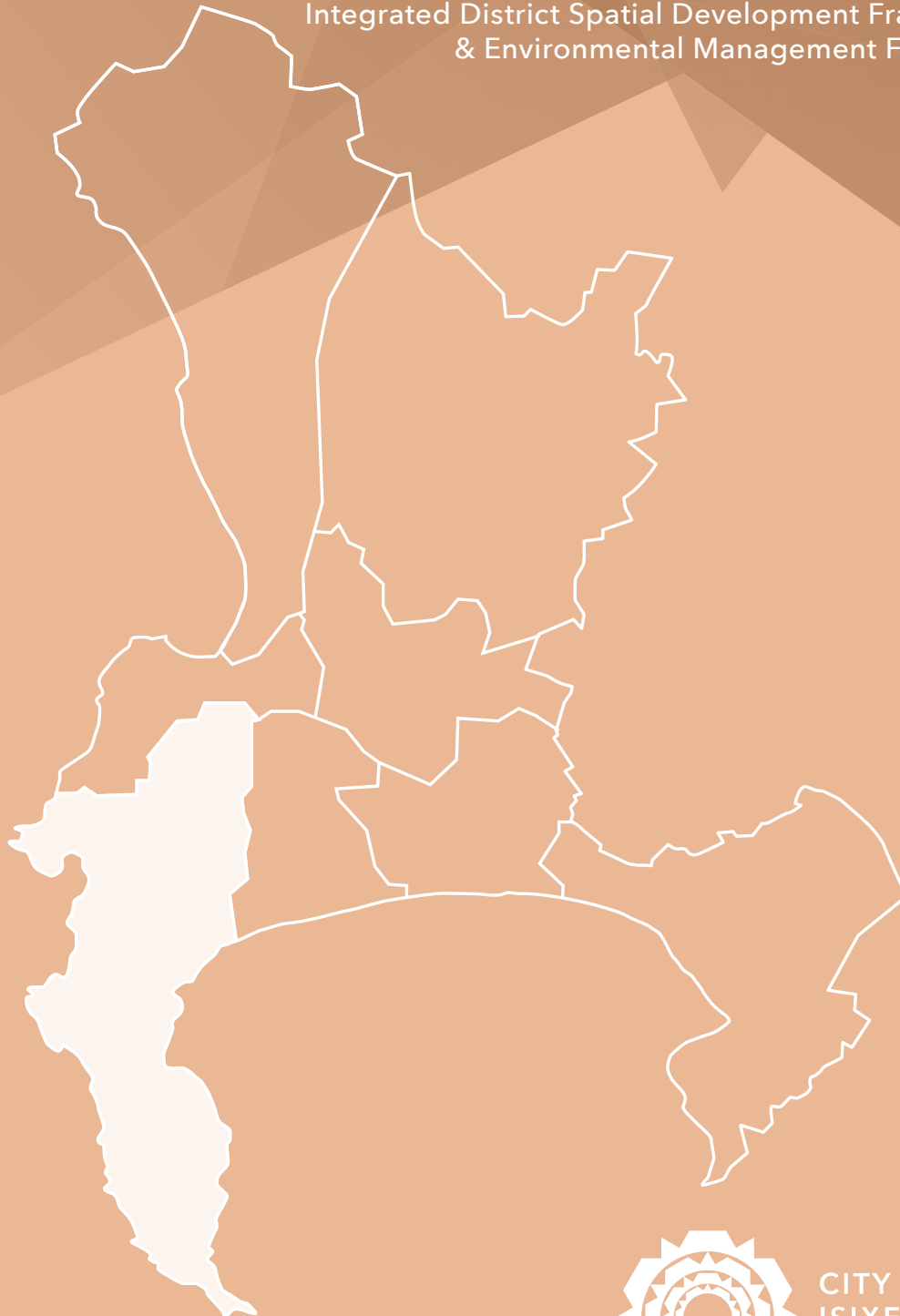


SOUTHERN DISTRICT PLAN

EXECUTIVE SUMMARY

JANUARY 2023

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



CITY OF CAPE TOWN
ISIXEKO SASEKAPA
STAD KAAPSTAD

SOUTHERN DISTRICT PLAN

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

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



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JANUARY 2023



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1. INTRODUCING THE DISTRICT PLAN

MUNICIPAL SPATIAL DEVELOPMENT FRAMEWORK OVERALL SPATIAL VISION:

A city of hope: A city committed to:

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

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

What is the District Plan and its role?

The District Plan responds to the question:

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

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

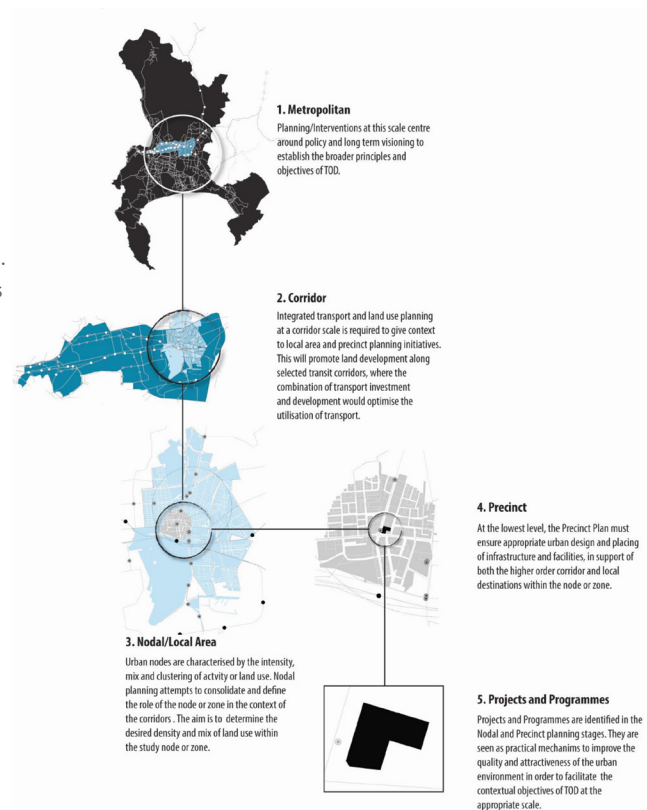


Figure 1: Understanding different scales of planning



VISION STATEMENT

FOR THE SOUTHERN DISTRICT

"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."



