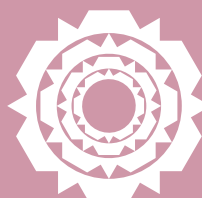
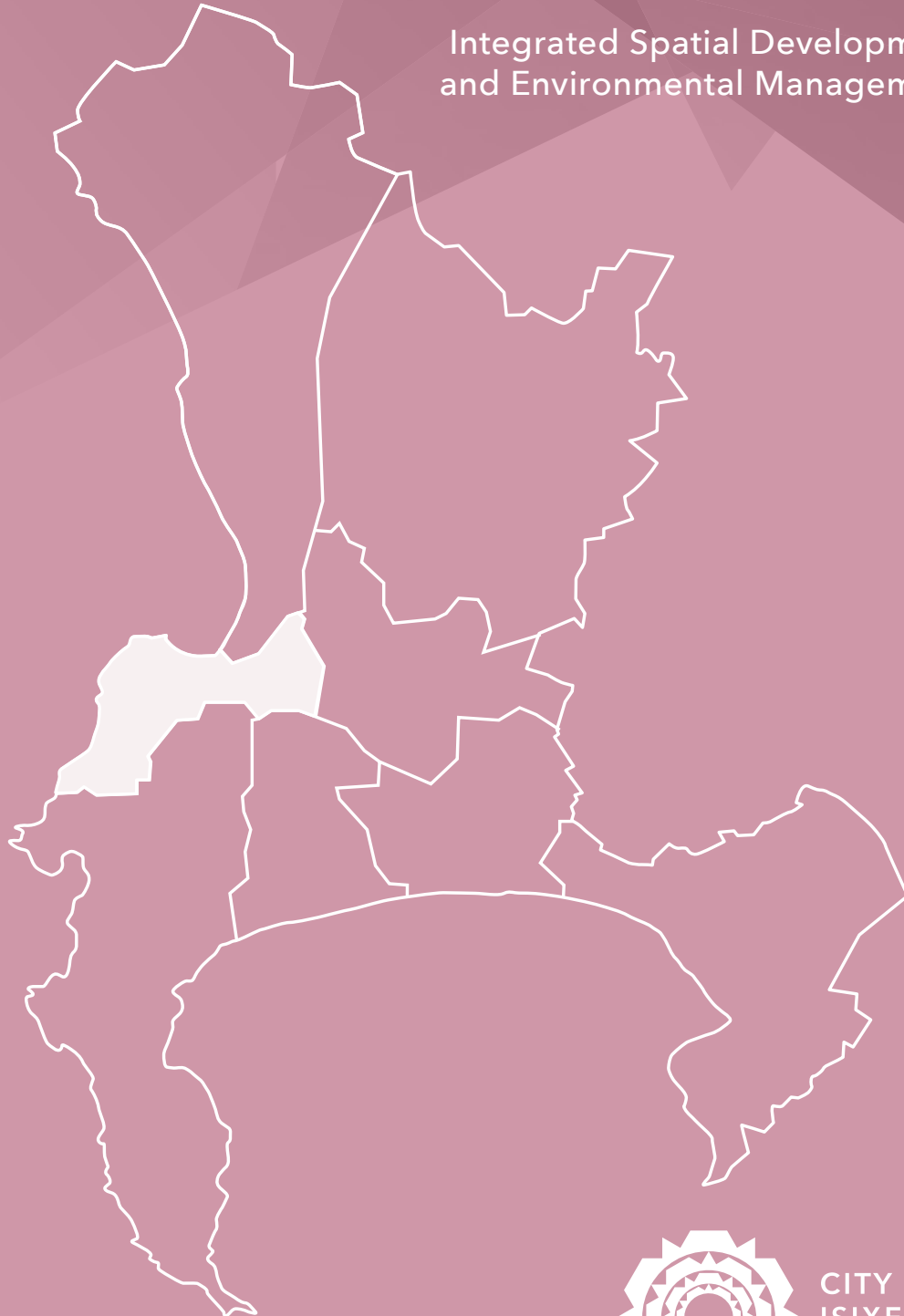


TABLE BAY DISTRICT PLAN VOLUME 2

TECHNICAL REPORT • JANUARY 2023

Integrated Spatial Development Framework
and Environmental Management Framework

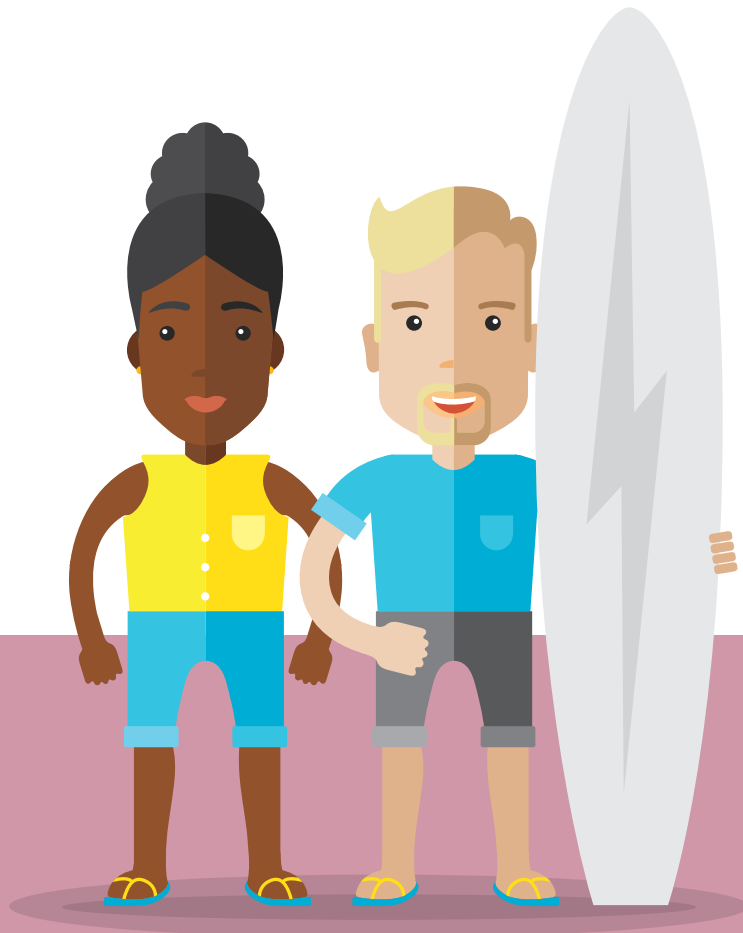


CITY OF CAPE TOWN
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STAD KAAPSTAD

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MAKING PROGRESS POSSIBLE. TOGETHER.

JANUARY 2023



CITY OF CAPE TOWN
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STAD KAAPSTAD

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

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

SECTION	PURPOSE AND FOCUS
1. INTRODUCTION	Outline of background and legislative status of SDF and EMF
2. SPATIAL OBJECTIVES	Sets out the overall direction, the principles and strategies governing the guidelines and proposals
2.1 Spatial Vision for 2030 and Beyond	The key structuring elements or spatial ideas for the structure and focus of interventions of the district
2.2 Spatial transformation areas (MSDF)	The four primary spatial transformation areas (STAs) that set out the basis for growth management through public investment
2.3 District spatial vision	Sets out the vision for the district
2.4 Role of the district	Explains the role of the district
2.5 Integrated district concept	Illustrates the main spatial ideas of the District Plan
2.6 Key interventions	Briefly describes the key interventions required to achieve the spatial objectives, as illustrated through the spatial vision and the spatial concept, and based on the role of the district
3. DISTRICT DEVELOPMENT GUIDELINES	- Application of the spatial concepts and structuring elements, as identified in section 2, to the district - Forms the 'broad level' guide to the desired future spatial form of the district and is supplemented by more detailed subdistrict land use guidelines in section 4
3.1 Spatial planning categories	- This includes development guidelines at a broad district scale for the major land areas in the district (e.g. natural, agricultural and urban areas). The categories are aligned to those adopted by the CTMSDF - Provides development guidance in relation to areas that may present a risk or limit land use or activities in the district (e.g. flood-prone areas, buffers associated with noxious uses)
3.2 Transport infrastructure and route designation	Provides direction to the desired positive functioning of land use/transport network to support the public transport network and the accessibility of social and economic opportunities in the district
3.3 Conceptual designations	Provides broad guidance in relation to spatial concepts that are not precisely spatially defined at the district scale (e.g. urban nodes, civic precincts, destination places). Land use and form implications may be detailed through local area plans
3.4 Urban development edges	Provides direction to urban growth in relation to the definition of development edges in the district

SECTION	PURPOSE AND FOCUS
4. SUBDISTRICT DEVELOPMENT GUIDELINES	- Supplements the SDF and EMF: district development guidelines with more detailed subdistrict development guidelines that provide further direction in terms of achieving desired spatial form at a local level - Reference is made to where more detailed local area plans exist and will continue to provide guidance to decision making

LOCATING THE ENVIRONMENTAL MANAGEMENT FRAMEWORK (EMF*) ELEMENTS (TO ENSURE COMPLIANCE WITH NEMA):

CONTENT ELEMENTS	GUIDE TO LOCATION OF CONTENT IN THE DISTRICT PLAN
- Identification of the area to which EMF applies - An indication of the conservation status of the area	Baseline information and analysis report
A description of how information was captured	Baseline information and analysis report
Identification of information gaps	Baseline information and analysis report
- Specification of the environmental attributes in the area as well as parts of the area to which attributes relate - Interrelationship and significance of the attributes	- Baseline information and analysis report - SDF and EMF report
Development pressures and trends, opportunities and constraints	Baseline information and analysis report
Description of the environmental (management) priorities in the area	District Plan report
- Information on activities that would have a significant impact on those attributes and those that would not - Information on activities that would be undesirable in the area or specific parts of the area	District Plan report
Management proposals and guidelines	District Plan report
The desired state of the environment	District Plan report
Revision schedule for the environmental management framework	District Plan report
A description of the public participation process including issues raised by I&APs	See public participation report in volume 4 to follow

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



1. INTRODUCTION AND BACKGROUND

The Table Bay Integrated District Spatial Development Framework (SDF) and Environmental Management Framework (EMF) (referred to going forward as the District Plan) is one of eight spatial plans, developed for the planning districts of the City of Cape Town. The planning district boundary delineation is explained in section 1.1.

The eight district plans are informed by, amongst others, the citywide Cape Town Municipal Spatial Development Framework 2023 (MSDF). Whilst this plan is grounded on the current realities in the district, and the vision of 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, developers and regulatory decision makers who all play a role in shaping urban development.

As such, the plan comprises of 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 broad guidelines 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 Table Bay District is located in the northwest of the city and covers 113 km² or 11 300 ha. It contains the historic heart of Cape Town and the economic centre of the city. All main roads, national roads and rail in the Western Cape begin here. The Port of Cape Town, the second busiest port in South Africa, is located in the district.

The district is the commercial and tourist centre of Cape Town, including the central business district and Atlantic seaboard. Roughly 28% of the city's economic opportunities are located in the district, which has seen growth in its economic contribution to the region of approximately 2% a year in the past eight years. This growth trajectory has been dramatically altered by the Covid-19 pandemic, bringing about the need for a recovery plan for the CBD and surrounds.

The CBD and surrounding suburbs, overlooked by Devils Peak, Table Mountain, Lions Head and Signal Hill and surrounded by the sea, is a globally significant destination. Of the 5,2 million airport arrivals at Cape Town International Airport in 2019, the majority visited the CBD, with the most popular attraction being

the V&A Waterfront, and receiving over 23 million visits a year in 2019. Above the City Bowl is the Table Mountain Aerial Cable Way, the most popular point of access to the Table Mountain National Park (TMNP). Approximately 32% of the 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 mutual cognisance. Approximately 14 per cent of the TMNP is located in the Table Bay District, with the remainder within the Southern District. On 30 January 2009, the core and buffer areas of the peninsula portion of the World Heritage Site 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.

Cape Town CBD is the oldest urban centre in the City of Cape Town (and the Western Cape). The historic narrative of this oldest part of the city includes its origins as a Dutch refreshment station established by the Dutch East India Company; an economy built on slave labour; the military competition between Dutch and British trade for the control of the Cape and a site of British empire-building and expansion of colonial interests from 1806 onwards. The urban landscape of Cape Town gives testament to the inequalities of the apartheid town planning, with the landmark site being District Six (forced removals) and the high-density townships on the periphery of the (old) city.

In the past ten years, redevelopment, rising land values and rising rentals and rates have changed the urban fabric, particularly in the CBD and surrounding areas, leading to affordability battles for the area's historic communities and an increasing concern to prevent gentrification and maintaining the Cape Town suburbs' population diversity.

The district population is approximately 236 010 (which is 5,7% of the total population of the City); however, more than 30% of the city's employees worked here in 2019. Trips generated in the district leads to congestion for much of the year and a greater demand for housing closer to the CBD. In 2020, Covid-19 precipitated the largest shift to remote



Figure 1: Table Bay District boundaries

working in the world, decreasing congestion but creating new challenges for the CBD.

Of the approximately 81 337 households in the district, half of all households have either one or two members. Living conditions across the district are diverse, with some of the wealthiest areas and highest land values in the west of the district and the start of the Cape Flats, with some of the most impoverished living conditions in Langa township in the east.

Refer to figure 1 for the location of Table Bay District.

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 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 faced by the district.

Therefore, the District Plan is a medium-term plan (developed on a +/- 10-year planning frame) 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 means of a greater level of detail than that provided in the MSDF. These are captured in chapters 3 and 4.

The district plans also inform strategic public and private investment initiatives as well as the development priorities for more detailed local area planning. These are captured in volume 4.

Given that the District Plan integrates various policy instruments, i.e. the line departments of the municipality 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).

The District Plan attempts to find innovative ways to deal with historic development challenges differently while balancing the need to promote, amongst others, green infrastructure, environmental sustainability and climate resilience approaches and principles. Therefore, the aim is to achieve a single policy document for planning and environmental decision making. It also proposes and initiated a process for achieving needed exclusions from environmental processes and for fast-tracking the development process. These are discussed in more detail in the implementation plan.

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 City's Densification Policy and 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 12);
- b) The relevant subdistrict maps that include additional local area detailed spatial designations (figures 22, 24, 26, 27); and
- c) The district and subdistrict development guidelines in chapters 3 and 4.

Environmental Management Frameworks (EMFs) that aim to promote sustainability, secure environmental protection and promote cooperative environmental governance 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). An EMF must include an assessment of:

- The need for an EMF;
- The status quo of the geographical area that forms the subject of the EMF;
- The desired state of the environment; and
- The way forward to reach the desired state.

Lastly, 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 districts' 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.

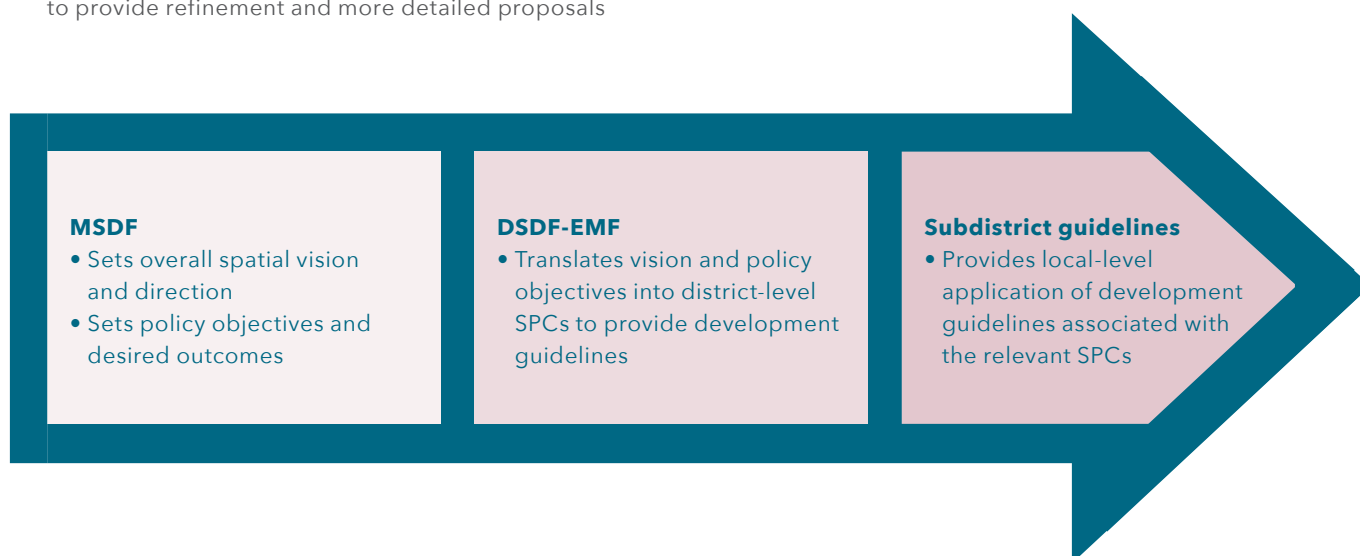


Figure 2: District SDF-EMF (District Plan) in relation to the MSDF and subdistrict guidelines

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

1.4.2 Future review of the District Plan

It is envisaged that the District Plan will be reviewed on a 10-year basis and, to some extent, should fulfil

the need for a sense of continuity and predictability. However, within that period, there are likely to be components of the District Plan that will require amendment or review as summarised in table 1.

Table 1: Schedule for review of DSDF

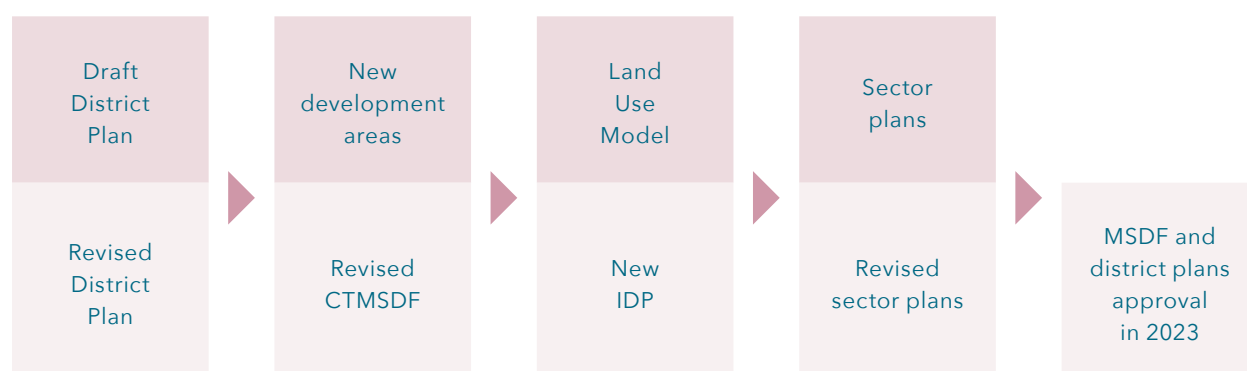
COMPONENT OF DISTRICT PLAN	SCOPE OF REVIEW	PERIOD
Integrated District SDF and EMF	Comprehensive	10 years
Spatial development framework: district development guidelines	Limited, focused on urban edge line	Five years (or annually to coincide with the annual IDP and CTMSDF technical reviews)
EMF (EIMZ)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

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

1.5 Linkages to other municipal work

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

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

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



THE HISTORICAL COMPANY'S GARDEN IN THE HEART OF THE MOTHER CITY, IS THE OLDEST GARDEN IN SOUTH AFRICA AND APART FROM BEING A GREEN LUNG, IT IS HOME TO MUSEUMS AND ART GALLERIES.

