill informal settlement should be relocated to Da Gama Park (as planned) and the area suitably rehabilitated.<br>21. In other areas, very limited low-key tourism or recreation activities may be appropriate, subject to stringent visual impact analysis such that the conservation landscape is not unduly compromised.<br>22. The entire length of this scenic route should be upgraded as a priority. |

**CAPE POINT FALLS IN THE TABLE MOUNTAIN NATIONAL PARK. WITH ITS STEEP CLIFFS ABOVE THE SEA, IT FORMS A SPECTACULAR BACKGROUND FOR THE NATURAL FYNBOS VEGETATION OF THE AREA.**

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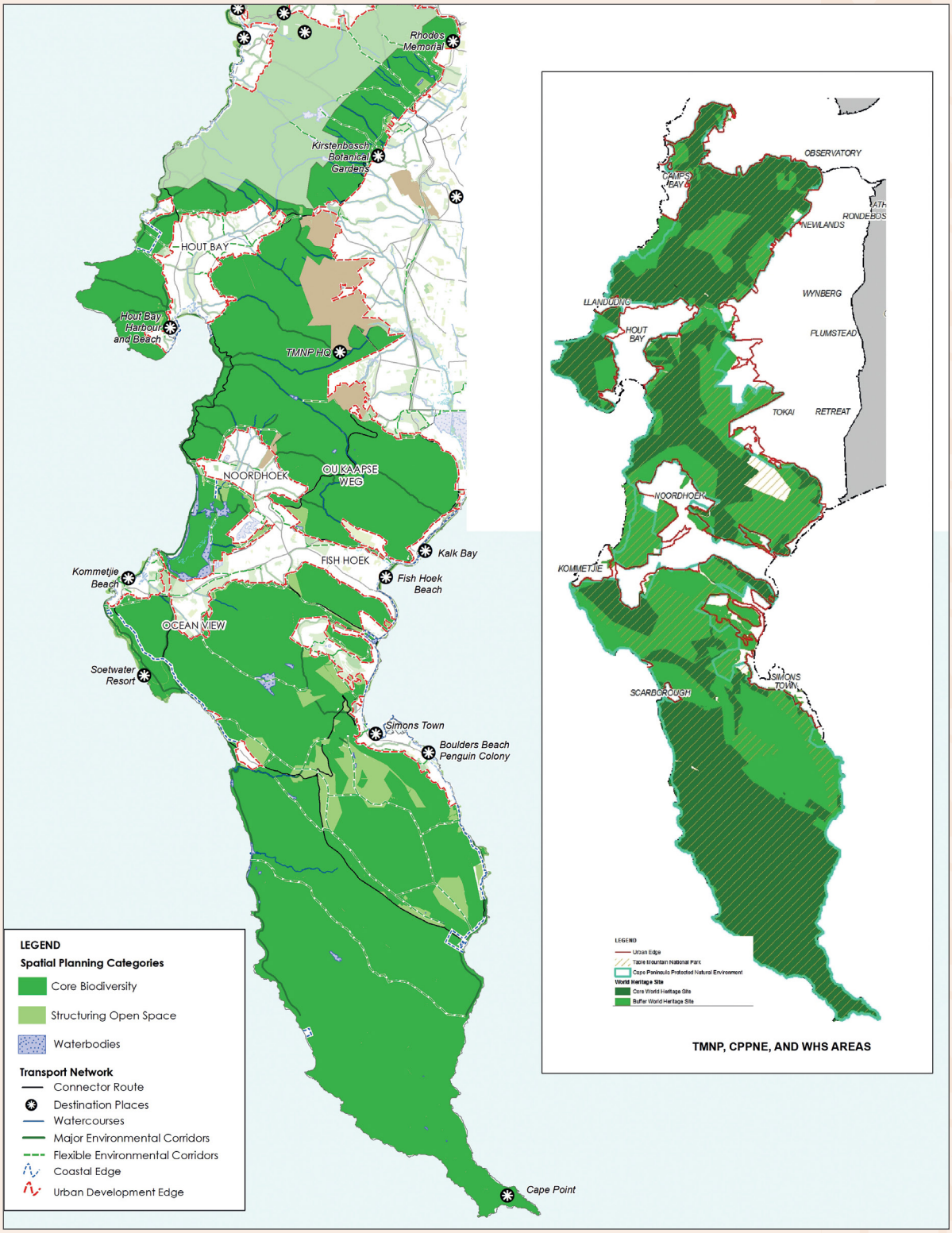


**Figure 21:** Subdistrict 5: TMNP and environs

# 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) |
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| **FLISP** | Finance-Linked Individual Subsidy Programme |
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| **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 |
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| **KNPS** | Koeberg Nuclear Power Station |
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| **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 |
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| **RAG** | Road Access Guideline |
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| **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.<br>1. Provisioning services are the benefits to people that can be extracted from nature, e.g. food and water.<br>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.<br>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.<br>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:<br>(a) all exclusions from the definition of floor space;<br>(b) toilets;<br>(c) lift shafts, service ducts, vertical penetrations of floors;<br>(d) lift motor rooms and rooms for other mechanical equipment required for the proper functioning of the building;<br>(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<br>(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 |
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| **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 |
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| **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 |
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| **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 |
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| **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 |
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| **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 |
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| **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 |
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| **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 |
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| **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. |

# NOTES:

# NOTES:

CITY OF CAPE TOWN
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STAD KAAPSTAD