2. INTRODUCING THE SOUTHERN DISTRICT

This district is located in the southwest part of the City of Cape Town metropolitan area and it incorporates densely urbanised suburbs, agricultural lands and wine farms, and mountain ranges and valley enclaves. Its boundaries run from False Bay up to 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 ridgeline to the north of Hout Bay up to the 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

Key elements and interventions

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

This comprises the Main Road corridor from Mowbray down to Steenberg, inclusive of lesser corridors extending eastwards (such as Retreat Road and Wetton Road). This also includes 'urban infill' development of strategic land opportunities (such as Moquet Farm in Diep River).

2. Strengthen a system of different 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), and 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. Ensure 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, and proclaimed scenic routes.



Figure 2: Integrated concept for the Southern district.



3. SPATIAL PLANNING GUIDELINES

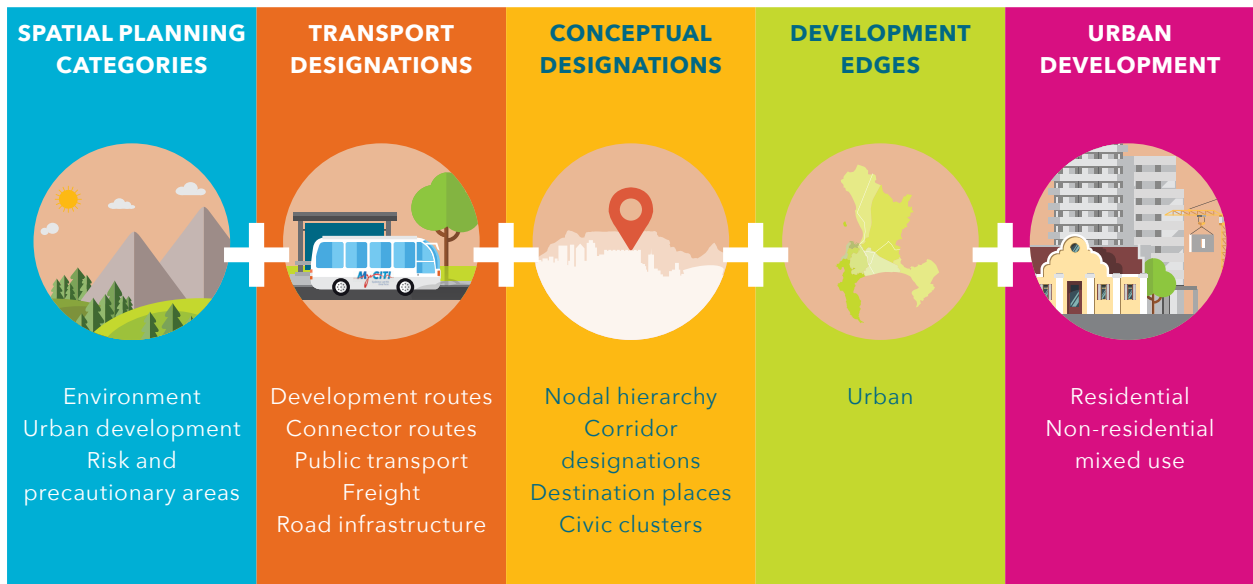


Figure 3: Broad categories that inform relevant spatial development

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

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

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

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

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



Spatial planning categories mapped:

SPATIAL PLANNING CATEGORIES

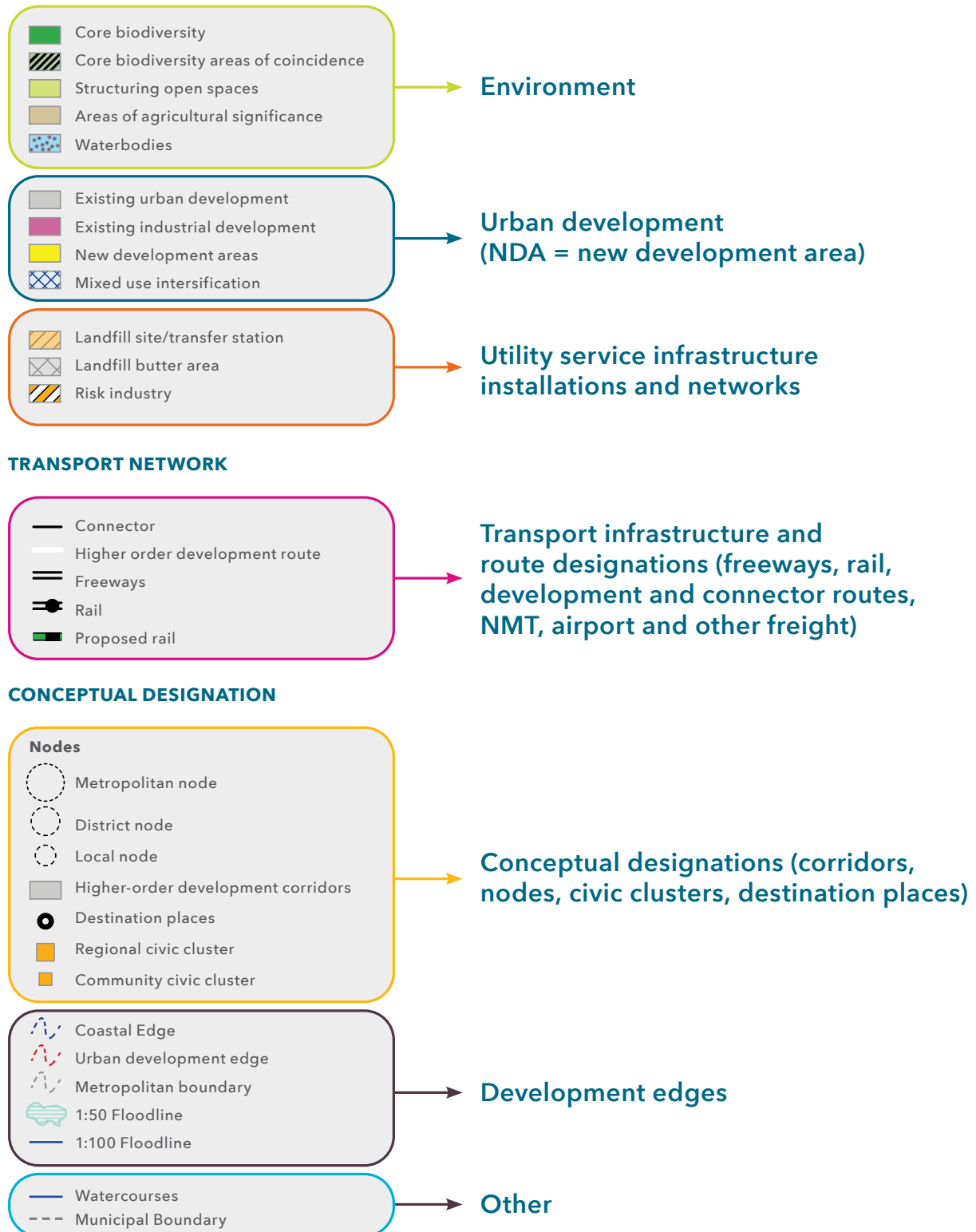


Figure 4: Spatial planning categories mapped:

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

4. ENVIRONMENT, BIODIVERSITY AND HERITAGE MANAGEMENT

ENVIRONMENT SPCs

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

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

In addition, the green infrastructure network (GINet) identifies green and blue open spaces in the district that are valuable from a green infrastructure perspective. Each site included in the GINet has information for a wide set of attributes such as

biodiversity, heritage value, and flood mitigation, etc. This provides detailed information about the attributes of each site that can be considered during a development process. The GINet focuses on the principles of multifunctionality, connectivity, and using nature to solve problems in the built environment. It is an informative layer.