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 Table Bay 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 12);
- b) The relevant subdistrict maps that replicate the SDF map but includes additional (more local area) detailed spatial designations (figures 22, 24, 26, 27); and
- c) As discussed above under section 1.3, chapters 3 and 4 of the District Plans, i.e. the district and subdistrict level development guidelines, respectively.

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 13)
- b) Cultural and heritage resources (figure 14)

In accordance with section 99(3) of the MPBL, the assessment of applications also gives consideration to the City's IDP and supporting strategies (e.g. Economic Growth and Social Development strategies, Environmental Strategy), and approved planning policy, for example the Transit Oriented Development Strategic Framework and other impact considerations

including economic, social, land use, heritage and services.

1.7 Meeting development and environmental objectives and key shifts since 2012

As an overarching departure point, the District Plan aims to achieve spatial transformation by aiming to accommodate the backlogs related to past growth and the estimated future growth. The figure to the right gives an indication of what this growth entails.

Some of the main departure points between the City's early 2015 land use modelling and the updated 2020 Land Use Model are indicated in the table below:

Table 2: Main departure points between 2015/16 and 2020 LUM

Residential departure points	• More low-income households will need to be accommodated with less government funding for housing provided • Subletting of land for income generation will become even more prevalent • Significant increase in the growth of informality – 1 200 ha of new informal settlement areas assumed and new boarding house typologies included • Most new residential developments will likely be multistorey • Residential infill and densification will continue in spite of intentions to target corridor densification along public transport corridors • Residential intensification will continue in spite of diminished formal economic opportunities (people still need a place to stay)
Non-residential departure points	• The inertia and limited relocation potential of non-residential land use are accepted • New industrial floor area, by and large, takes place in existing industrial areas, with office development also following similar agglomeration trends in existing office-dominant Economic Areas Management Programme (ECAMP) zones • Retail response is stronger to population thresholds, and will thus follow residential infill and intensification patterns • Technological advancements will continue to negatively impact demand for office, retail and manufacturing space • Greater demand for warehousing, co-work, and business process outsourcing (BPO) is envisaged • A greater demand for mixed-use buildings due to a need for more sustainable, smart buildings that are occupied for longer parts of the day

POPULATION 2020-2040



±1 752 740

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

RESIDENTIAL DWELLINGS/HHS



±630 264

Formal, informal/backyard dwellings

NON-RESIDENTIAL

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 (m² GLA)

±1 481 951

Office (m² GLA)

±3 650 764

Industrial (m² GLA)

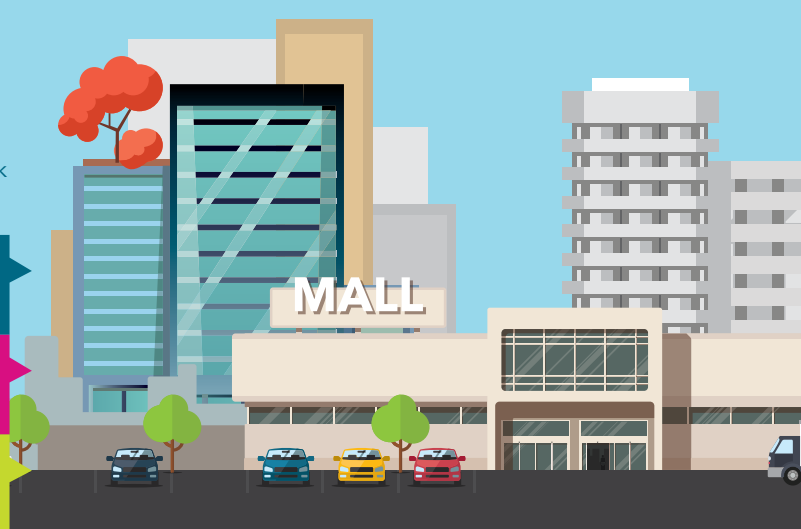


Figure 4: Projected additional land use quantum required for 20 years

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 m² retail, 3,6 million m² industrial and 1,5 million m² 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.

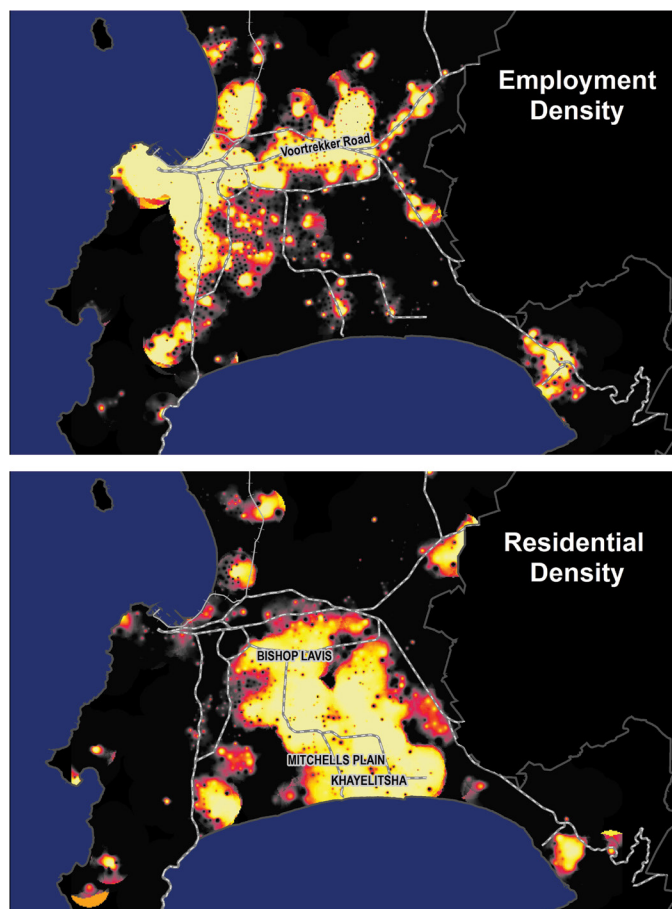


Figure 5: Employment density vs residential density

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.

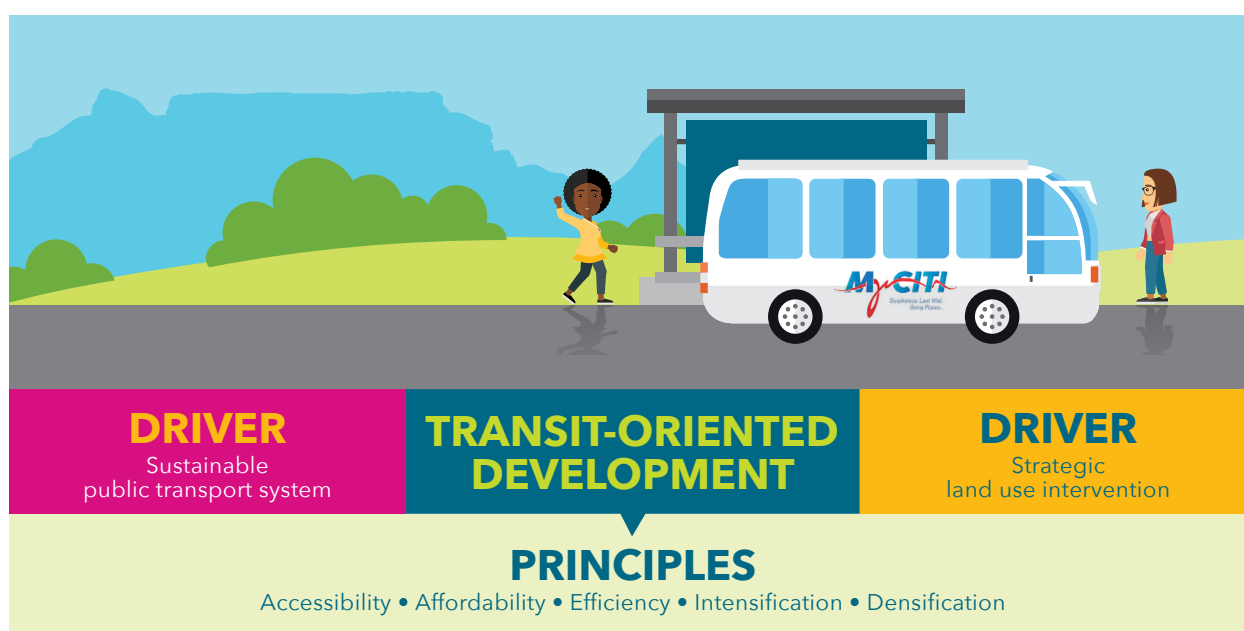


Figure 6: TOD principles adopted in the Cape Town Strategic Framework

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 identify 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	Increased jobs and investment in the Cape Town economy	Identifies areas for economic development, including appropriate facilitative policies and mechanisms.
4	Well-managed and modernised infrastructure to support economic growth.	Improves the aesthetic and functional features of the built environment to create liveable, vibrant and valued places that allow for access and inclusion of all peoples. Supports the maintenance and upgrading of basic services by identifying new development areas for public service.
7	Increased supply of affordable, well-located homes.	Identifies land for new residential developments, including the upgrading of informal settlements. These areas are to include social and community facilities to cater for the backlog and increase in residents.
8	Safer, better-quality homes in informal settlements and backyards over time.	
9	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.
10	Clean and healthy waterways and beaches	The TOD approach also promotes the creation of liveable environments, which presuppose well-functioning and managed local areas, including parks, streets and public spaces. Policies relating to the environmental elements promote the protection of these sensitive elements, including waterways and beaches.
12	A sustainable transport system that is integrated, efficient and provides safe and affordable travel options for all.	Supports the 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. Areas with a higher density of activities are more walkable and accessible and non-motorised transport infrastructure aligned with this style of development is promoted.
13	Safe and quality roads for pedestrians, cyclists and vehicles.	
14	A resilient city	Proposes policies relating to safer and sustainable development to reduce the potential impacts of environmental shocks and long-term stresses.
15	More spatially integrated and inclusive city	Promotes the spatial integration of the city by inclusive land use and transit-oriented development. Emphasis placed on the improvement and establishment of a well-functioning and efficient transport system. Also promotes the development of vacant land in highly accessible locations to allow for the future development of a range of housing options. Furthermore, encourages mixed-use development to provide opportunities locally as far as possible.

Lastly, the District Plan aims to facilitate appropriate development in appropriate locations. To enable this, a variety of mechanisms (allowed by the various legislation) are sought to fast-track appropriate development. These mechanisms include the use of environmental instruments (such as the Atlantis Environmental Management Programme Report (EMPr)) to exclude selected listed activities from

requiring environmental authorisation in specific geographical areas; adoption of the City of Cape Town urban edge and thus creating a NEMA urban area within its boundary; the designation of overlay zones with enhanced development rights; and various other incentives as unpacked more fully in the implementation plan (volume 3), which is due to be approved with the District Plan.





2.

THE SPATIAL OBJECTIVES

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

2.1 MSDF spatial vision 2030 and beyond

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

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

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

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

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

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

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

2.2 MSDF spatial transformation areas

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

1) Urban inner core (UIC)

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

2) Incremental growth and consolidation areas (IGAs)

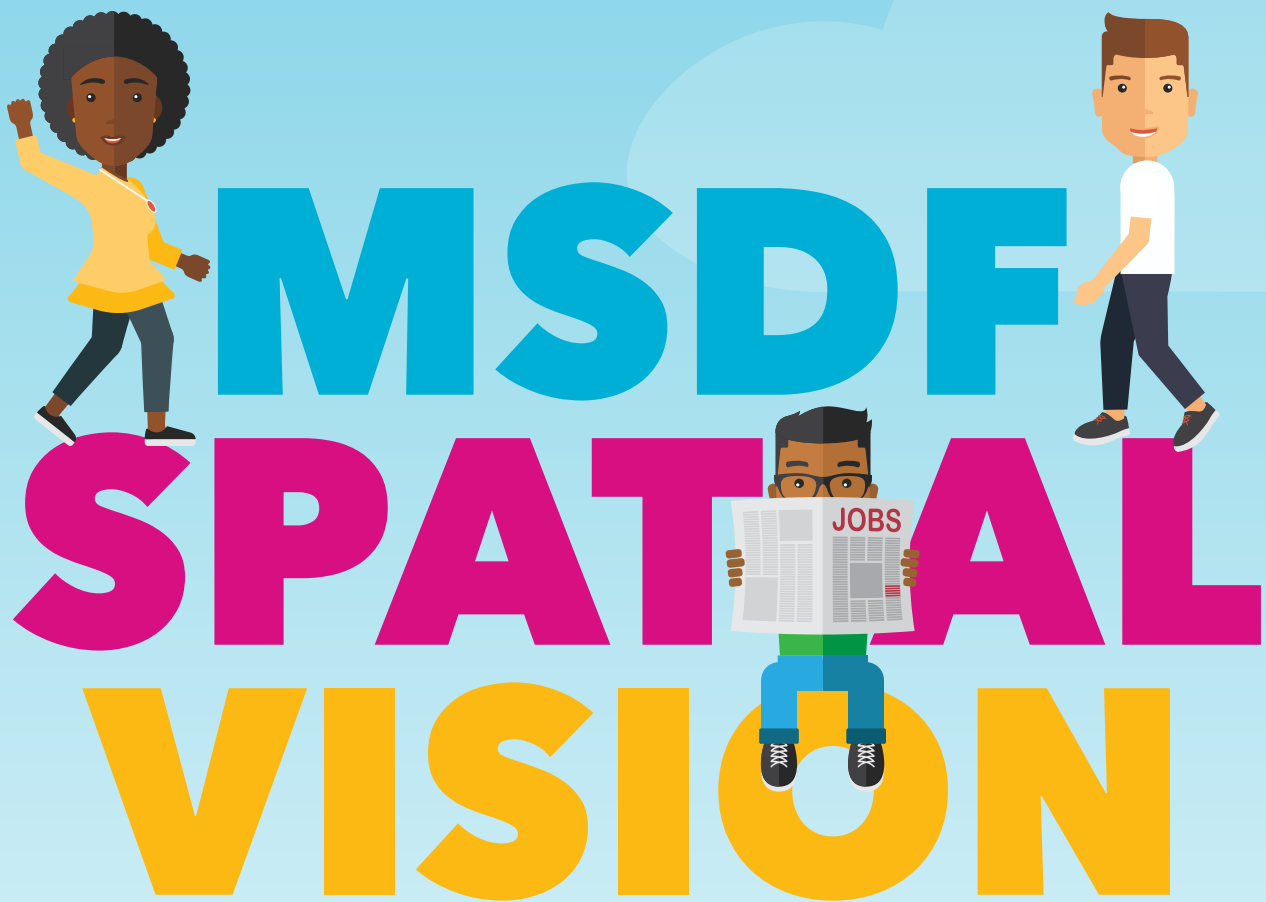
- These areas are where the City is committed to servicing existing communities, ensuring that backlogs are eradicated while new developments are also permitted.

3) Discouraged growth areas (DGAs)

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

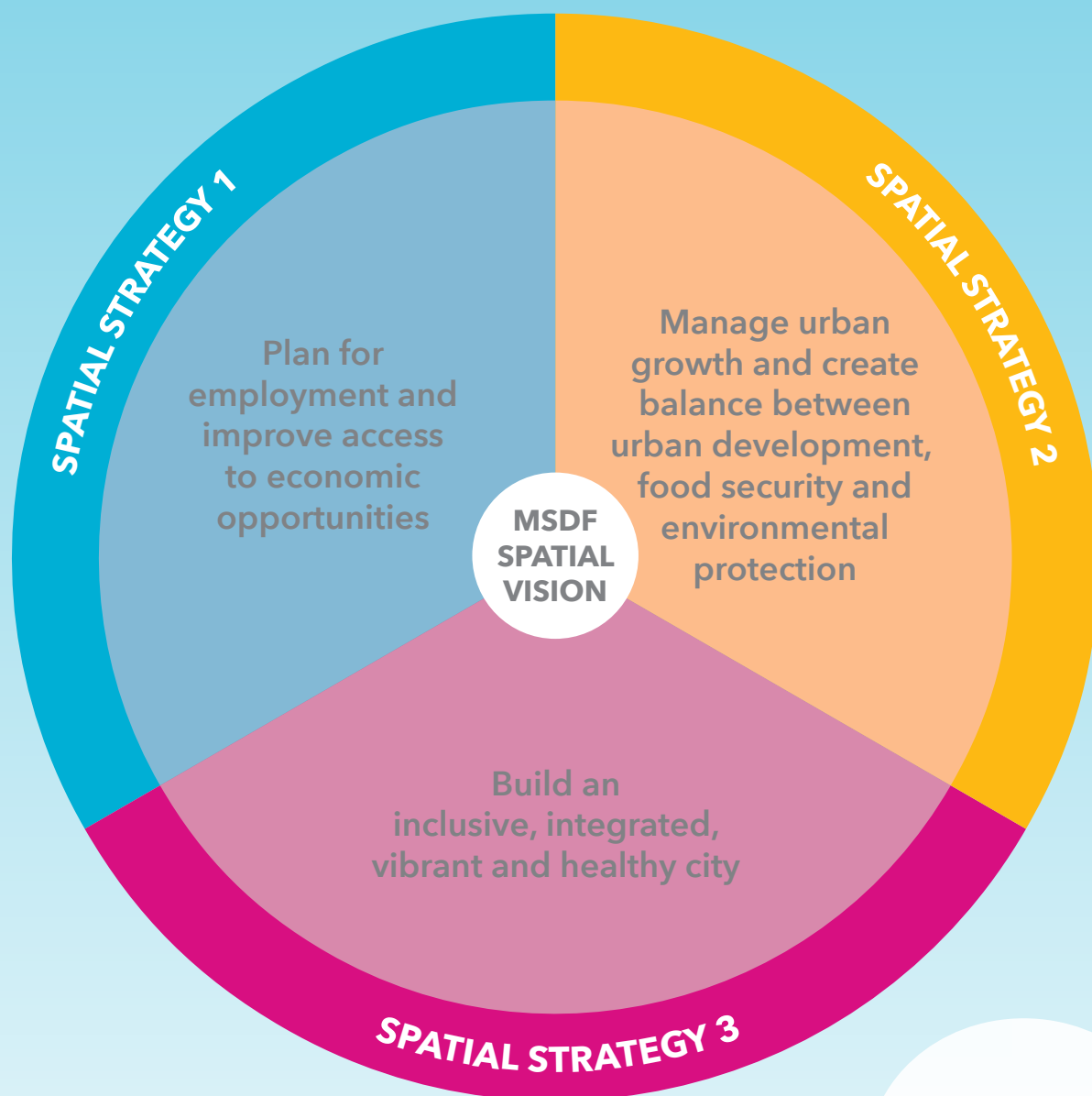
4) Critical natural assets (CNAs)

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

An illustration featuring three stylized characters interacting with large, bold text. On the left, a Black woman with curly hair, wearing a yellow long-sleeved shirt and dark pants, is walking and waving. On the right, a white man with short brown hair, wearing a white t-shirt and dark pants, is walking. In the center, a Black man with glasses, wearing a green shirt and blue pants, is sitting on the letter 'O' of the word 'VISION', holding a newspaper with the word 'JOBS' on it. The background is a light blue sky with soft, white clouds.

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

SPATIAL TRANSFORMATION AREA (STA)		RELEVANT DSDF SPC/ DESIGNATION
A) URBAN INNER CORE		
Principle	Emphasis/desired outcome	• Rail and stations • Roads (freeway/express, connector, development routes) • Scenic routes • Airports and harbours • Major rivers and 1:50-year floodline • Waterbodies • Smallholdings • Existing urban development • Mixed-use intensification • Industrial • NDAs (densities and use) • Cemeteries • Landfill sites • WWTW CONCEPTUAL DESIGNATIONS • Higher-order (and lower-order) development corridor • Nodes (M, D, L, N) • Civic clusters (regional, community, neighbourhood) • Destination place
City is committed to spatially targeting investment and development to spatially transform and integrate city form.	• Diverse and dense land uses in association with current and future public transport infrastructure provision.	
B) INCREMENTAL GROWTH AND CONSOLIDATION AREAS		
Principle	Emphasis/desired outcome	
City is committed to servicing existing communities. New development subject to capacity.	• Diverse and dense, where infrastructure allows • Diversification of mono-use residential patterns • Incremental intensification via subdivisions/second and third dwellings and rezonings • Public sector investment in existing and future human settlements permitted • Maintenance of existing infrastructure and development according to infrastructure capacity and associated CAPEX/ lifecycle costs	

SPATIAL TRANSFORMATION AREA (STA)		RELEVANT DSDF SPC/ DESIGNATION
C) DISCOURAGED GROWTH AREAS		
Principle	Emphasis/desired outcome	- Urban development edge - Areas of agricultural significance CONCEPTUAL DESIGNATIONS - Destination place
No investment from City.	- Development permitted in respect of existing agricultural/rural zoning - The existence of soils with low agricultural potential is not sufficient reason to consider allocating urban development rights	
D) CRITICAL NATURAL ASSETS		
Principle	Emphasis/desired outcome	- Protected and critical biodiversity - Urban development edge - Coastal edge CONCEPTUAL DESIGNATIONS - Destination place
City is committed to servicing, protecting, enhancing and extending critical natural assets.	- Enhance and connect the CNAs that support the city and the regional environment and ecology - Status quo with land uses limited to agriculture and rural zone uses as per DMS	

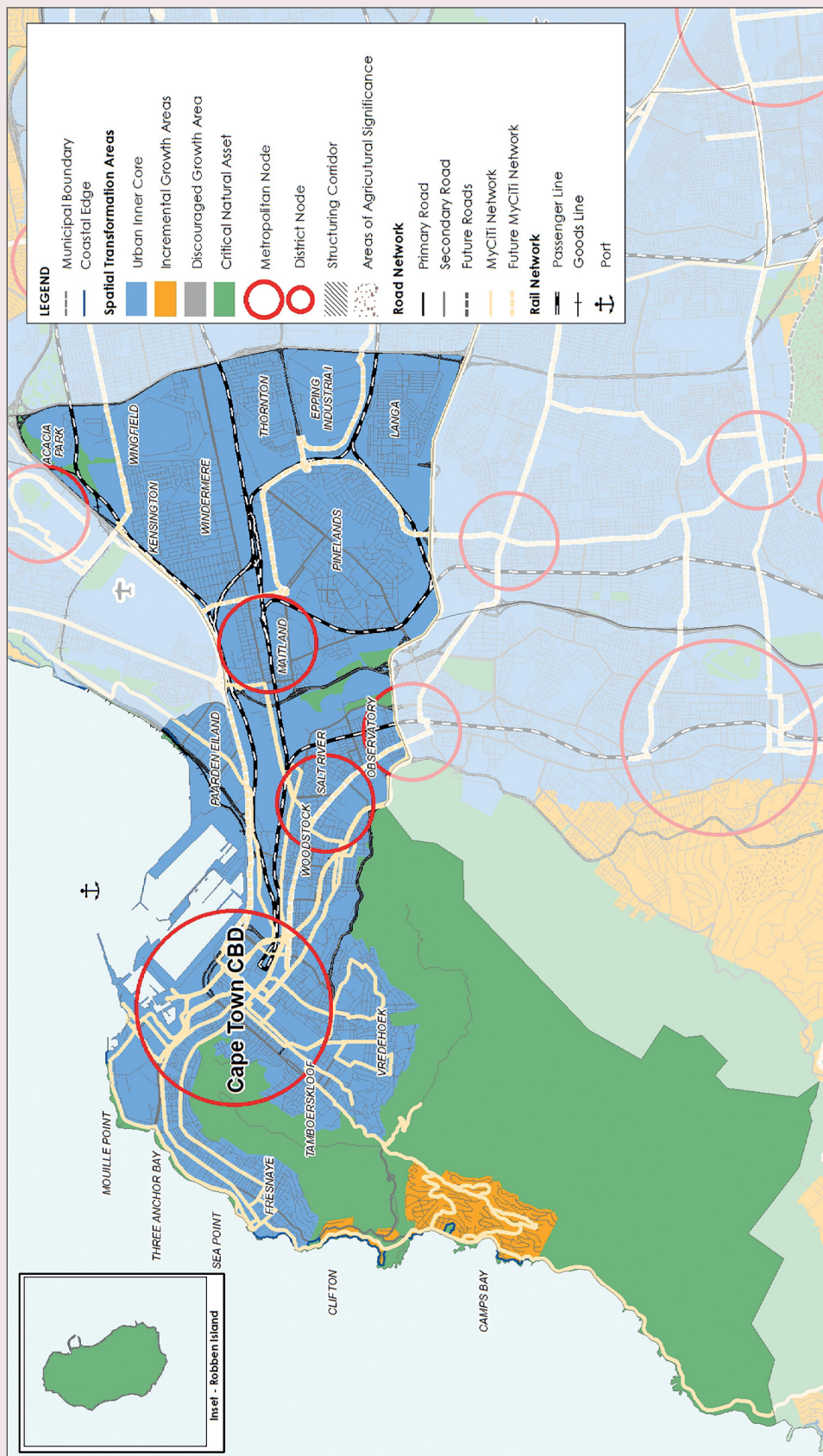


Figure 7: Consolidated MSDF spatial concept

2.3 District spatial vision

The spatial vision for the district reflects the desired spatial outcome for the area in the context of the broader City spatial development vision. It is an idea that is specific to this district, and a response to the particular development issues faced in the area. It has been informed by a number of vision elements and principles, which are a result of the consultation process as well as processes related to the formulation of the district Spatial Development Plan.

The vision statement for the Table Bay District is:

"An inclusive destination, providing more homes and opportunities to more people. An innovative district that becomes increasingly accessible and continues to offer a variety of economic opportunities, the benefits of which spread across the city. A resilient district where character areas, green spaces and cultural practices are celebrated."

2.4 Role of the district

Table Bay is a high-amenity area, providing access to jobs, social facilities, natural assets and transit infrastructure, attracting more people to live and work in the district. A significant portion of the Table Mountain National Park component of the Cape Floral Region Protected Areas World Heritage Site is located in the district.

Development of the social facilities and public spaces in the CBD and surrounds has led to a more vibrant, legible and walkable environment, increasing the land values and variety of uses in the area. In contrast, areas such as Langa, Maitland Garden Village and Factreton are parts of the district that require further investment and supportive actions to provide a more equitable standard of living across the district.

Table Bay District has the highest value of economic activity in the city and local academic institutions that support skills input into the economy. The CBD is an economic node of both local, national and international significance as the port is located here. The need to protect and enhance the economic function of these areas is vital to the future resilience of the city.

The district's other established economic nodes are diverse in type and in various stages of development; some of these nodes are experiencing transitional pressure. For example, Paarden Eiland has seen a

number of mixed-use development applications that include applications for residential development. The appropriateness of this land use in relation to port activities and the existing industrial uses needs consideration. Maitland's Koeberg Station precinct is emerging as a mixed-use node after being an established industrial node historically. Salt River/Woodstock has already seen a dramatic shift over the past 10 years from industrial to a mixed-use service and artisan-oriented economy.

The primacy of the CBD in the city's economy has led to congestion. The clustering of economic activity in the CBD and surrounds attracts trips from across the city at high cost to commuters, as the majority of workers live far from the district's economic nodes. Covid-19 increased vacancies in the CBD, bringing about a need to strategise how to support the area through a transition.

The active property market in the area provides opportunity for innovation, development can be encouraged towards greener net zero carbon building practices and the district has a role in showcasing where environmental functions and urban functions can be integrated and how greener development practices can lead to a more sustainable future.

2.4.1 Key district-level opportunities

In terms of the vision, the strategic role of Table Bay in the broader metropolitan context is to focus on the following interventions:

- a) **Intensification of development opportunities through urban infill and redevelopment - supporting a more compact, efficient urban form and enabling transformation of the apartheid city**

The district is the convergence point for three metropolitan corridors, contains the largest proportion of areas of employment and has the greatest coverage for social and community facilities, as well as relatively equitable access to green open space.

These attributes have increased demand for development and housing in the district. This development growth pressure is likely to continue and can be enabled through local area planning that focuses on strategic infill and redevelopment opportunities (unpacked in detail in section 4).

While successful real estate prices and development interest can be leveraged to create an innovative and dynamic development environment and public private delivery arrangements, it is equally important to provide a range of housing size and price options and investigate means to ameliorate the effects of gentrification, including through the provision of state-supported, affordable housing on infill sites.

Redevelopment opportunities are substantial in the district, with a large amount of underutilised existing building stock presenting opportunities for conversion. Infill developments and redevelopments will need to consider access to high-quality public open spaces and public facilities. As a general principle, brownfield developments are more desirable than greenfield developments, to avoid the loss of irreplaceable ecosystem goods and services and support climate resilience.

Alongside densification and infill it is crucial to ensure that infrastructure upgrades support growth and that public spaces across the district are enhanced to provide for multifunctionality and public amenities, particularly as areas densify.

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

The potential to undermine green space should be avoided by enhancing and conserving well-functioning conservation areas and public green space that support economic, social, ecological service and resilience goals. As a highly urbanised district, it is necessary to plan for spaces that are both pro-green and pro-urban, effectively integrating the two through innovative urban and landscape design.

Where appropriate, the multiple functions of natural open spaces can be promoted, including recreation, storm water management, aquifer recharge and non-motorised transport.

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

Ecological areas need clear interfaces to reinforce boundaries, and urban design and green infrastructure methods and approaches

can support the environmental protection and amenity of green spaces.

Opportunities can be taken to enhance the connectedness and functionality of a network of natural areas.

c) Maintaining the viability of economic areas and strengthening advantages and connections

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

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

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

d) Enhancing public spaces, sense of place and celebrating heritage

High-quality public spaces and the scenic beauty of the district are celebrated and enjoyed by visitors and locals. Nine of the top ten tourism attractions in the city are located in the district, as well as the majority of hotel rooms. Means to include more people in the benefit and enjoyment of these features can be explored, as well as

the creation of new places and spaces that can enhance this offering.

The district contains the story of Cape Town's development and this heritage is a unique feature of the district, and therefore methods to enhance sense of place created by the heritage character of the district should be considered. Inclusive acknowledgement of the heritage of those who

have been exploited and disadvantaged during the city's development should be considered in planning the district's future. Development can be guided to maximise the urban quality through urban design and considered conservation of natural assets, open spaces and heritage resources.

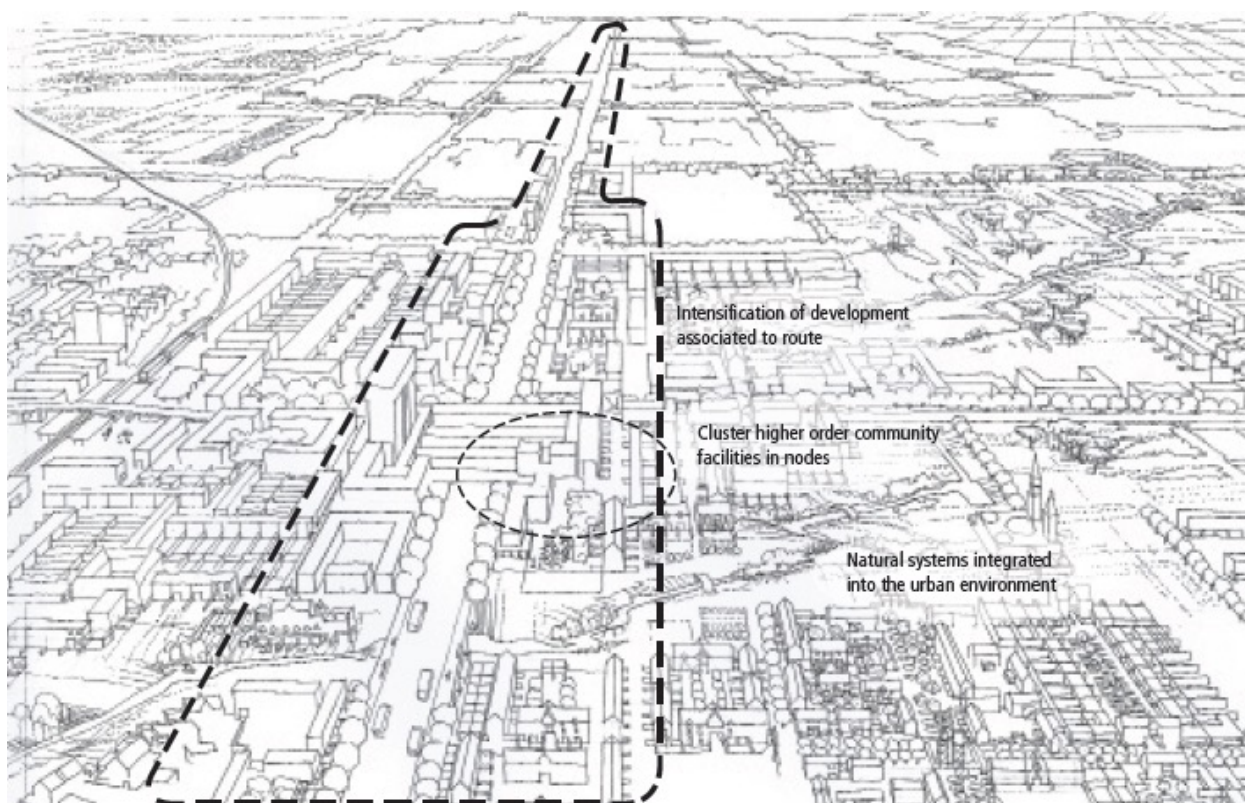


Figure 8: Illustrative example of spatial opportunities

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. Support the intensification of development in infill sites and plan for key infrastructure and affordable housing integrated into strategic infill opportunity areas including:

- a) sites in the inner city suburbs (Foreshore, De Waterkant, Bo-Kaap along Buitengracht Street, Hope Street, Salt River and Woodstock, Green Point, Sea Point area 1);
- b) sites around the Two Rivers Urban Park (area 2)
- c) Pinelands (area 3)
- d) Wingfield (area 4)

**Numbering corresponds with numbers on figure 10. **Further details on these areas are outlined in section 4*

2. Where infill development coincides with green infrastructure, plan for developments that are both pro-green and pro-urban, effectively integrating the two through innovative design.

3. Support the functioning and enhancement of urban nodes and destination places through a range of urban and landscape design interventions, facility provision and redevelopment opportunities.
4. Develop or support the development of brownfield opportunities in underutilised government buildings and storage yards in the CBD as well as the Maitland/Ndabeni area.
5. Support the national government delivery on land restoration in District Six.
6. Celebrate Cape Town's diverse historical legacies through appropriate management of urban form, architectural design, signage and artwork and the various land use management tools provided for in the DMS.
7. Encourage and enable innovation and piloting of projects that enhance inclusion or create a more vibrant urban space, for example open streets or the Salt River Public Arts Festival.
8. Encourage innovation in buildings and renewable energy to progressively realise net zero carbon goals.
9. Initiate public space improvements and improvements to NMT. This applies to the recovery of the CBD from the changing land uses brought on by Covid-19 as well as the continued development of District Six, and further to the management of underutilised spaces in the suburban areas to the east of the district, e.g. Kensington and Thornton.
10. Support the port function and complementary development of interface areas surrounding the port as a key economic gateway to ensure the port functions are protected and enhanced and that the surrounding land uses are not in conflict with port uses.
11. Encourage and support the clustering of sectors, e.g. biotech around medical clusters in Ndabeni; boat manufacturing around port.
12. Restore river corridors and support initiatives to clean and green rivers and earth underground water sources in the landscaping of public spaces, for example in the District Six area and source to sea links from the mountain through green links to Adderley Street.
13. Pursue opportunities to enhance the connectivity and amenity value of green spaces, including those opportunities on private land. This applies particularly in the TRUP area along the confluence of the Black, Salt and Liesbeeck rivers. The recreational functionality and functional integrity and connectivity of these systems must be improved, and an interlinking network of linear parks with foot and cycle paths must be established and maintained to facilitate easy movement of fauna and flora.
14. Maintain and enhance the amenity value of coastal destinations and protect property from risk of coastal processes. Encourage the upgrading of Maidens Cove as a community facility.
15. Support projects and make space available to provide services to homeless residents or to address homelessness, and provide opportunities for the relevant levels of social support and transitional shelter, along with urban management support in business areas across the district and to support the recovery of the CBD.
16. Discourage incompatible land uses that may displace jobs from well-functioning economic areas, e.g. excessive storage, warehousing or residential uses in well-located industrial areas such as Paarden Eiland and Epping.
17. Promote adequate space, storage and other infrastructure provision for informal economic activity in highly accessible areas.