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

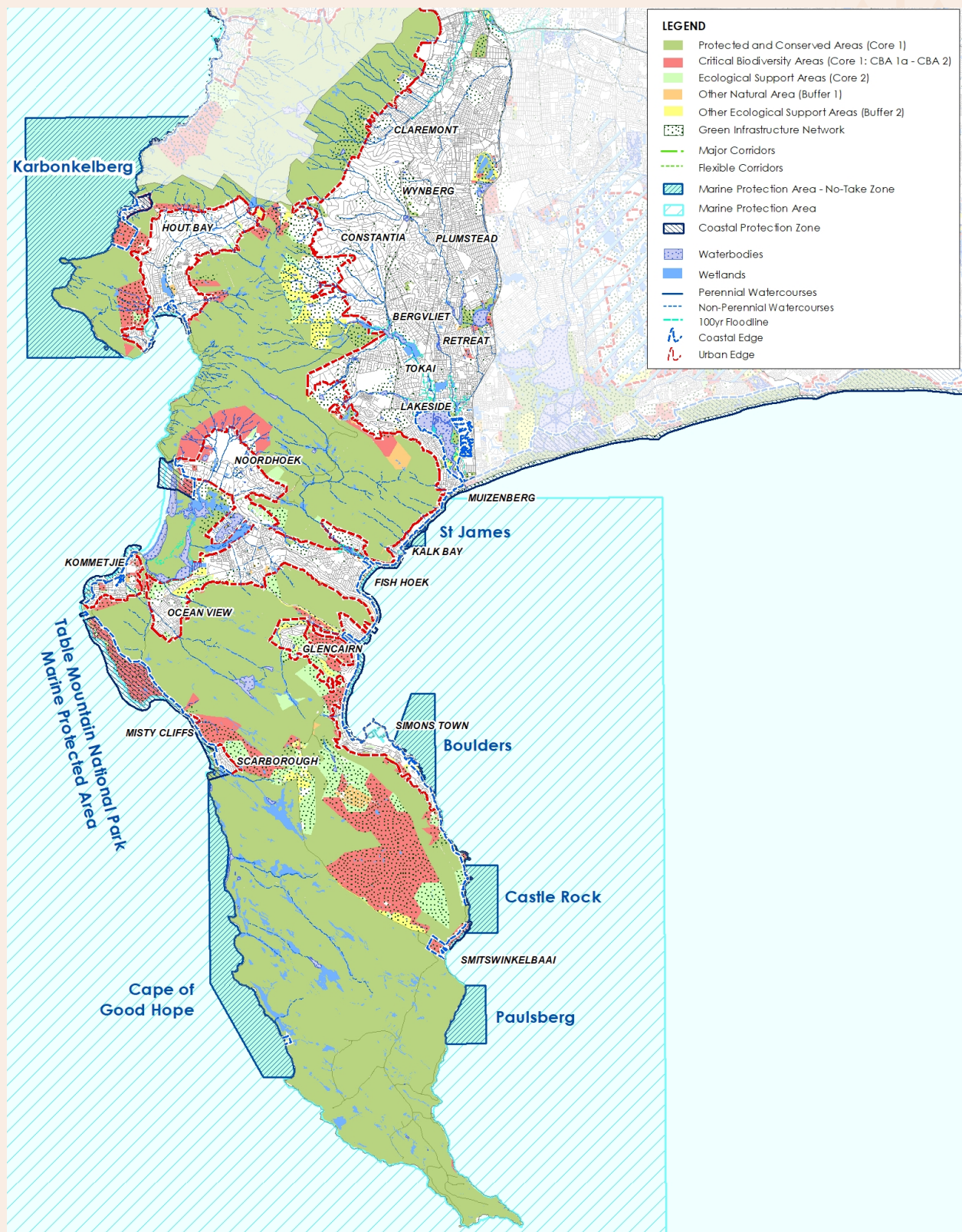


Figure 5: Green infrastructure and biodiversity for Southern district

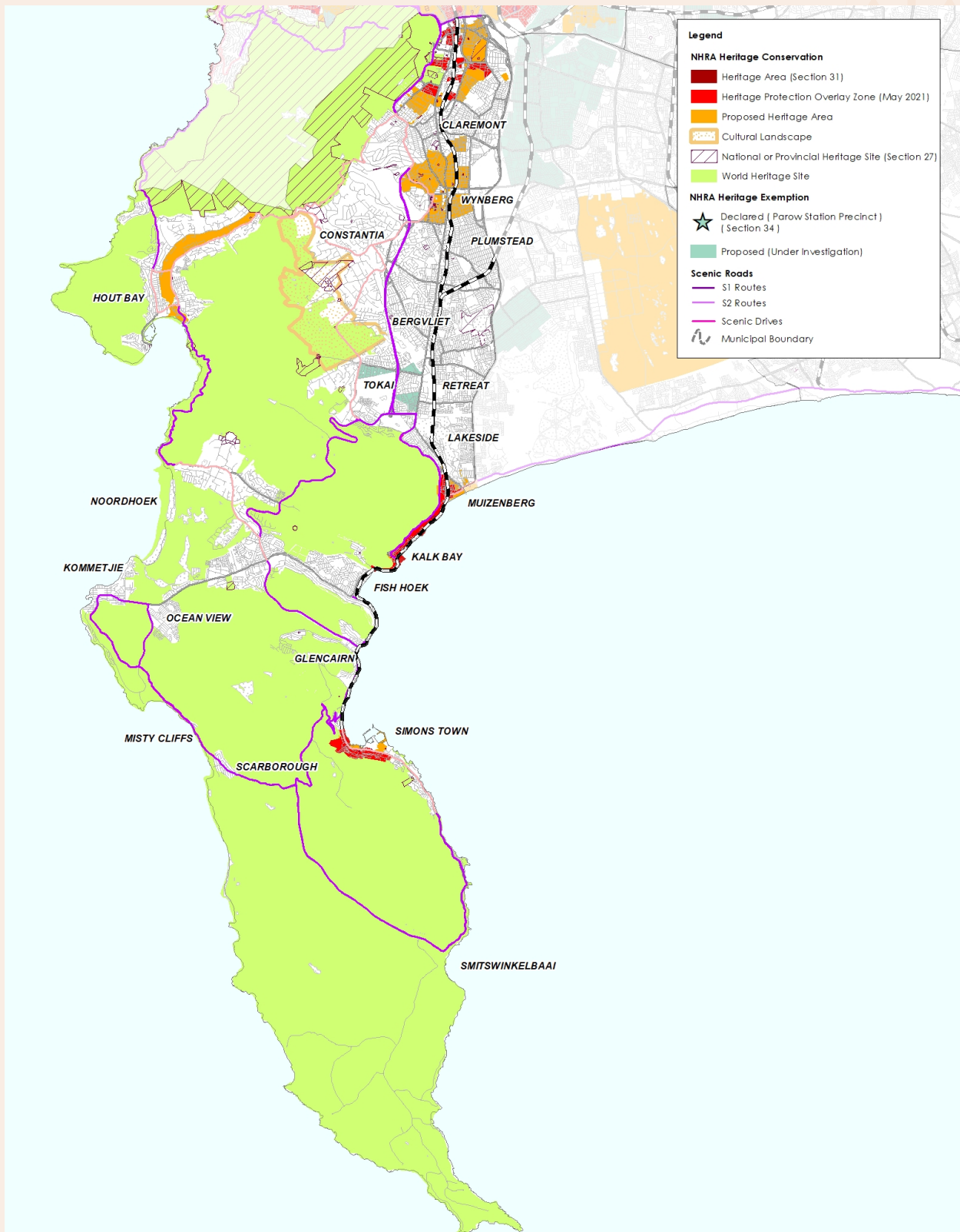


Figure 6: Cultural and heritage resources for Southern district

OTHER KEY SPCs AND RELEVANCE THE SOUTHERN DISTRICT:

Destination places

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

Coastal based:

- Muizenberg (beach and Zandvlei)
- Hout Bay harbour area
- Fish Hoek beachfront
- Kalk Bay
- Simon's Town Waterfront
- Boulders Penguin Colony (TMNP managed)
- Kommetjie Beach
- Cape Point (TMNP managed)

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), for example entry points to Constantia and other greenbelts, 'Die Oog', and all beaches.

Development edges

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

See urban development edge (UDE) and coastal edge above (CE).

RELEVANT NEW DEVELOPMENT AREAS (NDAS)

- Coastal area: Upgrade and improve infrastructure and access to coastal areas and reserves. (NB: Refer to subdistrict guidelines for detailed area specific guidance)

5. URBAN DEVELOPMENT - HOUSING

URBAN DEVELOPMENT SPCs

- Existing urban development
- Residential development
 - o General
 - o Fully and partially subsidised
 - o Informal settlement
- New development areas (future development)
 - o Residential development

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

Existing urban development:

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

Existing residential:

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

KEY SPCs REGARDING EXISTING DEVELOPMENT RELEVANT TO THE SOUTHERN DISTRICT

General	The general guidelines deal with all types of housing opportunities for low-, medium- and high-income groups in both market (private) and subsidised (public) developments.
Fully and partially Subsidised	Guidelines for fully and partially subsidised human settlements deal with all government-assisted housing projects within the various human settlements programmes, namely the Integrated Residential Development Programme (IRDP) (mixed tenure: BNG, FLISP, mixed-market for household incomes below R22 000), community residential units (CRU), Social Housing and Upgrading of Informal Settlements Programme (UISP).