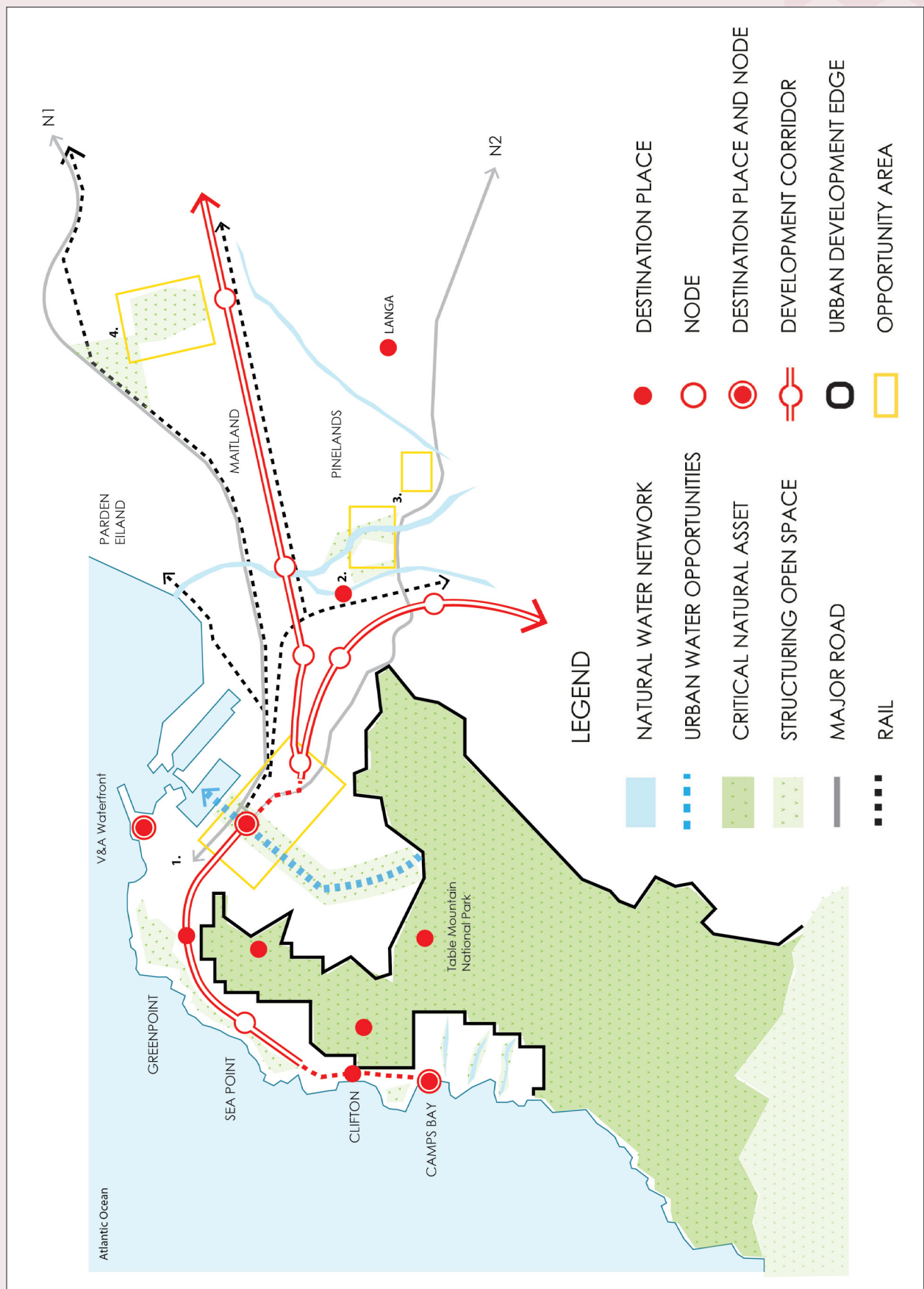
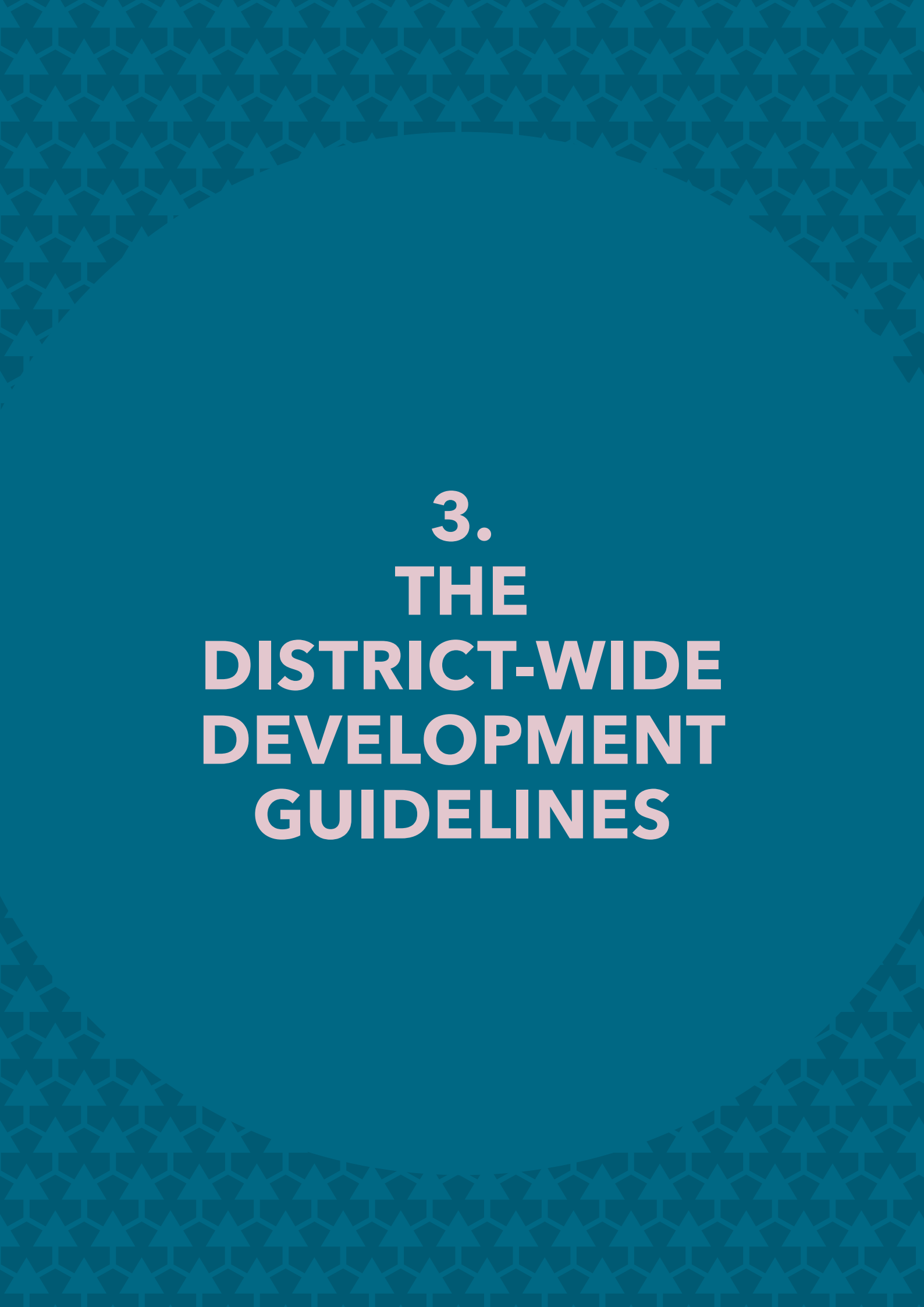


Figure 9: Integrated concept diagram for Table Bay District





THE BO-KAAP IS A SMALL RESIDENTIAL AREA SITUATED ABOVE THE CENTRAL BUSINESS DISTRICT OF THE CITY. IT IS A UNIQUE PART OF OLD CAPE TOWN WITH MOST HOUSES BUILT BETWEEN 1760 AND 1840. IT IS COMPRISED OF FOUR AREAS: THE MALAY QUARTER, STADZICHT, SCHOTSCHIE KLOOF AND SCHOONE KLOOF.



3. THE DISTRICT-WIDE DEVELOPMENT GUIDELINES

The SDF/EMF applies the spatial concepts and elements discussed in chapter 3 to the context of the Table Bay District, realising the appropriate medium- to long-term spatial structure and vision for the district. The purpose is to illustrate the application of the strategies from concept to reality.

This section also serves to synthesise the proposed broad 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 MSDP policies and actions and subdistrict development guidelines (contained in section 4 of this document).

3.1 Spatial planning categories and environmental management zones

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

3.1.1 Environment, biodiversity and heritage management

- a) Hydrological features
- b) Areas seaward of the coastal edge and at risk from coastal processes
- c) Biodiversity and structuring open spaces (green infrastructure and biodiversity shown in detail on figure 13)
- d) Cultural and heritage management (figure 14)

3.1.2 Urban development categories

- a) Residential
- b) Mixed-use intensification
- c) Informal sector
- d) Industrial
- e) Risk industry
- f) Utility service infrastructure installations and networks
- g) New development areas

3.1.3 Transport route designations

- a) Freeways and expressways
- b) Integrated public transport
- c) Development routes
- d) Connector roads
- e) Non-motorised transport
- f) Harbours, airports and other

3.1.4 Conceptual designations

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

3.1.5 Development edges

- a) Urban development edge

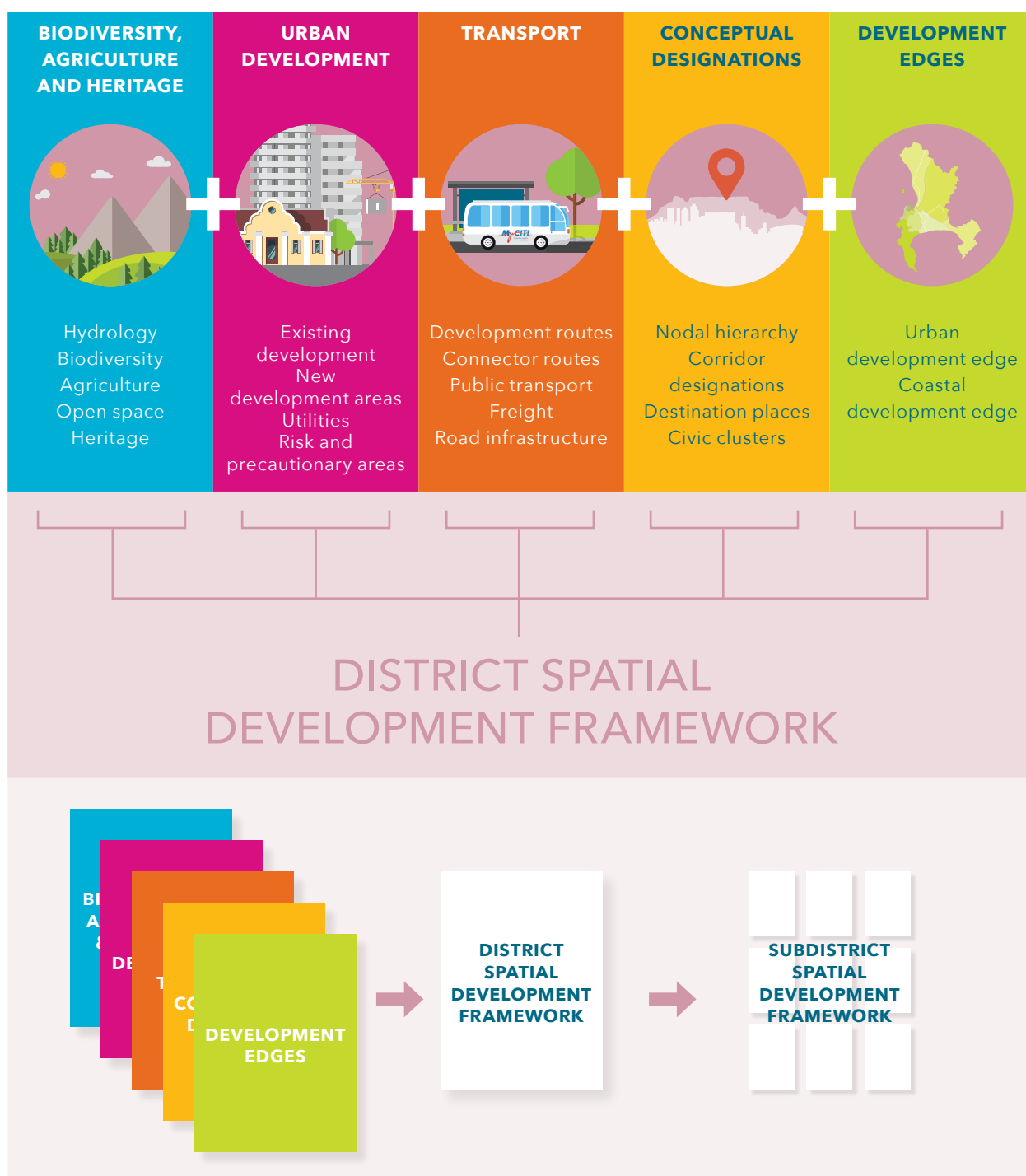


Figure 10: Five categories for development guidance in the District Plan

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.

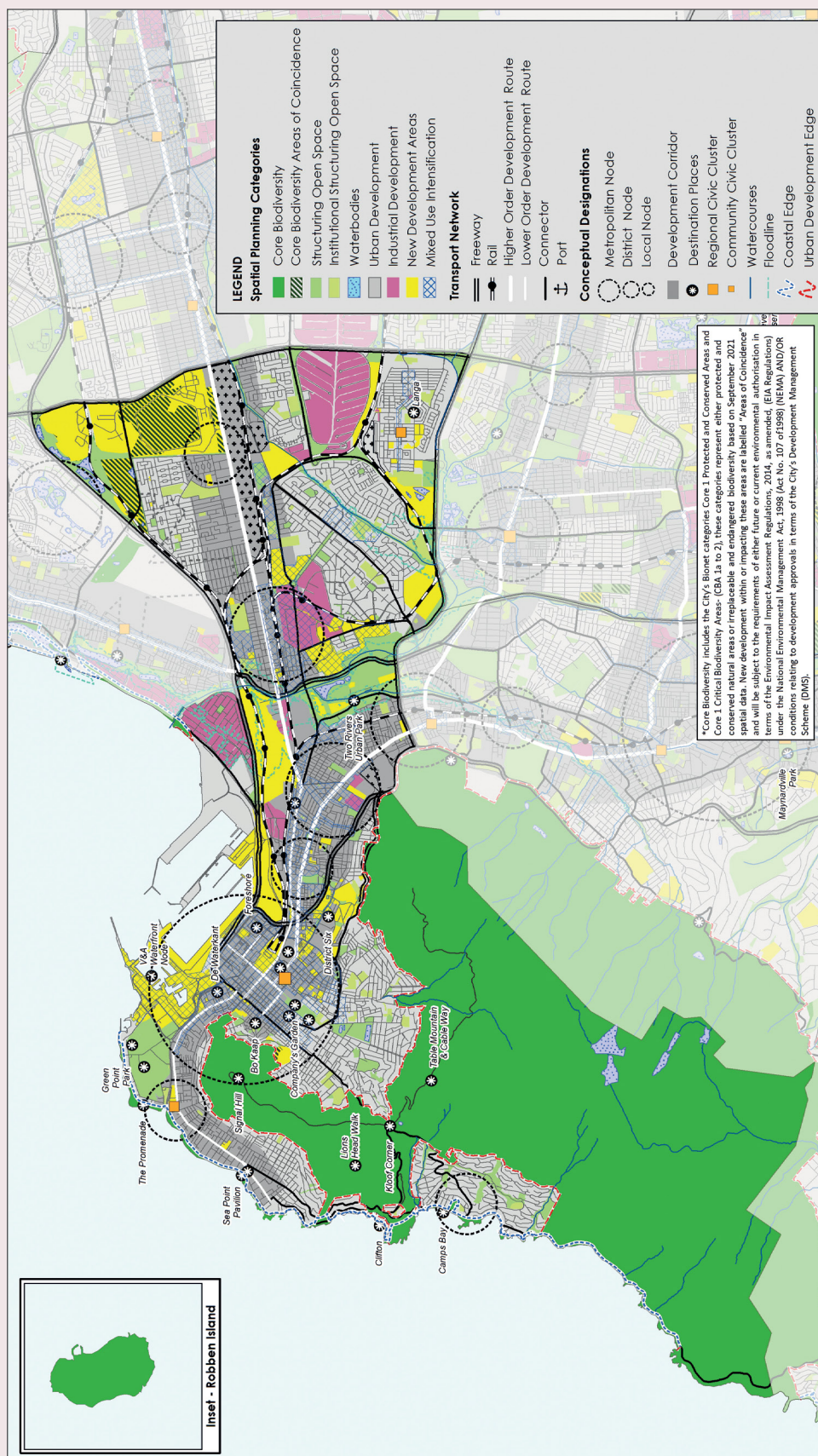


Figure 11: Table Bay District Spatial Development Framework

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 Table Bay 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 GINet³ 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, figures⁴ 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

HYDROLOGICAL FEATURES: WATERCOURSES, RIVERS, 1:100-YEAR FLOODPLAIN AND WATERBODIES	COMPONENTS AND DISTRICT ELEMENTS	GUIDELINES AND MANAGEMENT PRIORITIES
	HYDROLOGICAL ZONE (FLOOD RISK AREAS, RIVERS, WETLANDS, ESTUARIES AND AQUIFERS)	
	a) Rivers, wetlands, their associated buffers and flood-prone areas Flood risk area 1 These constitute areas within the 1:50-year floodline, i.e. where floods of this magnitude are equalled or exceeded on average once in 50 years, e.g. areas within Two Rivers precinct Flood risk area 2 These constitute areas within the 1:100-year floodline, i.e. floods of this magnitude are equalled or exceeded on average once in 100 years. Examples: Liesbeeck/Black River area, Elsieskraal canal area, Pinelands Flood risk area 3 These are areas prone to flooding. They are not necessarily associated with river or vlei systems, as flooding may originate from groundwater, collection of stormwater or runoff in low lying areas. Examples: Parts of Woodstock and Paarden Eiland Rivers and wetlands Examples: Raapenberg and Pallotti wetlands, Salt/Black/Liesbeeck rivers	1. Conservation, public open space and associated recreation are appropriate uses in these areas. 2. These areas can play a valuable role in the NMT network to allow for NMT movement, where practical. Areas for permeable walkways and cycle tracks for NM can be considered in the design of green open spaces surrounding wetlands and river corridors to ensure good groundwater infiltration, safety and equitable access to promote the reconnection of people and nature, improving health and wellbeing. 3. Ensure that connectivity of spaces is enhanced and not compromised by hard fencing or other structural barriers to movement. 4. Urban development is undesirable and at risk in the 1:50-year floodplain. 5. Tourism-related activities, such as campsites, are possible in the 1:100-year floodplain. 6. Restrict building setback lines and maximise onsite water infiltration and permeability in relation to redevelopment initiatives in flood-prone areas. 7. Although some agricultural activities may be permitted within the flood-risk areas, the nature of the impacts and appropriate mitigation must be determined in the EIA process, and must be shown to be acceptable (i.e. it must not pollute water resources or increase flood risk). 8. No agricultural activities should be approved within the 1:2-year floodline. 9. Urban development within the 1:100-year floodplain should be subject to formal acknowledgement by the owner of acceptance of liability of flood risk, and is only permissible where there are existing rights. 10. Where facilities associated with sports fields, golf courses or picnic areas have been permitted in the 1:50-year zone, floor levels must be above the 1:50-year floodline. 11. Areas for passive and active recreation to be considered in development adjacent to water courses. 12. Landscaping must be approved by the City to ensure that this is done with appropriate trees and indigenous riverine plants and vegetation. Invasive alien species in or adjacent to a watercourse must be controlled in accordance with relevant legislation. 13. Perimeter fencing must be visually permeable from ground level and not adversely affect the free flow of water and movement of aquatic fauna, small wildlife or birds.

RIVERS, 1:100-YEAR FLOODPLAINS, WATERCOURSES AND WATERBODIES	a) Rivers, wetlands, their associated buffers and flood-prone areas	14. Direct informal settlement dwellers away from risk areas, including below the 1:100-year floodline. 15. Increase infiltration capacity in river corridors and wetlands through water-sensitive urban design practices and sustainable urban drainage systems, such as permeable paving, sustainable water storage systems and appropriate landscaping. 16. Incorporate stormwater quality and quantity management into redevelopment proposals in line with the City's Management of Urban Stormwater Impacts Policy regarding treatment and management of water at source. 17. In general, new buildings and developments overlooking rivers should be orientated towards the river, where possible, and the principles of water-sensitive urban design should be applied.
	b) Aquifers	1. Redevelopment and new development should give preference to the use of permeable surfaces and consider vegetated infiltration zones, where appropriate, to protect and enhance water sensitivity and aquifer recharge capability of various land uses. 2. Aquifer recharge areas and sole-source aquifers should be protected from potential sources of pollution.
	c) Other water source areas For example springs, reservoirs, dams, wellpoints, water storage facilities in developments.	1. Protect water source areas and integrate into urban design. 2. Promote the utilisation of localised water sources for maintenance of landscaped spaces. 3. Encourage onsite water storage integrated into design of new developments.
AREAS SEAWARD OF THE COASTAL EDGE LINE AND AREAS EXPOSED TO RISK FROM COASTAL PROCESSES	COASTAL ZONE	
	a) Coastal protection zone (seaward of the coastal development edge line)	1. No urban development seaward of the coastal edge line unless it enhances public amenity and recreational value. Such development must be consistent with the principles and objectives contained in the National Environmental Management: Integrated Coastal Management Act, Act 24 of 2008. 2. Any future development of coastal infrastructure must be situated or developed in such a way that does not compromise the functional integrity of the coastal environment and that such infrastructure is not exposed to risk from coastal processes. 3. Encourage infrastructure development of a transient nature due to the emergent risk properties associated with coastlines and the anticipated increased exposure to coastal hazards associated with climate change. 4. Areas falling partially or totally seaward of the coastal edge line, including remnants of natural systems, must be protected.