Informal Settlements (NB: Refer to subdistrict guidelines for detailed area specific guidance)	Guidelines for informal settlements deal with all types of residential informality in the city, e.g. unlawfully occupied land and buildings, City- unapproved dwellings in the form of backyard units, main house extensions and conversions, etc. Informal settlements and temporary relocation areas (TRAs) include: • Hangberg • Imizamo Yethu • Boys Town • Masiphumelele • Ocean View • Red Hill • Small pockets elsewhere – in railway line reserves, etc.
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New development:

The table below indicates the quantum of new formal residential opportunities in the Southern District to accommodate the anticipated growth in population, with an estimated supply of 20

791 formal housing opportunities. 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.).

NEW DEVELOPMENT AREAS DENSITY GUIDELINES	
Density Target	Guideline
Potential low-density development 10-45 du/ha	The achievement of this target could occur via a range of housing typologies and varying net densities across the area. The development of required community facilities and open space should be addressed as part of the development of this area.
Potential medium-density development 45-75 du/ha	
Potential high-density development >75 du/ha	
RELEVANT NEW DEVELOPMENT AREAS (NDAS)	
New medium-density residential development is proposed for the undeveloped properties as opportunity infill development at the sites below. New developments should have a positive interface with the existing urban fabric, the existing residential developments and public open space.	
- Imizamo Yethu: Residential development is primarily encouraged, with limited mixed use, public facilities and open space. - Fernwood: Site is identified as having potential for low- and medium-density residential infill (housing). - Protea Village: Medium-density housing is encouraged (this is close to being developed, but is still to be approved; therefore it is retained as an NDA). - Waterloo: Support medium-density residential infill, whereby ‘inclusionary housing’ should be explored to permit some access to the area for low-income households. - Wynberg military camp: The most appropriate future use of this site should include a consolidation and intensification of current military land uses, with infill on the remainder that is a mix of predominantly medium-density residential and office space. Inclusionary housing is also encouraged to promote access to the area for low-income households. - Princessvlei area site: Multi-storey, medium-density housing is encouraged to maximise the potential for proximity to valuable open space and relative access to public transport. Inclusionary housing is also encouraged to promote access to the area for low-income households. - Capri area: Medium-density residential should be encouraged on land abutting Kommetjie Main Road, with lower-density housing behind (to the south of) this up the lower slopes. - Fish Hoek town site: Potential for medium-density residential infill development on this site. Opportunity for provision of a wider range of housing opportunities in the area that is currently available.	
(NB: Refer to subdistrict guidelines for detailed area-specific guidance.)	



6. INFRASTRUCTURE

KEY OVERALL OBJECTIVES IN RELATION TO MOVEMENT AND DEVELOPMENT

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

TRANSPORT SPCs INCLUDE:

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

INFRASTRUCTURE SPCs INCLUDE:

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

Transport

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

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

KEY TRANSPORT SPC'S OF RELEVANCE TO THE SOUTHERN DISTRICT:			
Freeways	N2 (Settlers Way)	M3 (Simon van der Stel/Blue Route)	M5 (Kromboom Parkway)
Rail	Southern line	Cape Flats line	
Development routes	Metro scale/high order - high-frequency and -volume public transport routes within MSDF development corridors - Main Road (Mowbray-Kirstenhof) - Klipfontein Road - Imam Haroon into Chichester Road - Ottery Road into South Road		
	District scale/lower order - high-frequency, low-volume public transport routes - Lansdowne Road - Wetton Road - Retreat Road - Military Road		
Connector routes	High order - higher mobility-orientated routes, with some public transport, parallel to/supporting development routes or linking more distant urban nodes to urban corridor areas		- Kommetjie Main Road - Constantia Main Road - Rosmead Road - Belvedere Road - Newlands Avenue - Spaanschemat Road
	Lower order - low-mobility routes serving only a local area Local neighbourhood roads		
	Scenic routes SR1 and SR2 routes as approved in terms of policy (see environmental section for specific development guidance)		
NMT routes	High order - 'destination' promenades, cycle routes, and closed streets that are high attractors from across the metro Promenade from Muizenberg (Sunrise Circle) to Fish Hoek, and Fish Hoek to Simon's Town Lower order - district-attractor walkways (e.g. coastal walkways or around major parks), high-attractor (submetro) cycle routes, all local roads - especially those of subdistrict significance - Tokai Main Road - Kommetjie Road - Hout Bay Main Road - Constantia Main Road 2nd Avenue, Harfield Village - Palmyra-Liesbeeck Road - Prince George Drive - Simon's Town - Hout Bay - Kalk Bay		
Harbours	- Simon's Town - Hout Bay - Kalk Bay		
Development corridors	Metro scale/higher order - high-frequency and -volume transport routes within MSDF development corridors - Main Road corridor (between Mowbray and Kirstenhof) - Klipfontein Road corridor - Imam Haroon Road - Chichester Road corridor - Ottery Road - South Road Corridor	District scale/lower order - high-frequency, low-volume public transport routes - Main Road (between Lakeside and Fish Hoek) - Wetton Road - Retreat Road - Military Road	

RELEVANT NEW DEVELOPMENT AREAS (NDAS)

- Newlands rugby stadium: Access to the site and integration with NMT but also public transport will need very careful consideration.
- Imizamo Yethu: A public stop/interchange should be accommodated along the interface with Hout Bay Main Road.
- Greater William Herbert area: Integrated and continuous NMT development is encouraged, which is also linked to adjacent key areas including Kenilworth racecourse and Chukker Road precincts, and the Wynberg urban node.