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

AREAS SEAWARD OF THE COASTAL EDGE LINE AND AREAS EXPOSED TO RISK FROM COASTAL PROCESSES		Environmental authorisation considerations 1. Issues to be considered when obtaining an environmental authorisation: sea-level rise, storm events and coastal erosion, vegetation, hydrology, biodiversity, geomorphic impacts, visual impacts, health and safety issues, access to the coastal zone, pollution, dunes and sand movement, risk and liability issues. 2. Development of coastal nodes must consider the functioning of possible coastal ecological corridors and implement measures to retain this functioning. 3. The coastal edge line 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) (see subdistrict maps) Examples: • Cape Town Port and Foreshore • Camps Bay • Bakoven • Three Anchor Bay • Bantry Bay •	16. Development or land uses should not create adverse effects on the functioning of coastal processes. 2. Prohibit major new urban development infrastructure and bulk services investment in coastal areas that are exposed to coastal processes. 3. Redevelopment (intensification) and new urban development proposed in these areas should reflect consideration of potential flood risks and include mitigation measures, where necessary. 4. Where development proposed in these areas requires new or amended land use rights, the desirability of which is guided by this District Plan and relevant policy, such development should reflect consideration of potential flood risks and include mitigation measures as may be deemed necessary by the relevant decision maker.
BIODIVERSITY AND STRUCTURING OPEN SPACES	CONSERVATION AND BIODIVERSITY PRIORITY ZONE (Full extent together with GINet shown in figure 11)	
	a) Protected and conserved areas Core 1, e.g. Examples: • Table Mountain National Park • Two Rivers Urban Park conservation area • Waterhof Bird Sanctuary	1. Only conservation-related activities/development in accordance with reserve management plans should be considered. 2. Consolidate and link existing protected areas. 3. Support operational requirements of biodiversity areas to enhance their multifunctional use, ecosystem services provided and conservation value.

COMPONENTS AND DISTRICT ELEMENTS

GUIDELINES AND MANAGEMENT PRIORITIES

CONSERVATION AND BIODIVERSITY PRIORITY ZONE

(Full extent together with GINet shown in figure 11)

b) Critical biodiversity areas (core 1 CBA 1a-2)

Examples:

- Portions of land within Wingfield as well as the wetlands to the north and north west
- Peninsula Granite Fynbos above Victoria Road to the South of Camps Bay 'Oudekraal area'

1. New development proposed inside of the urban development edge could potentially impact on areas of high biodiversity importance. Such development should be sensitive to biodiversity considerations affecting these CBAs by imposing environmental management programmes (that should include adequate botanical and faunal impact assessments) in relation to the proposed development or prohibiting development, when and where appropriate.
2. Development should be sensitive to biodiversity considerations affecting core areas by enforcing environmental management programmes in relation to development or prohibiting inappropriate development.
3. Rehabilitate and maintain areas of sensitive natural vegetation and high biodiversity value. Where biodiversity remnants conflict with areas earmarked for development, i.e. 'areas of coincidence', ensure that adequate botanical and faunal impact assessments are undertaken timeously. Areas for rehabilitation include the sensitive and critical vegetation at Oudekraal, the northern part of Maitland and along the Black River at Valkenberg Hospital.
4. In general, low-impact activities such as passive recreation (e.g. walkways and trails), environmental education and tourism may be appropriate, but should be subject to stringent controls. (e.g. limits to development footprint, management plans).
5. Where possible, all new utility infrastructure, services and structures should be located outside of these areas.

c) Areas of coincidence where core biodiversity and new development areas co-exist (see SDF map and subdistrict maps)

Examples:

- Wingfield
- Erf 81 Magazine Site

1. Areas of coincidence are where there are compelling urban efficiency, social and economic reasons to pursue development and where core biodiversity may be impacted as a result. Where new development areas are proposed that impact core 1 critical biodiversity areas, these developments will be considered consistent with the District Plans.
2. These areas will be subject to the requirements of environmental authorisation.
3. Conservation and sound environmental management principles must be demonstrably considered in the development plans.
4. Developments in these areas must provide evidence of environmental studies and processes undertaken that validates an evidence base of the environmental assets and mitigation measures.
5. Where existing development approvals are in place, agreed environmental management and mitigation measures must be adhered to.

d) Ecological support areas (core 2; CBA 2)

Examples:

- Portion of Oudekraal land adjacent to Camps Bay
- Green 'fingers' stretching between the mountain and the sea in Clifton area
- River corridors related to the Black and Liesbeeck rivers
- Ecological corridor related to Elsieskraal canal system

1. Low-impact activities may be considered.
2. Maintain and enhance/promote linkages between these areas.

e) Other natural areas (buffer areas)

Examples:

- Some of the mountain stream corridors in Camps Bay
- Small pockets in Clifton
- Small portion of land around the confluence of the Black and Liesbeeck rivers

Other ecological support areas (buffer 2)

Examples:

- Open space in the Glen area, Camps Bay
- Pockets of open space on the sea-side of the coastal urban edge

1. Low-impact activities may be appropriate.
2. Development (e.g. structures) in support of both tourism and biodiversity conservation in core areas should preferably be located in other natural areas and ecological support areas, if logistically feasible.
3. Agricultural use could be considered appropriate in these areas as well as uses or activities directly relating to the agricultural enterprise. This could include farm buildings and farm worker accommodation.
4. Further uses and activities could be considered, where contextually appropriate, such as small-scale holiday accommodation, restaurants, farm stalls/shops and tourist facilities.
5. Non-agricultural uses (e.g. in support of those activities specified above) should be managed through spot rezoning or consent uses, and fragmentation of farm units should be discouraged.

EIA requirements - all conservation categories

- i. New development that potentially impacts on areas of high biodiversity importance should only be considered under exceptional circumstances, subject to compelling motivation and in consultation with the City of Cape Town's Environmental Management Department.
- ii. Issues to be considered: vegetation, connectivity and access, fire control and land management issues, pollution, invasive alien vegetation and faunal species.
- iii. Areas of high biodiversity importance outside the urban edge should be regarded as 'no-go' areas for development.
- iv. A management plan must be drawn up and implemented for all activities approved in this zone.
- v. Protected areas should be regarded as 'no-go' areas for any form of development and no further development of any kind in these areas should be allowed without a detailed assessment of the impacts and reference to the Biodiversity Network.
- vi. A variety of different types of critical vegetation are included within the CBA 1 zone. For planning purposes, reference must be made to a detailed biodiversity map and consultation with the City of Cape Town's Environmental Management Department must take place.
- vii. Identify opportunities to permit low-impact sustainable development that contributes to a net increase in the protection of biodiversity and the establishment of functional biodiversity nodes and corridors.
- viii. Opportunities for sustainable, low-impact community utilisation of biodiversity resources should be identified.
- ix. Note that unless the Biodiversity Network is secured elsewhere, other natural vegetation areas may become increasingly significant to fulfill biodiversity targets or as biodiversity offset areas.
- x. The urban development edge was developed with consideration for the protection of properties from veldfire risk, where applicable. Changes in development rights and new development proposals must consider the avoidance of risk from fire as recommended in the City's Veldfire-related Planning Guidelines (2004).

COMPONENTS AND DISTRICT ELEMENTS

GUIDELINES AND MANAGEMENT PRIORITIES

CONSERVATION AND BIODIVERSITY PRIORITY ZONE

(Full extent together with GINet shown in figure 11)

f) Structuring open spaces

Examples:

- Green Point Common/Park
- Deer Park/De Waal Park/Company's Garden/Malta Park
- Elsieskraal canal system
- Open spaces in Kensington, Thornton and along Viking Way

The GINet viewer can provide information on many of the structuring open spaces, which can help inform retention or enhancement of the ecosystem service value of these spaces.

General structuring open space guidelines

1. Development adjacent to open spaces, or that rationalises these spaces, should be orientated towards the open space to encourage the use and passive surveillance of these areas. Design that compromises this condition (e.g. excessive blank walls and backing of development onto these spaces) should be discouraged.
2. Appropriate high or medium density development along open space interfaces could be considered to improve passive surveillance.
3. Safety and security should be considered in the upgrading, landscaping or development of open spaces.
4. Where contextually appropriate, consider commercial activities such as small cafes, kiosks and restaurants that will enhance the utilisation of public open space.
5. Where feasible, opportunities for low-impact, sustainable use of open spaces by local communities should be considered (e.g. small-scale urban agriculture). The role of the site in the green infrastructure network will inform the feasibility of these initiatives.
6. Consider the impact of development on social and cultural uses of open spaces, guided by the GINet.
7. Consider the green infrastructure and ecosystem function of open spaces by consulting the GINet.
8. Ensure that landscaping in new building projects is appropriate for local conditions and can sustain the impacts of weather events and climate change.
9. Promote urban cooling through plantings, retention of tree coverage and the surfacing of underground water.
10. Optimise the uses and functioning of public parks and the role they play in pedestrian networks across the district.
11. These guidelines are for consideration to improve the quality of development and open spaces. In general, development related to the base zoning or existing approvals will be consistent with the District Plans.

f) Structuring open spaces

Guidelines for specific categories of open space institutions, school fields, and sports fields

12. School sites and institutional sites have been identified in their entirety as part of structuring open space where they contain fields or other green spaces. General open space guidelines apply only to the greened areas. Development related to the growth and functioning of these institutions and spaces will not trigger a deviation from the MSDF. New development on fields should consider the community role of the space and the surrounding context. In dense urban contexts with few open spaces, the retention of open space on school fields is to be encouraged.

Cultural landscapes

13. Developments in cultural landscapes to consider the visual impacts on the landscape and with reference to the City's Cultural and Heritage Management Policy.

Road and rail reserves

14. Development for transport purposes will not trigger a deviation from the DSDF. When expanding or developing in road reserves identified in the green infrastructure network, consider the connecting role of the reserve, particularly if it connects core biodiversity sites and whether some of these connective features can be maintained.
15. Road and rail reserve sites are not considered as part of formal community green spaces. Alternative sites will need to be considered when budgeting green space in densification proposals.

Extensive open space in neighbourhoods with multiple vulnerabilities

16. Infill may be necessary or in process in many undefined open spaces. Community involvement to encourage the utilisation or protection of a certain amount of open space is encouraged.
17. Development plans for infill of open spaces should consider the retention of green corridors for NMT and biodiversity movement as well as the inclusion of landscaping that contributes to public health and recreation, e.g. play parks, community garden space, shade.

Cemeteries

18. Open space qualities that add to the sense of place of cemeteries to be promoted, such as tree cover, views or other landscape qualities.

AGRICULTURE, CULTURE AND HERITAGE	COMPONENTS AND DISTRICT ELEMENTS		GUIDELINES AND MANAGEMENT PRIORITIES	
	CULTURE AND HERITAGE ZONE			
	(Full extent together with GINet shown in figure 14)			
	a) World heritage sites Table Mountain (natural WHS) (please refer to guidance for protected and conserved areas as this area will be managed in terms of reserve management plans), Robben Island National and provincial heritage sites Examples: Strand Street Quarry, Church Square Heritage Protection Overlay Zones, Example: Bo-Kaap Palaeontological sites, archaeological sites, and burial sites Graded heritage resources (as per the City's heritage inventory) 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. City's Heritage Management and the relevant heritage authority in terms of the NHRA may make site-level recommendations on conservation-worthy architectural details that need to be preserved prior to site alterations taking place.		1. Promote the conservation of heritage resources in their authentic state as far as practically possible to reflect their historic and cultural value and avoid loss of significant historic fabric and attributes (see subdistrict guidelines for description of the significant attributes). 2. Evaluate heritage resources in their broader contexts when making conservation-related decisions. 3. Carefully consider how a place's character is protected and enhanced, considering the streetscape, precinct and setting, rather than just protecting individual sites. 4. 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. 5. 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. 6. Promote the retention and integration of heritage sites into a new development. 7. Encourage appropriate and accurate interpretation of heritage resources and recognise and develop places of memory, particularly associated with the struggle against apartheid. 8. Identify new areas for heritage protection overlay zones. 9. Carefully consider whether alterations or changes are appropriate and do not derogate from the heritage qualities of the places or area. 10. Encourage significant historical buildings and sites of memory or social significance to be identified as heritage indicators and conserved, restored and celebrated in accordance with appropriate heritage indicators in sites or areas that have been earmarked for redevelopment, e.g. District Six, TRUP. 11. Encourage and enhance active interfaces with streets and the public realm, especially at ground floor, and avoid blank and sterile boundary walls and boundary treatments to streets and public realm. Encourage positive interfaces by strictly adhering to the principle of a minimum of 40% visual permeability and height not exceeding 2 m, and appropriate materiality and design. 12. Consideration should be given to the relationship between the building or site concerned and the adjacent buildings, or portions thereof, in regard to facade treatment and articulation, building height, massing and setback of new development.	

CULTURE AND HERITAGE ZONE

13. In HPOZ areas, encourage the retention of established trees, vegetation and landscaping elements and attributes.
14. Encourage mitigation of heritage and visual impacts by means of landscaping, which could inter alia include tree planting, screening elements or surface changes.
15. 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.
16. Discourage blank or over-scaled retaining walls that are visually obtrusive.
17. The design and materials selected for retaining walls and structures should be in keeping with the character of the existing structures of the area.
18. Consolidation and subdivision applications must take into consideration the general existing property sizes in the HPOZ and need to relate appropriately in size.
19. Development activities to consider and take a precautionary approach in areas identified as archaeologically sensitive.
20. Where the HPOZ boundary cuts through an erf, a development response should holistically consider the impact on the character of the receiving environment.
21. For development activities directly adjacent to an HPOZ area, it is recommended that development responds sensitively in scale, form, height and aesthetics as a spatial transition between the HPOZ and surrounding areas.

b) Heritage areas under investigation

These areas have been proposed for heritage protection (i.e. proposed heritage protection overlay zones) 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.

Examples: Maitland Garden Village, Two Rivers Urban Park

1. Encourage recognition and space for memorialisation.
2. Encourage the protection of heritage sites and the interfaces to these sites, where detailed area guidelines are not yet in place.
3. For proposed heritage protection overlay zones, ensure that new developments and development activities are of an appropriate scale, height and form, and respond in an appropriate design (i.e. aesthetic, massing, articulation and materiality) to the receiving context.
4. Consideration should be given to the possibility of retaining, sensitively incorporating or refurbishing heritage buildings into development.
5. Ensure that significant historical buildings and sites of memory or social significance are identified and conserved, restored and celebrated in accordance with appropriate heritage indicators in sites or areas that have been earmarked for redevelopment.
6. Avoid blank and sterile boundary walls and boundary treatments. Encourage positive interfaces by adhering to the principle of visual permeability and appropriate materiality, design and height.

d) Scenic routes SR1 routes

SR1 routes

e.g. Phillip Kgosana

SR2 routes

e.g. Ocean View Drive, Buitengracht Street

29. 1. Prioritise the upgrade of these routes and support the implementation thereof. This should align broadly with the route's scenic quality value, degree of tourism use, and road surface and reserve upgrade necessity.
2. In general, development along scenic drives and routes should seek to retain views from the route and not negatively affect the character of the landscape through which it passes.
3. Any redevelopment along scenic drives and routes should include addressing landscaping improvements to the (public and private) areas abutting the road. Land use management decisions should be guided by the Scenic Drive Network Management Plan (volume 3, 2003) or subsequently approved management plans, e.g. transport designations. Development to comply with the comprehensive set of guidelines for visual design.
4. Enhance the scenic experience, wherever possible, by removing moveable obstructions and provide suitable NMT infrastructure, where appropriate.
5. Ensure that safe access to and along scenic drives is enhanced.



St George's Mall
Greenmarket Square
Tourist Info
Bo-Kaap

Company Gardens
National Library of SA
SA National Gallery
SA Museum/
Planetarium
Jewish
Holocaust Centre