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

Utility service infrastructure installations and networks

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

KEY UTILITY SERVICE INFRASTRUCTURE SPCs OF RELEVANCE THE SOUTHERN DISTRICT:

Precautionary areas and utility service infrastructure installations	District elements
Noise exclusion Zones	None
Landfills and/or buffer zones	Old landfills at, e.g.: • Noordhoek • Witsand
Wastewater treatment works (WWTW)	• Wildevoëlvlei • Simon's Town
Cemeteries	• Plumstead • Constantia (Parish Road) • Constantia (Strawberry Lane) • Hout Bay (Hughendon/Imizamo Yethu) • Ocean View
Broadband/IT/Wi-Fi cabling	All areas – but primarily the following: • All nodes • All development corridors

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

7. ECONOMY

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

KEY SPCs RELATING TO THE ECONOMY:

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

The Southern District Plan promotes land use intensification, which implies a greater mix of residential and non-residential land uses (diversification) through the increased use of space, both vertically, and horizontally (densification). This should be encouraged in locations with good public transport access, concentrations of employment, commercial development and other amenities, or where such accessibility and concentration is planned.

Urban nodes

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





KEY NODAL DESIGNATIONS IN THE SOUTHERN DISTRICT

Metropolitan	District node	Local node	Neighbourhood node
Claremont/Wynberg 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 'inter-nodal' and surrounding residential areas.	- Retreat/Tokai (this node, including Blue Route, is considered the most significant of these nodes) - Mowbray - Kenilworth Centre - Plumstead - Diep River - Muizenberg - Fish Hoek - Sun Valley (Longbeach)	- Hout Bay West - Hout Bay East - Rondebosch - Kenilworth (Main Road) - Constantia 'village' - Constantia 'Emporium' - Meadowridge - Westlake - Masiphumelele - Ocean View/Imhoff's Gift - Simon's Town	(these would only be indicated at subdistrict scale) - Imizamo Yethu, and Hout Bay West - On Klipfontein Road - Belvedere Centre - Rosmead and Ottery roads intersection - High Constantia - Victoria and De Waal roads intersection - Main Road, Heathfield - Tokai Road - Steenberg Station - Lakeside - Dido Valley - Glencairn - Noordhoek village - Lochiel Road area - Kommetjie

Mixed-use intensification areas

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

KEY SPCs AND RELEVANCE THE SOUTHERN DISTRICT:

Mixed-use intensification areas	These include developed or partially developed areas where further intensification and diversification of existing land uses are supported or where appropriate redevelopment to a mix of land uses is actively encouraged. It should be noted that a mix of land use for both new development areas and intensification areas refers to an appropriate combination of either • residential and non-residential uses or • non-residential uses (i.e. industrial, commercial, institutional or public service).	Areas to note • All business areas associated with identified urban nodes, e.g. - o Claremont - o Wynberg - o Retreat - o Kenilworth • Business areas, e.g. - o Retreat Road - o Military Road - o Lansdowne Road - o Klipfontein Road • Civic precincts
Industrial: Existing and new development areas (NB: Refer to subdistrict guidelines for detailed area specific guidance)	General industrial areas should be supported in industrial designated areas and allowances should be as per the Municipal Planning By-law. Support the prioritisation of public-private sector investment in identified growth areas within the industrial nodes, ports and primary freight infrastructure.	Existing areas to note • Hout Bay harbour • Area between Access Park and Imam Haroon Road • Elfindale (De Waal Road) • Retreat Main Road • Retreat Industrial (Main Road) • Westlake • Sun Valley • Lekkerwater Road • Kommetjie • Risk/noxious industrial - o Hout Bay harbour fish factory - o Newlands brewery

RELEVANT NEW DEVELOPMENT AREAS (NDAS)

- Constantia Corner – Ladies Mile Spaanschemat River Road ‘emporium’: Encourage integrated, mixed-use development inclusive of commercial and medium-density housing (and possibly public facilities).
- Imizamo Yethu: Limited and appropriate mixed-use development should be accommodated along the interface with Hout Bay Main Road.
- Greater William Herbert area: The most appropriate future use of this area should be for mixed use.
- Moquet Farm: The most appropriate future use of this area should be for mixed use, including commercial and high-density housing.
- Main Road, Retreat: 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.
- Imhoff’s Gift: 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.