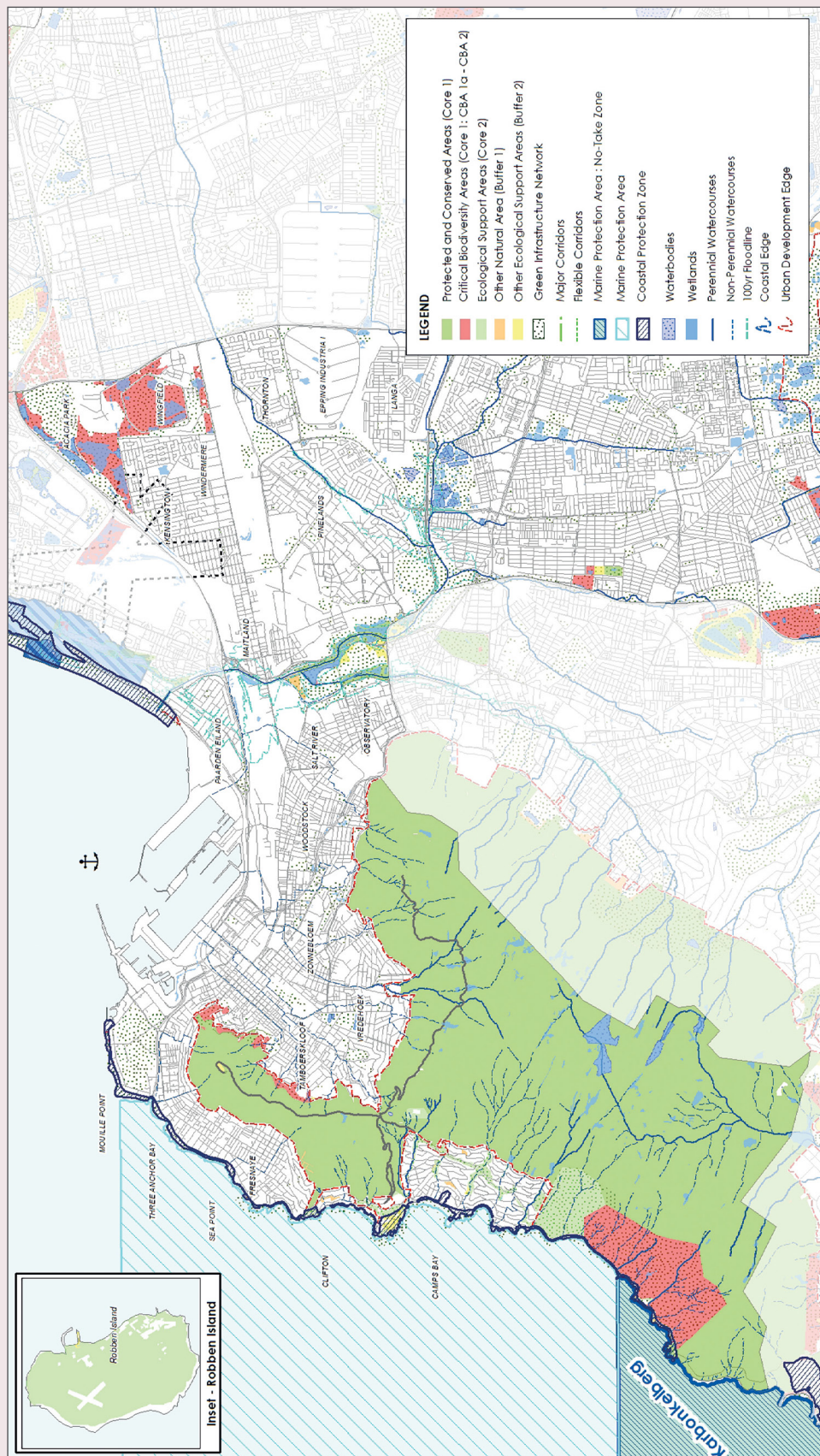


Figure 12: Green infrastructure and biodiversity map

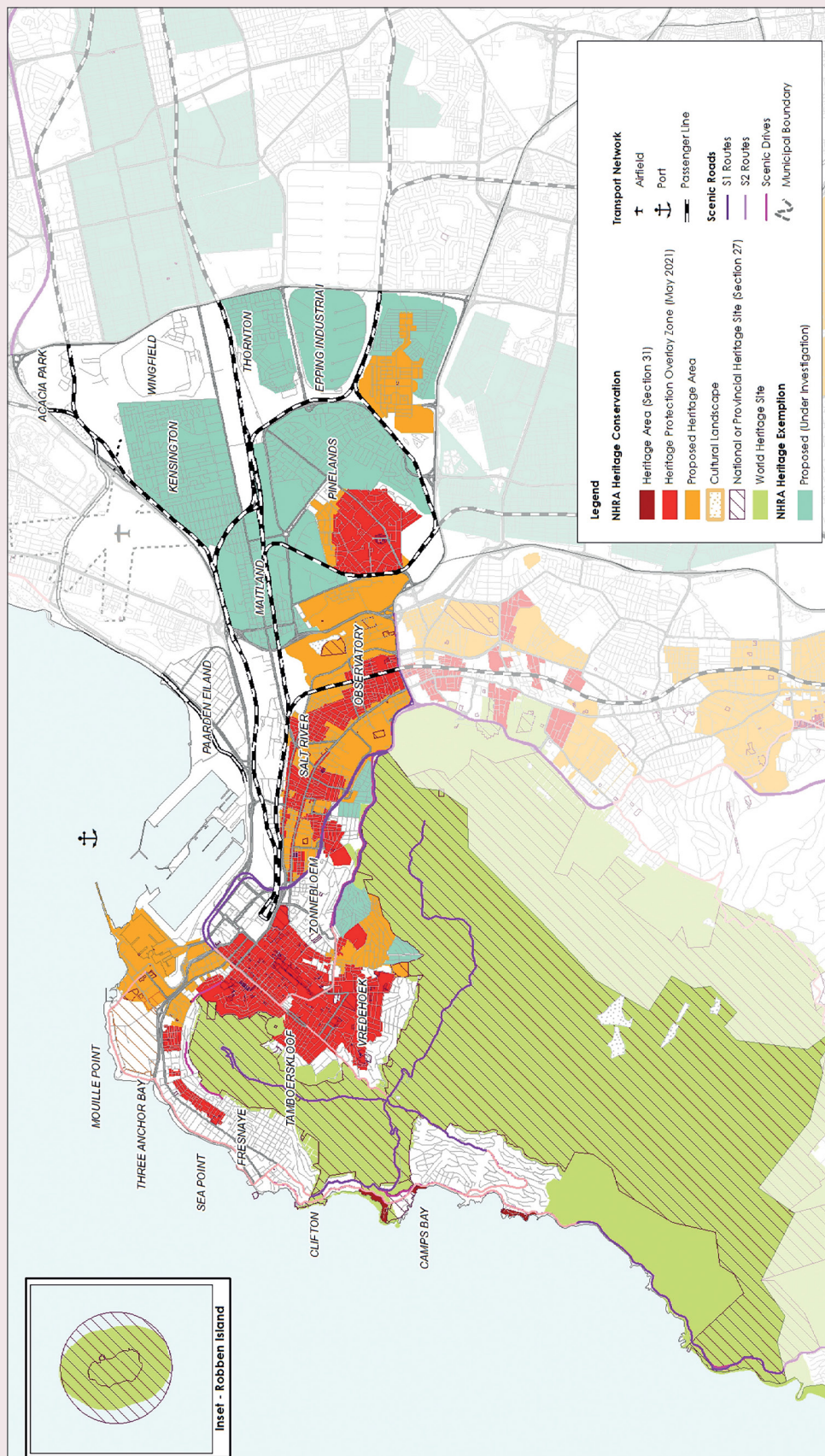


Figure 13: Cultural and heritage map



THE LARGER-THAN-LIFE BRONZE SCULPTURES ON NOBEL SQUARE IN THE VICTORIA & ALFRED WATERFRONT PAY TRIBUTE TO SOUTH AFRICA'S FOUR NOBEL PEACE PRIZE LAUREATES, ALBERT LUTHULI, ARCHBISHOP EMERITUS DESMOND TUTU, FORMER STATE PRESIDENT F.W. DE KLERK, AND FORMER PRESIDENT NELSON MANDELA.



3.2.2 Urban development

The Table Bay 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 will unpack the district development guidelines for existing and new residential, non-residential and mixed land uses, and will include all buildings and infrastructure used for retail, offices, community facilities and related infrastructure necessary to provide for the proper functioning of urban areas. New development areas that are earmarked for different types and intensities of land uses will be indicated at subdistrict level in section 4.

3.2.2.1 Existing urban development

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

3.2.2.2 Residential development

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

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

namely the Integrated Residential Development Programme (IRDP) (mixed tenure: BNG, FLISP, affordable housing), community residential units (CRU), and the Social Housing and Upgrading of Informal Settlements Programme (UISP).

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

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

3.2.2.3 Non-residential development

The retention and expansion of job-generating businesses are a key focus of spatial planning. The Table Bay District contains the highest concentration of jobs and economic activity in the city and therefore must accommodate future commercial activity as well as manage a transition away from traditional office culture as more companies are converting to hybrid/work from home models. Transitions of office buildings to other uses, such as distribution centres, housing or hospitality are some of the forms this may take.

Commercial land development is focused around the CBD and Waterfront. The district contains the largest proportion of street front retail in the city and the highest concentration of head offices and commercial developments. The visitor economy in this district has a strong impact on the urban form and the sense of place and attractive character of areas such as the Waterfront contribute to the success of the district's economy.

The district has a significant amount of developed industrial land, including Epping 1, Maitland, Ndabeni, Salt River and Woodstock and Paarden Eiland. Paarden Eiland presents location advantages for the boat-building sector and, in general, well-located industrial land is valuable for city resilience by facilitating low-carbon market access. Guidelines for industrial areas are presented in the subdistrict guidelines in chapter 4.

Inclusive economic development can be accommodated by supporting skills development

clusters, using public land and facilities to support SMME development, making provision for informal trade areas and protecting job generating land uses.

3.2.2.4 Mixed use intensification

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 Table Bay District Plan promotes land use intensification, which implies a greater mix of residential and non-residential land uses (diversification) through the increased use of space, both vertically and horizontally (densification). This could include a combination of residential and non-residential uses or a combination 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 and gross leasable area. These 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.

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 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 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 types and densities, for residential as well as proposed non-residential uses with estimated GLA (m²). 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.

3.2.2.6 2040 Land Use Model – future growth

The Land Use Model (LUM) is directed under the auspices of the executive director of Spatial Planning and Environment and has been developed to assist and inform the 20-year engineering masterplan reviews, the sector plans and the metropolitan and district spatial plans, which are all key planning products for the City.

The LUM generates a baseline and will estimate and forecast future growth and associated land use patterns in Cape Town between a base year of 2020 and an 'end state' of 2040. Principally, the model seeks to estimate and spatially distribute the current (2020) and forecasted (2040) residential units (per subtype) and non-residential land uses, e.g. industrial, office, retail, government and other land use groups such as social facilities.

The purpose of the model is to establish the foundation for long-term (20-year) engineering infrastructure masterplan review and associated sector plans to support the implementation of the 2018 Council-approved Municipal Spatial Development Framework (MSDF). The project is a revision of the previous Land Use Model (2013-2032). The revision is necessitated, given revised city demographic projections for 2040. The primary informants of the model beyond the time extension are:

- a) The projected demographic growth, estimated to be in the region of 1,75 million additional persons residing within the City of Cape Town by 2040; and
- b) The inward growth trajectory principles and messaging associated with the approved Municipal Spatial Development Framework (MSDF).

There are two distinct phases within the Land Use Model. The first completed phase established a credible and evidence-based 'base model', i.e. an updated database and spatial representation of land use and intensity across the city (2018).

The second phase considers the projected demand and anticipated supply for residential and non-residential and land uses in space in order to allocate land use to the projected population growth, i.e. matching people to land uses via future growth control totals – depicted in the figure 4 above. Technical annexure 11 in volume 4 of the District Plan provides a summary of the land use modelling assumptions and methodology.

Implications for the Table Bay District

Taking the aforementioned projections for Cape Town into account, the following sections describe and depict the new areas for residential and non-residential development for the Table Bay District. The selection of sites and development proposals was based on their location potential and ability to support the strategic objectives and vision for the district described in section 2 (concept and vision) of this report. It needs to be noted that in some instances, sites that have been identified already have the required approvals in place for development, or the application process for development rights has been initiated.

a) Residential development

Table 7 below indicates the amount of new formal residential opportunities in the Table Bay 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 section 3.1.2.7 and in more detail in section 4 of the subdistrict development guidelines, where applicable. Furthermore, the Land Use Model referred to above also includes projections for formal main dwelling units, additional formal dwelling units, informal dwellings and additional informal dwelling units, which were informed by a residential growth estimation – see annexure 11.

Table 6: Estimated supply of formal residential opportunities

TyPOLOGY	TABLE BAY DISTRICT
Main formal dwellings	61 196

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:

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

General guidelines regarding the form and type of development are described in section 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

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	
Urban development: general to all areas	- 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. - Sites indicated for urban development, but which also fall within identified precautionary areas, should take associated district development guidelines into account. - Support the incremental intensification over time of urban areas, where 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. - Consider the existing character and heritage areas of significance (as may be reflected in detailed policies) as an informant to development and redevelopment proposals. - Encourage resource-efficient design and promote net zero carbon buildings and precincts in alignment with City Urban Design Policy.

	6. Promote an appropriate interface between mixed-use areas and adjacent spatial designations (such as low-density residential, agricultural, critical natural assets, structuring open spaces) through the use of sensitive design as informed by local-level guidance and spatial development plans, where applicable. 7. Encourage the provision of basic services, amenities and design considerations to support informal economic activity and to reduce negative externalities associated with unregulated business activity. This includes hard and soft landscaping, sufficiently wide pavements to accommodate trading space in high footfall areas, structures as context-appropriate, storage facilities, ablution facilities, waste collection/recycling, streetlights, water and electricity connections. This applies to all areas, but will be most relevant in high-volume pedestrian areas such as nodes, transport interchanges, civic precincts, destination places and other busy places. 8. Support the design of public space to create multifunctional internal public squares and linear spaces that can accommodate informal trading. These areas should be demarcated for trading, in line with the provisions of the City's Informal Trading By-law and Informal Trading Policy. 9. Encourage the design of new developments and commercial centres to accommodate space for markets and less formal businesses in central and high-footfall parts of the development. 10. Support informal trading on identified safe and appropriate locations such as urban nodes, transport interchanges, commercial and shopping centres, public spaces, parking areas, road reserves and destination places. Increase the scope of land use rights for properties within local urban nodes by utilising overlay zones in appropriate areas. 11. Facilitate local economic development in townships by encouraging flexible land use rights along development routes and in nodes. This includes taking a flexible approach to home-based enterprises on residential zoned properties and developing overlay zones to specify the necessary rights, where required. 12. Support urban agriculture uses on the following land: (a) underutilised public land within or on the outskirts of housing development, and (b) housing development land that will not be used in the short term. Urban agriculture uses include allotment areas, community gardens and small-scale farming. 13. Support the establishment of urban agriculture in townships to grow township-based food markets. 14. Encourage the retention of green infrastructure ecosystem services and optimise them, wherever possible, through appropriate location and design choices.
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TYPOLOGIES AND DISTRICT ELEMENTS	DISTRICT DEVELOPMENT GUIDELINES
B) URBAN DEVELOPMENT - RESIDENTIAL	
General - existing residential development	1. Promote the regeneration and refurbishment of well-located, underutilised buildings for affordable housing, where appropriate; ensuring sufficient provision of supporting amenities in line with requirements for provision of associated social facilities and recreational spaces. 2. Support future economic activity (home occupation) and second and third dwellings (or small-scale rental unit development in state-subsidised housing programmes) to achieve mixed-use integration and densification, especially in single residential use zones. 3. Encourage the provision of adequate service ratios needed to support incremental densification. 4. Support the incremental upgrading and formalisation of areas where informal units are widely prevalent.
New development areas	General (all residential market types) 1. In general, support the development of new residential areas at higher densities than those that exist in the surrounding locations, but with due regard to appropriate transition to surrounding areas, inter alia, the principle of socio-economic gradient, interface with existing development areas, impact on the urban character, heritage and biodiversity value. 2. Support the implementation of new development areas subject to infrastructure availability and in line with the requirements for provision of associated community facilities and recreational spaces. 3. Promote the development of affordable housing by the private sector through the implementation of the principle of inclusionary housing development (a principle to be unpacked in the Inclusionary Housing Policy that is under way) and through the implementation of the IRDP, where applicable. 4. Ensure the development of socially sustainable communities where the immediate needs of the residents are met within approximately 800 m from where they live or proximity to public transport. 5. Encourage development plans for new development and infill areas to set aside sites for POS, commercial and non-residential, including supporting community uses within the new settlement. 6. When considering the scale and location of NDAs, consider the location of the property within the urban network and the scale of development that could be developed by the private sector. Processes must be put in place to ensure that these sites are allocated or released to the market within a reasonable timeframe to limit the risk of unlawful land occupation.

Subsidised and partially subsidised

1. Support the development of high-density, affordable rental housing (social housing) within in the urban inner core as the City's priority and preferred restructuring zone.
2. Encourage and support hostel redevelopment with increased infrastructure capacity and family-appropriate-sized units within areas of intensification.
3. Encourage and support the delivery of affordable housing (gap or social housing (or any other appropriate housing typology) within areas of focused public sector investment; NDAs, PHSHDAs, restructuring zones and development corridors and urban nodes, development focus areas (DFAs), urban support areas (USAs) and areas in need of local area planning (refer to volume 3; implementation plan).
4. To achieve maximum densities on limited land, promote and ensure new formal City-provided housing structures comprise, where possible, semidetached single-storey (for the elderly and disabled), double-storey units or two- to four-storey walkups with a positive interface with the character of the area.
5. State-subsidised housing programmes should include innovative and alternative typologies and design to support the City's densification and sustainability targets.

Mixed market

1. 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).
 2. 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.
 3. 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.
 4. Promote and prioritise development of appropriately diversified densities of affordable housing on state-/City-owned land.
 5. Mixed-market developments should promote integration through the use of tenure blind design.
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TYPOLOGIES AND DISTRICT ELEMENTS	DISTRICT DEVELOPMENT GUIDELINES
B) URBAN DEVELOPMENT - RESIDENTIAL	
Informal settlements Examples: • Joe Slovo/Langa • Small pockets of informal settlements in Factreton, Salt River	1. 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). 2. Support development application for the provision of basic infrastructure services in informal settlements (electricity, water and sanitation and accessibility routes). Informal settlement upgrading must account for greater service ratios allowing for increased taps and sanitation sites in a reblocking project (as confirmed by the Covid-19 pandemic). 3. Support the City's commitment towards addressing emergency housing need and the mitigation of unlawful land occupation by prioritising development on land identified in the City's vacant land register. 4. Limit expansion of informal settlements into identified precautionary areas (e.g. flood-prone and veldfire risk areas), sensitive environmental areas such as high-visual-impact-areas or biodiversity network areas (usually identified by the urban edge in this district), or high-value heritage areas. 5. Support and prioritise the relocation of informal settlement situated in areas of high environmental and high health risk, and ensure that the alternative site meets the health and safety requirements of sustainable human settlements. 6. To create sustainable human settlements, support the reblocking process from the outset to include access to connecting roads and access for emergency services, walking routes and NMT, well-lit public spaces (POS) and community facility areas, and the use of green infrastructure to support climate change adaptation. 7. Support in-situ upgrading of informal settlements, where possible, and deliver high-density house typologies to minimise relocations. 8. Support the City's goals to transform informal settlements by facilitating incremental and micro-developers. 9. Support suitable temporary land uses where informal settlements have been relocated to prevent resettlement of informal dwellers.



CAPE TOWN CITY HALL IS ONE OF THE CITY'S OLDEST AND MOST CENTRAL PUBLIC SPACES AND HOME TO THE CAPE PHILHARMONIC ORCHESTRA. FOLLOWING A LENGTHY MAKEOVER, THE HERITAGE VENUE IS AVAILABLE FOR A WIDE RANGE OF CULTURAL AND SOCIAL EVENTS.

TYPOLOGIES AND DISTRICT ELEMENTS	DISTRICT DEVELOPMENT GUIDELINES
C) NON-RESIDENTIAL DEVELOPMENT	
Industrial: existing and new development areas • Paarden Eiland • Salt River • Woodstock • Maitland • Ndabeni • Epping 1 • Port and surrounds	1. General industrial areas should be supported in industrial designated areas and allowances should be as per the City's Municipal Planning By-law. 2. Support the prioritisation of public-private sector investment in identified growth areas within the industrial nodes, ports and primary freight infrastructure. 3. Provide incentives to encourage appropriate industrial development close to areas of socio-economic need. 4. Due to particular requirements for road and waste infrastructure associated with industrial zoned land, these areas should generally be reserved to optimise this infrastructure and mitigate potential negative impacts. 5. Allowance could be made for limited forms of non-industrial activity that are ancillary to the permitted uses. The allowances should not compromise the general use of the areas zoned for industry purposes. 6. Where proposed new industrial areas are surrounded by dense residential development, consideration has to be given to the social, health and safety impacts of proposed industries. 7. Facilitate industrial and other commercial development around the port to take advantage of the competitive advantage and economic, freight and logistical benefits related to the port. 8. Allowances should be permitted where a greater mix of business activities can be tolerated and where the mix of activities does not negatively impact on the competitive advantage of the industrial activities in the area. These areas include Maitland and parts of Ndabeni. 9. No activity or use that includes the onsite storage or management of hazardous substances shall be permitted before an approved risk management and prevention plan has been submitted and Council has given approval therefor. 10. Promote an appropriate interface between light industrial areas and adjacent residential development through the use of sensitive design and informed by local-level guidance and spatial development plans, where applicable. Risk industry 1. No inappropriate urban development (i.e. residential development, community services and retail services) should be permitted within or in close proximity to heavy/noxious industrial zones, solid waste disposal and wastewater treatment sites and transfer sites. 2. Existing developments in the above areas may require mitigation measures and limits on the further enhancement of development rights. 3. These areas should be reserved for noxious trade and risk activities. Consent for other uses outside of this zoning should be discouraged and take the potential negative impacts into account.

C) MIXED USE

Mixed-use intensification

(Existing and new development)

In business strip areas Examples:

- Victoria Road
- Main Road
- Somerset Road
- Albert Road/Salt River Triangle

(See transport designation for development routes)

District and local nodes (see conceptual designations)

- Commercial and select transitioning industrial employment areas, e.g. Salt River/Maitland Ndabeni (see section 5 for details)

1. Support high-density mixed residential typologies in all areas of mixed-use intensification and diversification associated with identified urban nodes, development corridors and development focus areas; subject to any local guidelines, bulk services and transport infrastructure availability.
2. Encourage greater land use intensification of an appropriate combination of land uses, including office and retail, business and commercial, institutional and social facilities, and high-density residential development along identified development corridors.
3. Promote mixed-use intensification at identified urban nodes, key intersections, stations and modal interchanges, especially where opportunities for commercial and other employment-generating land uses exist.

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) Height restriction zone	Ysterplaat	1. In terms of the 2011 regulations of the Civil Aviation Act, Act 13 of 2009, restrictions exist on the heights of buildings and structures in the vicinity of the Ysterplaat Air Force Base. Such restrictions are enforced, in consultation with aviation authorities, at the time of a new development application in the height restriction zone. The restrictions are defined on plan numbers TPR.8356, TPR.8357, TPR.8358 and TPR. 8359. Plans detailing the restrictions are available through contact with the City's Land Use and Development Management Department. 2. No building or structure shall be erected within the areas defined on such plans to a greater height than is prescribed for such areas on such plans. 3. In terms of point 1 above, the height restriction zones specific to runway 15/33 have been waived by the South African Air Force.