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

8. INTEGRATION, EQUITY AND SOCIAL JUSTICE

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

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

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

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

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

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

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

9. SOUTHERN SPATIAL DEVELOPMENT FRAMEWORK DISTRICT MAP



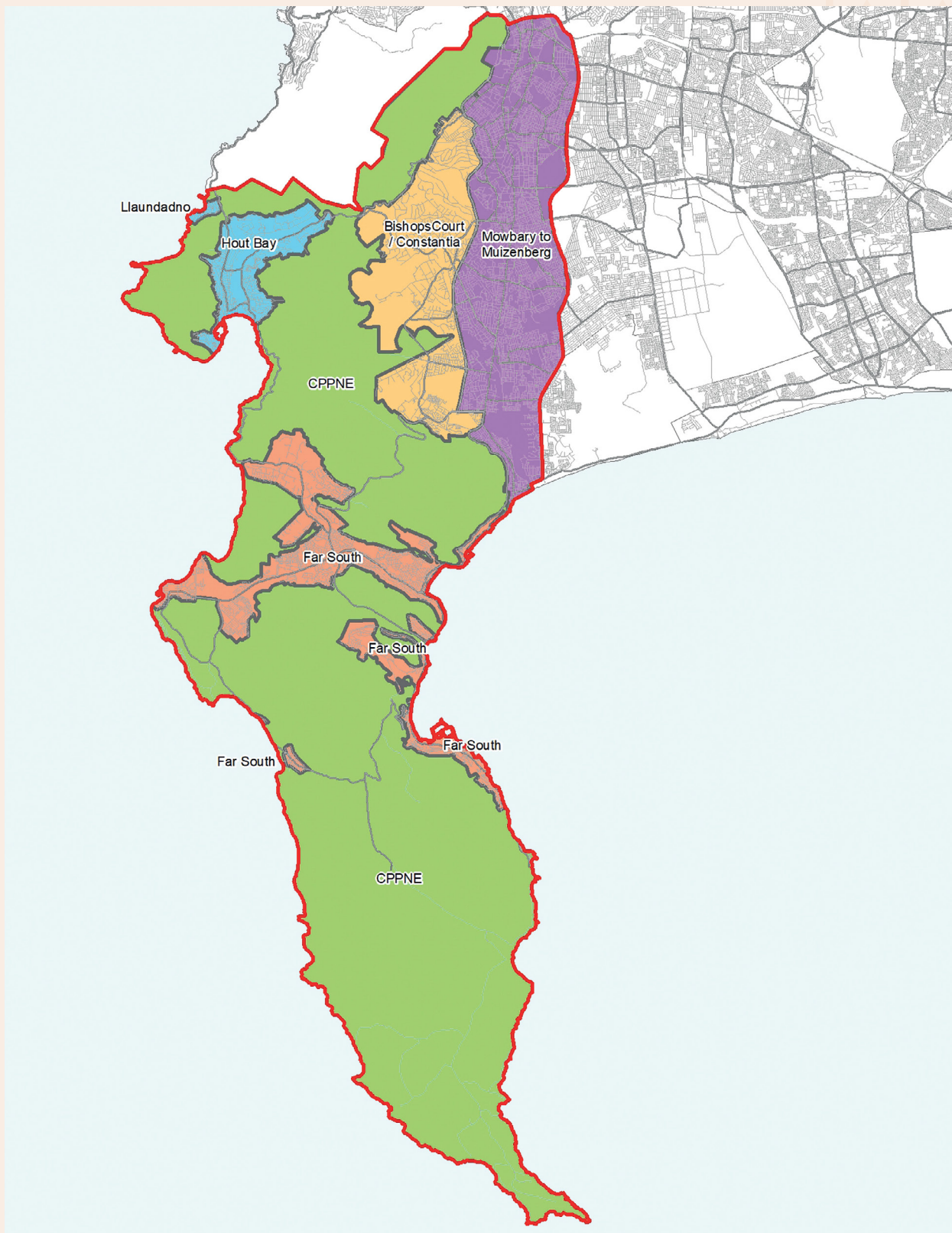


Figure 7: Southern district subdistrict demarcation

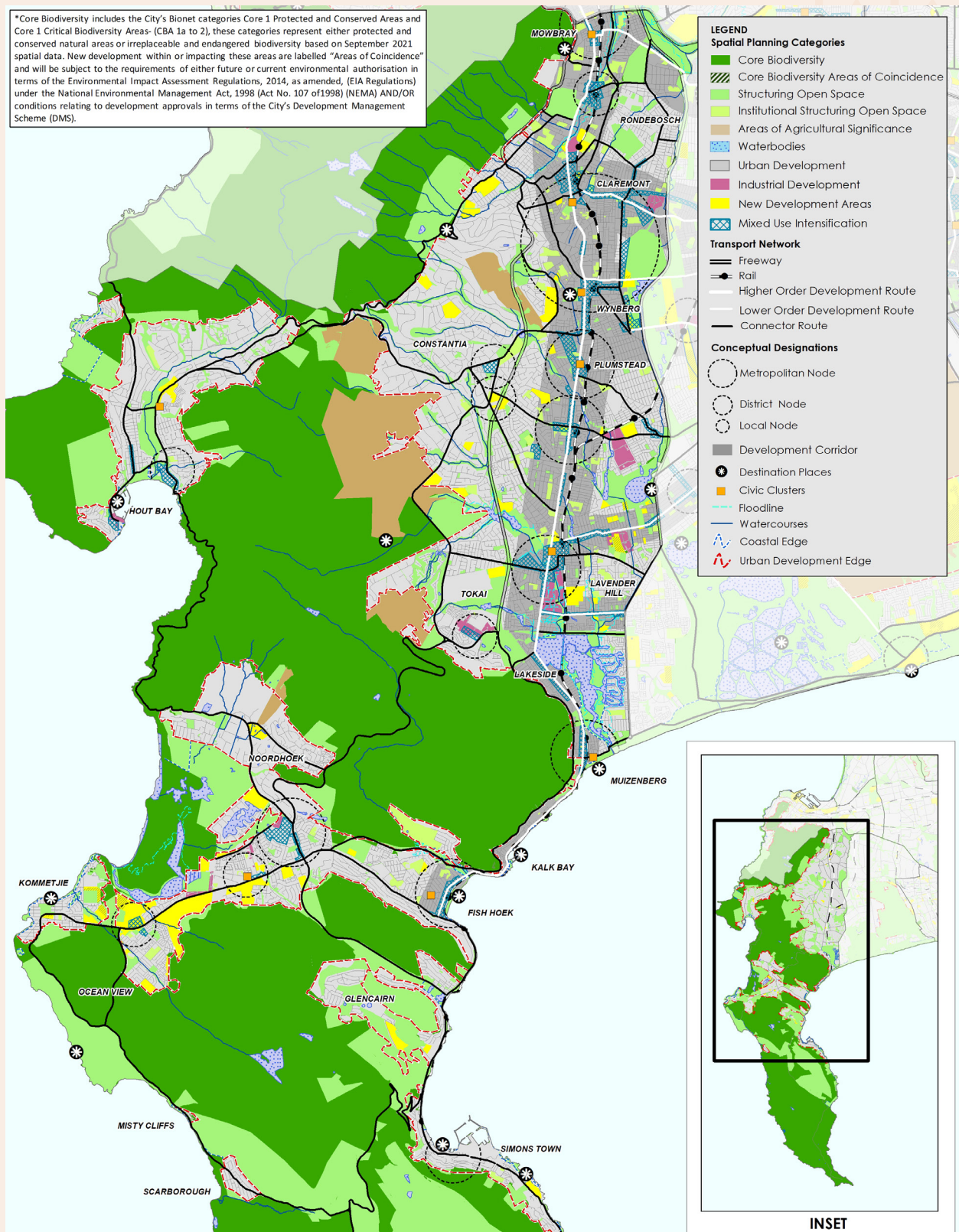
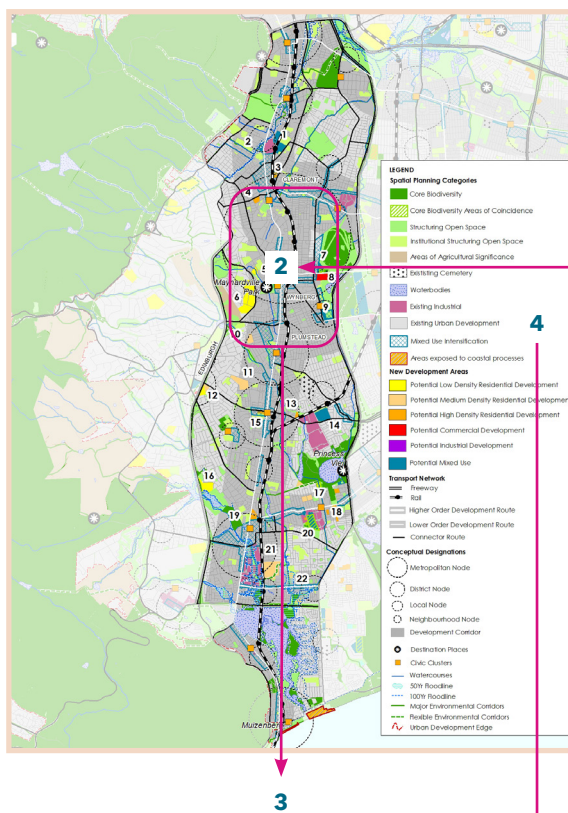


Figure 8: Southern District Spatial Development Framework map

10. HOW TO READ THE DOCUMENT

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



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

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

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

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

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

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

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

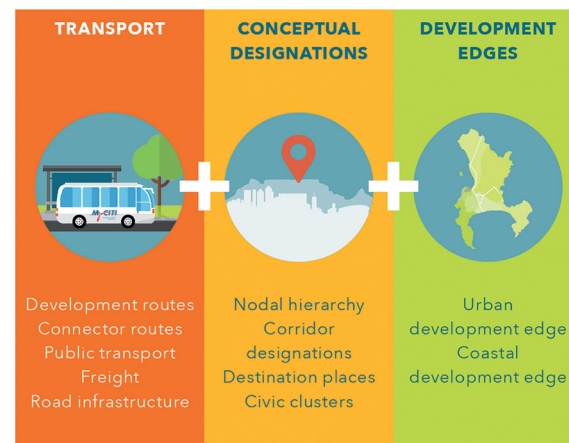
a) Urban development - general (applicable to all areas)	1. These areas should be considered for a wide variety of urban uses such as housing development, public open spaces, community facilities, mixed use/business development (where appropriate), but should not include noxious industrial uses.
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Refer to the corresponding guidelines for these map elements. Start with the **subdistrict map**, if there is nothing specific, study the **District SDF map**.

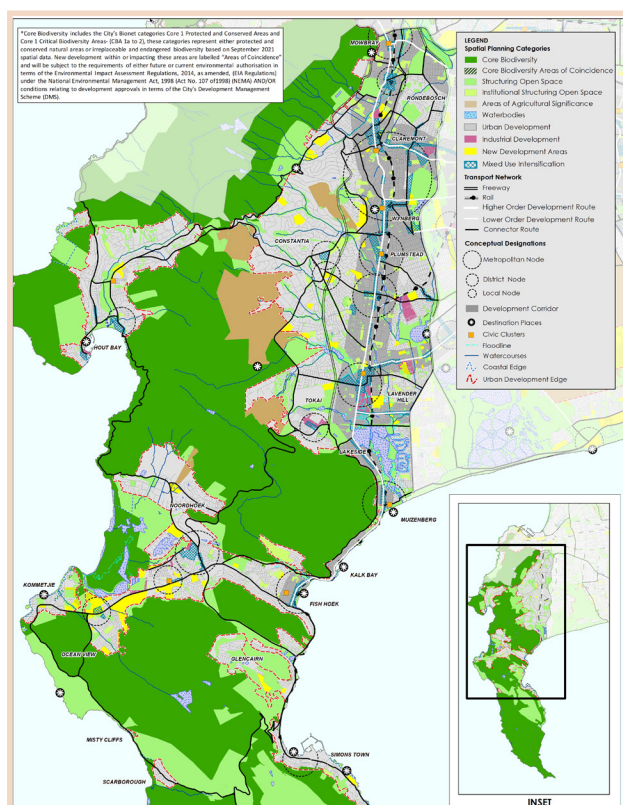
BIODIVERSITY AND STRUCTURING OPEN SPACES	COMPONENTS AND DISTRICT ELEMENTS	GUIDELINES AND MANAGEMENT PRIORITIES
3.1.5 CONSERVATION AND BIODIVERSITY PRIORITY ZONE (Full extent together with GINet shown in figure 11)		
f) Structuring open spaces	Parks, sports fields and other	16. Road and rail reserve sites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

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

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



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



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

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

HOW TO GET HOLD OF US

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