PRECAUTIONARY AREAS AND UTILITY SERVICE INFRASTRUCTURE INSTALLATIONS	DISTRICT ELEMENTS	DISTRICT DEVELOPMENT GUIDELINES
b) Waste drop off	Woodstock	1. Environmental conditions related to these installations should be monitored to assess the need for appropriate buffer areas or any necessary land use controls around these installations.
c) Cemeteries	• Maitland • Langa • Pinelands	1. Support continued use of cemeteries for this purpose. 2. Identify and support the establishment of other interment options to supplement or complement the traditional in-ground burial. 3. Prioritise identification of additional cemetery development in the short-medium term to cater for urban growth in the district. This would not necessarily be located in the district.
d) Broadband /IT/ Wi-Fi cabling (refer also to utilities section)	All areas – but primarily the following: • All nodes • All development corridors	1. Support the continued rollout of the City's Broadband Project, expanding the City's optic fibre infrastructure. 2. The above needs to also look at including future free provision of broadband fibre into all business areas and nodes (as part of transport infrastructure investment). In support of the City's CTOD (Comprehensive Transit Oriented Development) 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.

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:

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

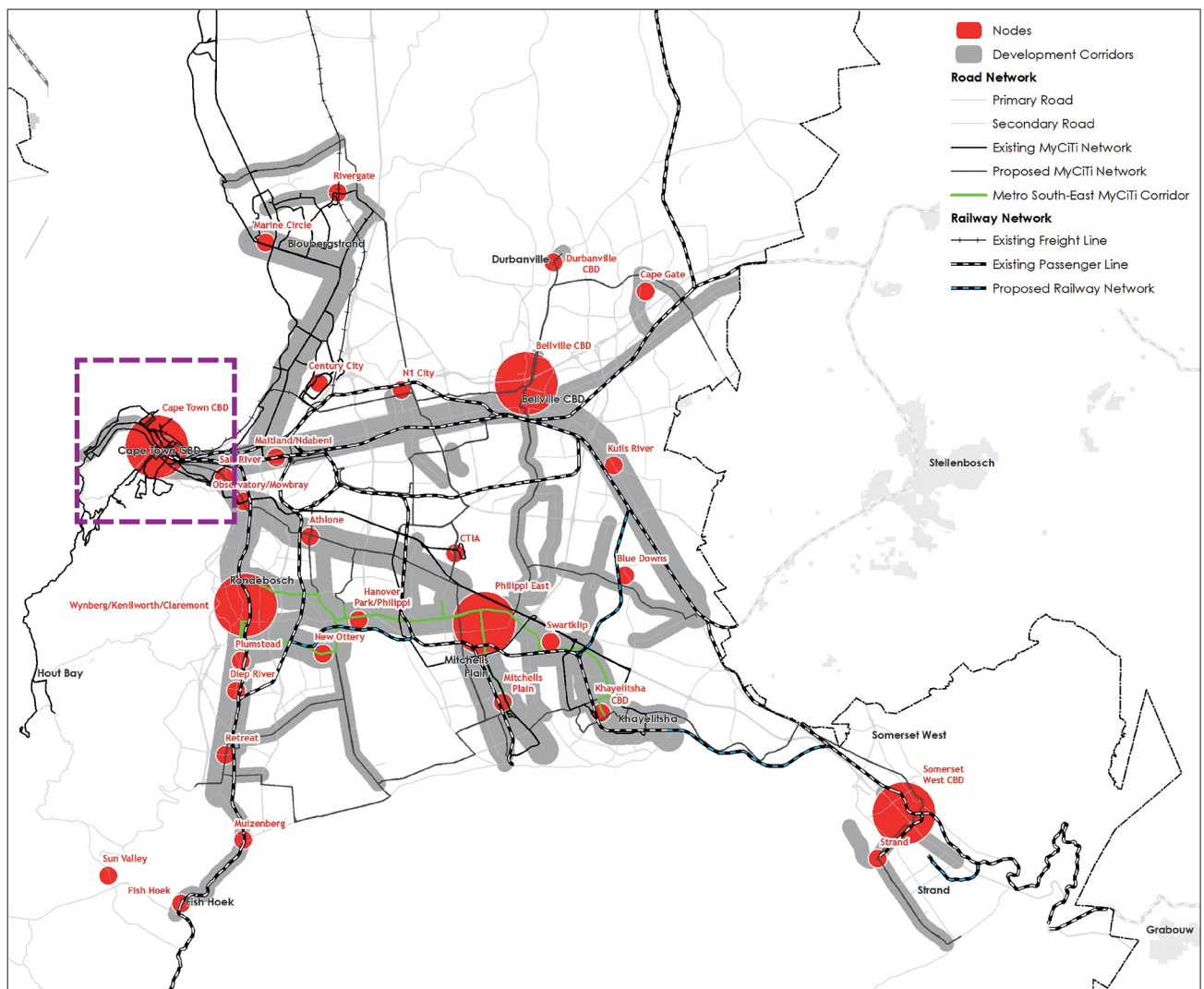


Figure 14: Structuring corridors

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. 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: • N2 (Settlers Way) • N1 • N7 Expressways • M3 • M5	1. The mobility role of these routes should not be compromised. 2. In response to the attractiveness of freeway access, especially for freight movement, intensification of existing commercial and light/service industrial development near freeway interchanges should be supported. 3. The development guidelines for existing proclaimed scenic routes should be considered generally for application along all freeways/expressways in the district. 4. Support creative development solutions that would assist with the promotion of long-haul metro public transport along freeways and expressways (e.g. optimising excess parking at shopping malls, sports stadia as park and ride facilities; integrating with local public transport and NMT).
c) Rail	• Southern Suburbs line • Cape Flats line • Central line • Northern line	1. Retain existing passenger rail lines for public transport right of way. 2. Retain the opportunity for any planned new public transport right of way links. 3. Support medium- to high-density residential densification within ± 400 m of all rail stations subject to other local area guidance. 4. 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. 5. Ensure that all new development around stations supports improved NMT and safety and security of streets and public areas. 6. 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. 7. Adopt a precautionary approach to alienation of land associated with freight rail routes into major junction/break of bulk areas in the city. Of key importance into the longer term as the most cost-effective transport, but also relief on the city road system, is the re-establishment of rail as a primary long-haul general freight route, and short-haul route for major local destination bulk products (solid waste, fuel/liquid gas, etc.). 8. Prioritise with PRASA the key stations for upgrade, and ensure alignment with adjacent PTI planning for IRT/buses and MBTs. 9. Encourage medium- or high-intensity mixed-use or residential development of underutilised rail land around all stations, where and as appropriate. This should include high-intensity development where stations are in urban nodes. Ensure that all new development around stations results in improved surveillance and safety and security of streets and public areas.

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) • Voortrekker Road • Victoria Road District scale/ lower order (high-frequency, low-volume public transport routes) • Somerset Road into Main Road and Regent Road, Sea Point • Main Road, Sea Point • Albert Road, Salt River • Camps Bay Main Road • Long Street/ Kloof Street up to its end in Queen Street • Darling Street along Sir Lowry and into Victoria Road • From Victoria Road, the Salt River 'triangle' (Salt River Road and Durham Road) • 6th Avenue, Kensington	1. Support the functioning of these routes as 'spines' of their respective development corridors through encouraging high development intensification and densification to support high-frequency, high-volume public transport. 2. In general, the highest intensification of land use should occur directly adjacent to or in closest proximity to the routes (e.g. first block). This must, however, consider the nature of access roads, additional traffic impacts, and parking requirements, and be subject to other policy guidelines, where relevant. 3. Areas between urban nodes, civic clusters, development corridors or (the extent of) existing commercial areas should generally be restricted to residential development only. 4. Ensure ongoing alignment between relevant departments in ensuring the appropriate location of major public transport stations/stops along these development routes, and consistency of design guidelines for incorporation into road reserve development and adjacent property development proposals. 5. Any future redevelopment of these roads, associated pavement areas, and land uses fronting these, should take place with planned IRT, other public transport, and NMT infrastructure improvements in mind, and especially at BRT and taxi stations and stops. 6. Civic upgrades, landscaping and NMT provision should be a key consideration and 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 access/circulation, eateries/coffee shops, etc.). 7. In general, development should front onto these roads and active street interfaces should be encouraged, and large extents of blank wall and street-facing carparks avoided. 8. Where open spaces intersect with these roads, the former should be retained and enhanced in order to develop the 'green' network, and provide open space relief in intensively developed areas. 9. Mitigation of the impact of the road's mobility function (including design efforts to slow traffic) may be appropriate at high-intensity, mixed-use nodal areas where frequent pedestrian movement across the street is necessary. Generally, provide/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 and security.

d) Development routes		10. Ensure the enhancement and protection of scenic qualities and heritage resources along these routes, where necessary, especially where these have been recognised and protected through policy and legislation. 11. Reinforce the functioning of these roads as public transport routes through encouraging future highest-order public facilities along high-order routes, and local community service provision along lower-order routes. 12. Direct access onto these streets from abutting properties should be consolidated, where possible. 13. Direct-access perpendicular parking across the erf frontage should not be permitted along these routes.
e) Connector routes	Higher order (higher mobility-orientated routes, but with some public transport, supporting development routes or linking more distant urban nodes to urban corridor areas) • Beach Road • Victoria Road, along the coast from Bantry Bay, through Clifton and continuing southwards (within which the Camps Bay portion functions as an activity route) • The upper portion of Strand Street and along High Level Road • Kloof Nek - from Bellevue Road along Camps Bay Drive up to Victoria Road • Orange Street (including Buiten) along Annandale and Mill streets and into De Waal Drive	1. These routes should continue to perform a primary mobility function. Direct access onto these routes from abutting properties should not be encouraged. Instead, limited access, with a focus on high-access nodal points, should be permitted and, where necessary, service roads should be developed. 2. Where appropriate, intensification of development should be promoted to support line-haul public transport. This should be concentrated at urban nodes, and limited between them, and especially in areas not close to development corridors. The process of land use intensification along these routes must consider the nature of access roads, additional traffic impacts, parking requirements, and visual impact and character implications. 3. Mitigation of the impact of the road's dominant mobility function (including design efforts to slow traffic) may be appropriate at high-intensity nodal areas. The route between these nodes should remain primarily mobility orientated through residential areas, with appropriate landscaping and adherence to the City's Boundary Walls and Fences Policy. 4. The role of these routes as significant community service public transport routes should be reinforced. 5. In support of the City's Comprehensive Transit Oriented Development (CTOD) objective, non-residential development should be enabled in identified business areas (nodes and civic precincts, where appropriate) in order to reduce congestion (and improve bi-directional flow) on key connector routes. 6. 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. 7. Appropriate lower-order roads linking neighbourhoods and opportunity areas (such as parks, destination places and commercial areas) should be identified for prioritised NMT treatment. 8. For development guidance along connector routes, which are also approved scenic routes, refer to specific development guidelines for scenic routes in the environment section (section 3.1.1 above).

SDF ROUTE DESIGNATIONS	DISTRICT ELEMENTS	DISTRICT-WIDE DEVELOPMENT GUIDELINES
	Higher order • Marine Drive continuing northwards into the R27 (West Coast Road) • Liesbeeck Parkway • Viking Way • Nigeria Way (proposed) • Mountain Road • Browning Road • Howard Street, Pinelands • Frans Conradie Drive • Berkeley Road Extension (proposed) • Buitengracht Street 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)	

f) NMT routes	Higher order NMT ('destination' closed streets, promenades, cycle routes that are high attractors from across the metro) • Roggebaai Canal through to Waterfront, Mouille Point-Sea Point Promenade • Fan Walk and links through around Cape Town Stadium, Green Point Common and Green Point Park • Links from Adderley Street through St Georges Mall, Thibault Square and Company's Garden towards the mountain • Camps Bay and Clifton beachfronts • Langa to Bonteheuwel • Table Mountain walking and cycling routes • Liesbeeck riverside through Albert Road to CBD • Lower Main Road	1. Support public (and private) investment in these metro attraction routes as key (economic) attractors to recreation and tourism destinations. 2. Any nearby development should aim to contribute to the enhancement of these routes (including associated management), where possible. 3. Plan for and implement/facilitate links between these routes and adjacent/access roads, public transport, and parking to support pedestrian access to, and utilisation along, the NMT. 4. Ensure that routes along the coast/flood-prone areas are carefully planned into the future to avoid impacts related to predicted sea-level rise. 5. However, in instances of existing infrastructure in high coastal risk areas, which are critical to wider urban functioning (regarding infrastructure links) or of recreation and tourism value of metro significance, 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. 6. Aim for uninterrupted and continuous cycle networks connecting to destinations in the district.
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SDF ROUTE DESIGNATIONS	DISTRICT ELEMENTS	DISTRICT-WIDE DEVELOPMENT GUIDELINES
	Lower-order NMT 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: • Integrated into catalytic precincts – examples: Foreshore, TRUP, Conradie • Bree Street • Adderley Street • Breakwater Boulevard and Dock Road • Lower Main Road and Station Road, Observatory	1. 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. 2. Plan for increasing micro-mobility, including more pedestrian, more bicycle and motorised bicycle trips, etc., to support greater localisation (reduced trip lengths) and walkability associated with more integrated urban development and reducing the city's overall carbon footprint. 3. Planned NMT links should be steadily formalised/upgraded to provide for not only safer movement, but an enhanced NMT experience and better-quality urban environments. Development and management of public-private partnerships should be encouraged, wherever possible. 4. Particular focus should be on improved pathways around (or along) district public open space areas (as significant amenity attractions), including the Grand Parade, Castle and Cape Town Station, the Two Rivers Urban Park area, Deer Park and the Kloof corner entry point to Table Mountain Cableway/Lions Head. 5. A key focus in areas with significant development informality must be on ensuring NMT routes are designed to not be encroached upon by development or related activities. 6. Cycle routes should consider the intensity of pedestrian as well as vehicular activity, as high-traffic pedestrian environments are less efficient for cycle transport. 7. Realising uninterrupted public access along river corridors and green belts should be a core long-term objective. This can be supported whenever river corridor upgrades are undertaken (e.g. de-canalisation) or where in critical areas, mechanisms to secure land in public ownership are encouraged.
g) Harbours and other freight hubs	• Port of Cape Town • Back of port and Maitland container yards • Epping railway sidings	1. Support increased service-related economic activities (e.g. tourism and recreation) and multi-use in the port aligned with the strategic role as the major marine access points, Cape Town's premium destination place, and promoting other economic opportunities with a focus on inclusion of small and emerging businesses (e.g. Makers Landing). Promote shared space and facility use and greater public access within the western side of the Port of Cape Town in proximity to and in association with the V&A Waterfront developments. 2. Ensure that key harbour functions (which may change over time) are provided for and protected in line with port expansion plans (regarding necessary infrastructural provision) whilst seeking to unlock other locational competitive advantages on nearby underutilised land areas (e.g. Culemborg east bordering Harbour Arch).

		3. Adopt a precautionary approach to alienation of land associated with freight rail routes in major junction/ break of bulk areas in the city. Of key importance into the longer term as the most cost-effective transport but also relief on city road system, is the re-establishment of rail as a primary long-haul general freight route, and short-haul route for major local destination bulk products (solid waste, fuel/liquid gas, etc.) 4. Encourage development of interdependent associated economic activities and the maximisation of economic opportunity within and in immediate proximity around these areas, as appropriate. Ensure a major focus on safe economic precincts to attract property and business sectors. 5. Ensure heritage, visual impact and climate change issues (as they apply) are adequately considered. 6. Ensure major storage, break of bulk, etc. facilities do not negatively impact on surrounding development areas, especially in high-visual-impact areas. 7. Where freight activities impact negatively on surrounding areas, promote mitigation or the reorganisation of the activities to minimise disturbances. 8. Ongoing engagement and partnership with key government stakeholders and other I&APs are necessary to maximise alignment and synergies.
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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 high-intensity (i.e. dense and diverse) nodal or 'strip' development, generally supported by a hierarchy of transport services that function as an integrated system to facilitate ease of movement for private and public transport users. They are characterised by a dynamic, mutually supporting relationship between land use and the movement system. Corridor development is focused on routes serviced by mass rapid public transport services (i.e. rail or bus rapid transport (BRT) trunks) or other high-frequency public transport (bus or taxi).

Table 11: Development corridor guidelines

DESIGNATION: DEVELOPMENT CORRIDORS (see route designations section for development route)	
DISTRICT ELEMENTS	DISTRICT-WIDE DEVELOPMENT GUIDELINES
a) 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) • Voortrekker Road corridor • Main Road and Salt River corridor (between Darling Street and Mowbray) b) Lower order (somewhat less accessible, higher-intensity urban strips linking other urban nodes, with development routes as 'spines') • Somerset Road into Main Road, Sea Point • Main Road, Sea Point • Albert Road, Salt River • Camps Bay Main Road • Long Street/Kloof Street up to its end in Queen Street • Darling Street along Sir Lowry and into Victoria Road • From Victoria Road, the Salt River 'triangle' (Salt River Road and Durham 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. 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. 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 ($\pm$ 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. $\pm$ 10-minute walk). However, these are not definitive extents and must be considered a guide dependent on local area circumstances. 4. In areas between nodes along 'lower-order' development corridors, generally support medium-density residential development within 400 m ($\pm$ 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

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.

Two green corridor concepts are presented:

- i. 'Major green corridors' are represented by a thick, solid green line and indicates existing connections associated with conserved areas or features (e.g. watercourses, road reserves, utility servitudes, tree-lined streets).
- ii. 'Flexible green corridors' are represented by a dashed green line and indicate where a link can be created (through new development/ redevelopment) or maintained through various options.

Table 12: Green corridor guidelines

GREEN CORRIDORS	DEVELOPMENT GUIDELINES
a) Major green corridors Solid line corridors follow existing open green corridor opportunities 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) Examples: • Deer Park to Table Mountain • TRUP along River corridors • Adderley Street Fountain and watercourse • Trafalgar Park through District Six	1. Encourage development to promote opportunities for linkages between identified structuring open spaces in developed areas through, for example, buildings facing onto green spaces, pedestrian or NMT walkways, location of stormwater channels or swales. 2. Enhance the green infrastructure provisions of linkages between open spaces by developing connections through public space. 3. Maintain and enhance green corridors along rivers. 4. Look for opportunities to link between the mountain and the coast, especially where opportunity exists for 'source to sea' corridors along coastlines. 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. 5. Landscaping of developments should consider the enhancement of corridors, and the suitable vegetation or landscape types should be considered with endemic vegetation preferred in corridors linking biodiversity areas. 6. Promote the development NMT networks in alignment with green corridors to create multifunctional spaces. 7. Where applicable, encourage restoration of canalised or underground river segments, promote the restoration of the river to a non-canalised or partially canalised state, and encourage landscaping on canal edges. 8. Protect treelined corridors and expand planting to support the movement of species where opportunities arise. 9. Where possible and appropriate, look to integrate multiple functions within corridors.
b) Flexible green corridors These are connections that represent options for potential linkages and are conceptual in nature. These connections can become major corridors over time as their delineation is clarified.	1. In redevelopments along flexible corridors, encourage landscaping and the protection of green space assets. 2. Identify land for the establishment of corridors, where needed. 3. Encourage the integration of green corridors into NMT improvement opportunities. 4. Consider the broader spatial context of the corridor to ensure that corridor delineation through a space ties up and links to natural features outside of the space.⁶

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.



RISING ABOVE CAPE TOWN, TABLE MOUNTAIN IS SOUTH AFRICA'S MOST ICONIC LANDMARK. THE STUNNING FLAT-TOPPED MOUNTAIN IS HOME TO THE WIDEST VARIETY OF FLOWERS AND OTHER PLANT LIFE IN THE WORLD. IN 2011, TABLE MOUNTAIN WAS VOTED AS ONE OF THE OFFICIAL NEW7WONDERS OF NATURE, AND THE ONLY ONE TO BE LOCATED IN AN URBAN AREA.



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 a) Land use intensification targets, including densities and radii extents for all nodes, are a generic guideline and their application should be locally contextualised at the subdistrict scale with due consideration given to the guidelines listed below. b) Refer to section 3.3.1 for land use intensification (density and diversity) guidelines applicable to development corridors, which are also applicable to those corridors coinciding with urban nodes. c) Refer to section 3.1.2 for density targets and guidelines applicable to new development areas. d) The considerations in section 3.1.2 should be taken into account when applying the density thresholds as indicated in this table. 1. Encourage mixed land use intensification in nodal areas close to stations and modal interchanges and along high-accessibility routes. 2. Encourage appropriate residential intensification and clustering of public services, dependent on the scale of the local context. 3. Support the development or upgrading of social facilities to be multifunctional to ensure space is being utilised optimally. 4. Support the development of NMT infrastructure to improve accessibility between nodal areas, public transport routes and public facilities/services. 5. The design of areas in and around PTIs and demarcated informal trading areas should improve opportunities for commercialisation (formal and informal). Support the provision of park-and-ride facilities (including shared parking opportunities) at stations. 6. Support redevelopment and conversion of areas with underutilised infrastructure to capitalise on existing infrastructure and attract investment. 7. Enhance and capitalise on areas of heritage significance as places to encourage business or hospitality opportunities NOTE: Densification and land use intensification targets for all nodes are considered to be a guideline, and their application to development should be locally contextualised at the subdistrict scale with due consideration given to the guidelines listed below.

b) Metropolitan (these have similar characteristics and only the scale at which they operate differs) • Cape Town CBD	1. Encourage mixed land use intensification within a radius of approximately 2,5 km as a guideline – refer to notes above. 2. Encourage a mix of commercial, recreational spaces, higher-order public facilities appropriate for level 1 civic clusters (refer to figure 16) and high-density residential, including a range of housing typologies and affordable housing. 3. Promote development at higher residential densities than those which exist in the surrounding area and encourage net densities of 400 du/ha and above, with due consideration of the local context and its urban character and form. 4. Encourage the conversion of functionally obsolete building stock to affordable housing.
c) District (submetro) Examples: • Sea Point, Green Point, Salt River, Wingfield (future)/ Voortrekker Road	1. Encourage mixed land use intensification within a radius of approximately 2 km. 2. Encourage a mix of land uses, including office, retail, medium- to high-density residential with a range of housing typologies, including affordable housing and levels 2 and 3 civic clusters (refer to figure 16) community and recreational facilities. 3. Promote development at higher residential densities than those which exist in the surrounding area and encourage net densities ranging between 150 – 400 du/ha, with due consideration of the local context and its urban character and form.
d) Local node Examples: • Woodstock, Observatory, Langa, Pinelands, Camps Bay, Maitland	1. Encourage medium intensity and mix of land uses within a radius of approximately 800 m; however, this must be considered a guide and not a definitive extent, dependent on local area circumstances and subdistrict development guidelines. 2. Encourage mix of retail, local offices such as medical surgeries, estate agents, low-/medium-density residential levels 3 and below community facilities. 3. Support the integration of medium- to high-density residential typologies on vacant and underutilised land in close proximity to public transport access points (NDAs). 4. Promote development at higher residential densities than those which exist in the surrounding area and encourage net densities ranging between 75 – 150 du/ha, with due consideration of the local context and its urban character and form. 5. Promote micro-enterprises on residential properties at high-accessibility nodes and corridors and along local-scale development corridors that are serviced by public transport, e.g. Prestige Drive, Pinelands, Roodebloem Road, Lower Main Road.
e) Neighbourhood node (these would only be indicated at subdistrict scale)	1. Encourage a mix of land uses, including local shops and services such as medical surgeries and hair salons within a radius of approximately 400 m as a guideline – refer to note 2 above. 2. Promote the development/strengthening of levels 4 and 5 civic cluster (refer to figure 16) community facilities in these nodes. Where existing civic clusters are established, opportunities for land use intensification should be explored. 3. Encourage a change in land use rights on residential properties at high accessibility points to accommodate micro-enterprises. 4. Promote incremental densification through subdivision of larger properties.

3.4.3 Civic clusters

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

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

A detailed study led by the Council for Scientific and Industrial Research (CSIR) was undertaken to review the social facility baseline and sufficiency for 2020 and to estimate the anticipated facility requirements for 2040. Based on this study, a hierarchy of social service nodes (five levels in total) has been developed in accordance with figure 15 above.

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 efficient and a spatially just distribution of different facility types at acceptable distances. All nodes should be serviced with basic facilities and as the node level moves up from level 5 (lowest order) to level 1 (highest), additional facility types are added at each level. Higher level nodes should provide a full range of higher- and lower-order services, but lower nodes only provide lower-order services.

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

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

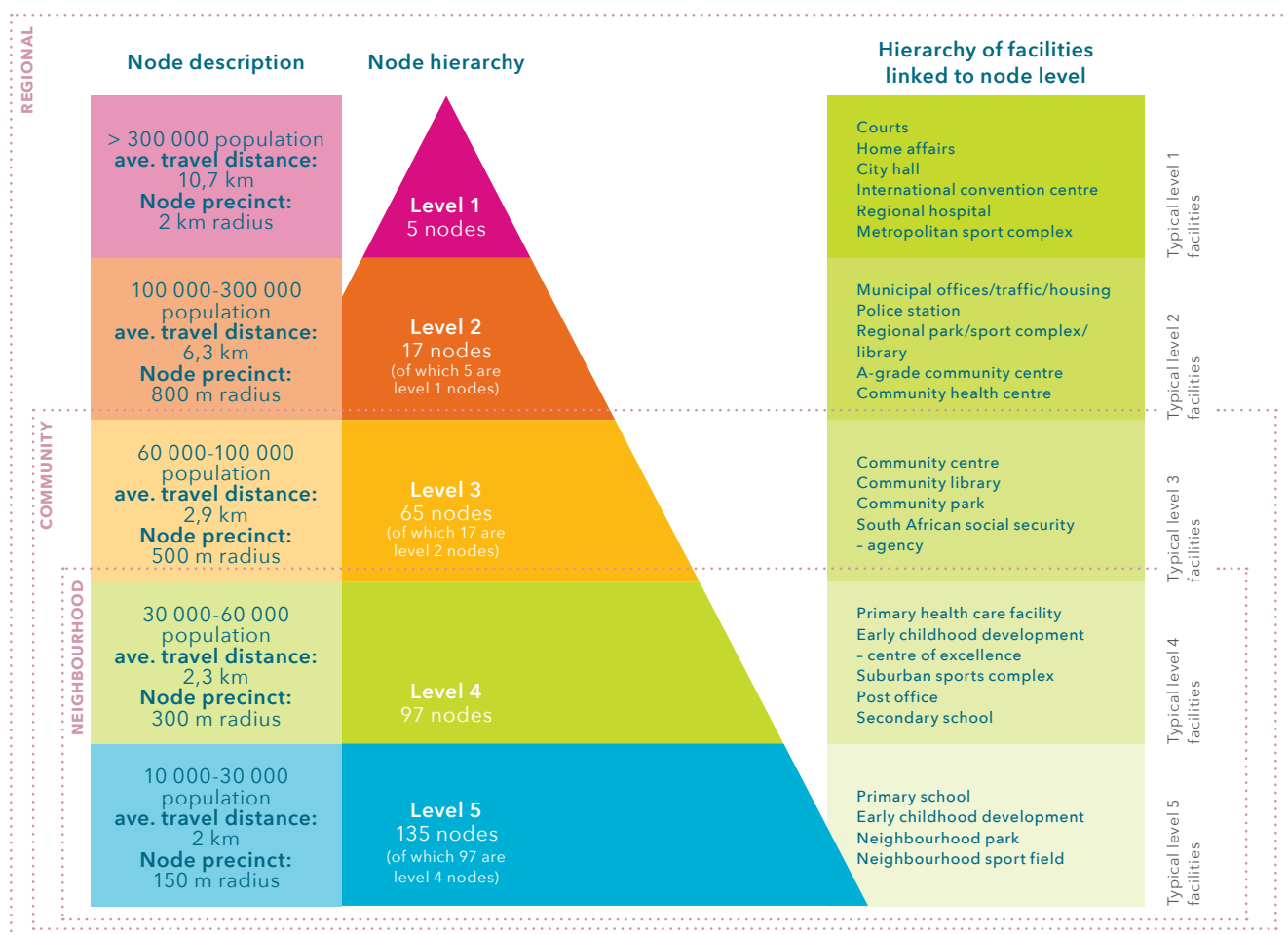


Figure 15: Civic clusters as integrated into District Plan

Table 14: Civic cluster guidelines

DESIGNATION	DEVELOPMENT GUIDELINES
a) General	1. Encourage the optimal use of existing social facilities and clustering to improve access, especially for non-motorised transport. 2. Promote the development of multifunctional facilities that could be shared and use space optimally.
b) Regional civic clusters	3. Include middle- and higher-order facilities such as home affairs offices, regional sports facilities, district hospitals, municipal offices as well as national and provincial facilities. 4. Well-established multifunctional clusters in close proximity to public transport and highly accessible locations. 5. Serve a catchment area larger than the immediate district with travel distances up to 15 km. 6. Guideline: Precinct radius ranging between 800 m to 2 km.
c) Community civic clusters	7. Include facilities such as community parks, community centres and libraries, which could be clustered with small-scale commercial activities. 8. Approximate catchment area of up to 5 km. 9. Guideline: Precinct radius of approximately 500 m.
d) Neighbourhood civic clusters (subdistrict maps)	10. Include localised facilities such as primary healthcare, schools/ECD centres and neighbourhood parks. 11. Approximate catchment area of up to 3 km located within walking distance of the communities served. 12. Guideline: Precinct radius ranging between 150 and 300 m.

3.4.4 Destination places

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

Table 15: Destination places guidelines

DESIGNATION	DEVELOPMENT GUIDELINES
Coastal based • Camps Bay • Clifton • Mouille Point • Sea Point Promenade • Sea Point Pavilion • Robben Island • V&A Waterfront Nature based • Table Mountain and Cable Way • Signal Hill • Lions Head • Company's Garden • Green Point Park • Two Rivers Urban Park Urban • District Six • Artscape • Long Street/Kloof Street • Grand Parade • Cape Town museum complex • Bo-Kaap • Castle of Good Hope • Biscuit Mill and Woodstock/Salt River arts precinct • Langa • Regent Street and Mojo Market Land use type: Range of events, sports, recreation, entertainment and tourist-oriented precincts.	1. Support private and public sector investment for appropriate redevelopment and upgrading of destination places to ensure they maintain variety for repeat visitors. 2. Support development of potential destination places that will promote and enhance tourism and recreation in areas that have not been included in the tourism economy, e.g. TRUP, Washington Street, Langa. 3. Maintain scenic beauty, cultural heritage resources and natural assets that attract visitors and contribute to sense of place. Any new developments should consider the natural, historical and cultural character of the area. 4. Enable less formal trade and encourage appropriate economic activities at destination places (e.g. mobile food trucks along hiking and cycling paths, especially along scenic routes and viewpoints). 5. Promote synergies between the various economic sectors and tourism. Where feasible, a link can be made between creative industries and tourism, nature and tourism, food/beverage and tourism, etc. through correct zoning and urban design, allowing land use activities such as restaurants spilling out on the pavement, allow commercial pop-ups and so forth; increasing the scope of land use rights to ensure universal access and infrastructure along routes. 6. Improve legible connections between tourism destinations encouraging visitors towards different areas. In particular, encouraging connections from the Atlantic Seaboard and CBD to developing areas and attractions east of the CBD, including District Six redevelopment, Woodstock and Salt River, Two Rivers Urban Park and Langa. 7. Encourage adherence to the City's Urban Design Policy in order to promote the location factors for tourism businesses. 8. Use streetscaping, landscaping and signage to define and characterise spaces – this is critical in highlighting the diversity of experiences. Tourism signage should be consistent throughout the city, with signage for major attractions and facilities being in line with overall signage policies.

3.5 Guidelines related to development edges

The urban 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.

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.

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 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 Table Bay District Plan delineates a detailed development urban edge and coastal edge and provides detailed associated development guidelines.

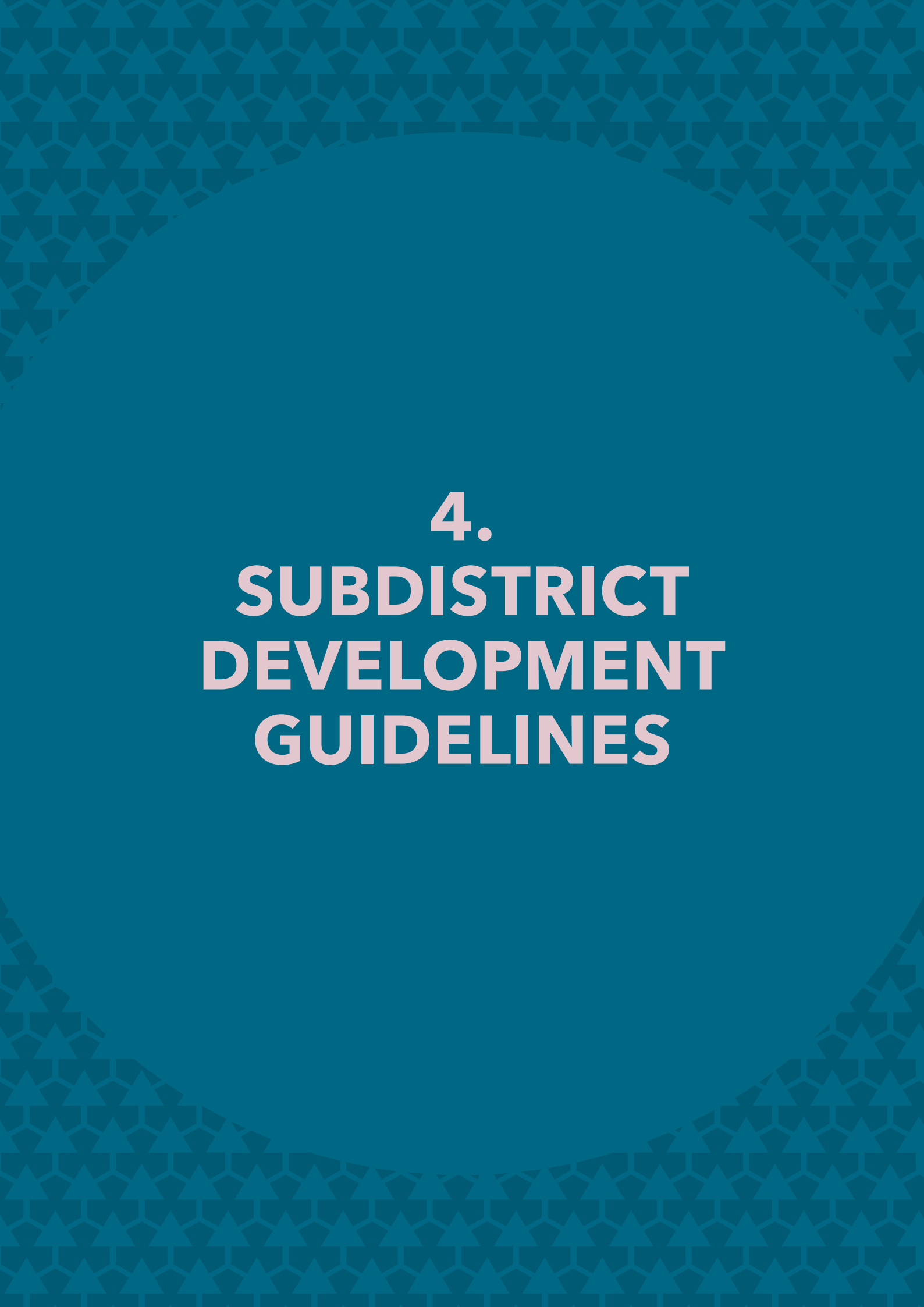
Table 16: Urban development edge and coastal edge development guidelines

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. 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. 2. Only limited site-related, non-urban development and activities supportive of the recreational or 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. 3. Any development seaward of this line must respond appropriately to coastal processes, visual impact, public coastal access, and biodiversity considerations. Reference should be made to the EMF's coastal and dune guidelines for further guidance.
Destination places in natural areas (identified resort areas)	4. In these destination places, support appropriate facilities for high day-visitorship 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.
Proposed new urban nodes on the coast	5. These are the prioritised coastal growth areas for new coastal urban development, inclusive of coastal recreation and tourism development. These proposed new urban clusters should be integrated, mixed-use developments that serve their surrounding urban areas, and should be resilient and financially viable into the long term. 6. Subject to more detailed local area study, the coastal edge line in proposed new coastal development may be subject to amendment. 7. Within the coastal protection zone areas, new development should be limited to coast-related recreation and tourism facilities, and aim to be temporary (or semi-permanent) for easy removal in future, if/where necessary. Such development should (as far as possible) be utilised to enhance public space, access and amenity quality and, where necessary, address any coastal process risks.
Urban development inside the coastal edge abutting the coastal protection zone	8. Ensure urban development at the coastal edge interface results in a positive interface (regarding building orientation and form, surveillance, public access, boundary wall/fence, etc.) with due regard for local considerations (e.g. coastal processes, visual impact). 9. Development within 'identified coastal risk areas' inside the coastal edge must include adaptation requirements appropriate to local area requirements (e.g. raised building platforms, adapted underground parking, or sea-storm or windblown-sand protection barriers, or even planned 'managed urban retreat').
Entire coastline, but especially at urban nodes and where there are urban areas between these nodes	10. Coastal public access should be ensured and enhanced to and along the entire coastline. 11. In high-access urban nodes, and where there are urban areas between these nodes, encourage the development of high-volume NMT attractors (promenades), better public transport, and improved management of private cars.



SEA POINT AND SURROUNDING AREAS ARE CAPE TOWN'S MOST DENSELY POPULATED SUBURBS



4. SUBDISTRICT DEVELOPMENT GUIDELINES

The purpose of subdistrict guidelines is to provide greater detail to the guidelines contained in chapter 4 and link these to policy objectives for defined areas. Subdistrict guidelines provide a bridge between the broader district imperatives and local area planning.

The review of subdistrict guidelines takes into consideration emerging priorities from changes in land use policies and trends, including a greater focus on maintaining and improving the function of high-value industrial and logistics land, inclusive development priorities and a greater focus on maintaining character areas.

Table Bay is divided into four subdistricts, and guidelines for the subdistricts are grouped by area:

1. Subdistrict 1: The Atlantic Seaboard suburbs
 - a) Camps Bay/Clifton
 - b) Bantry Bay, Mouille Point, Sea Point, Green Point and Table Mountain
2. Subdistrict 2: The City Bowl and surrounds
 - a) Bo-Kaap and De Waterkant
 - b) Foreshore and CBD
 - c) V&A Waterfront, Port West
 - d) The Port and Paarden Eiland
 - e) Tamboerskloof, Vredehoek, Gardens, Oranjezicht
 - f) District Six
 - g) New development areas and strategic sites
3. Subdistrict 3: Central District
 - a) Woodstock/Salt River
 - b) Two Rivers Urban Park and surrounds, Observatory
 - c) Maitland
 - d) Strategic sites
4. Subdistrict 4: Eastern District
 - a) Windemere, Kensington, Acacia Park
 - b) Pinelands, Thornton, Conradie, Langa
 - c) Epping
 - d) Strategic sites
 - e) Wingfield

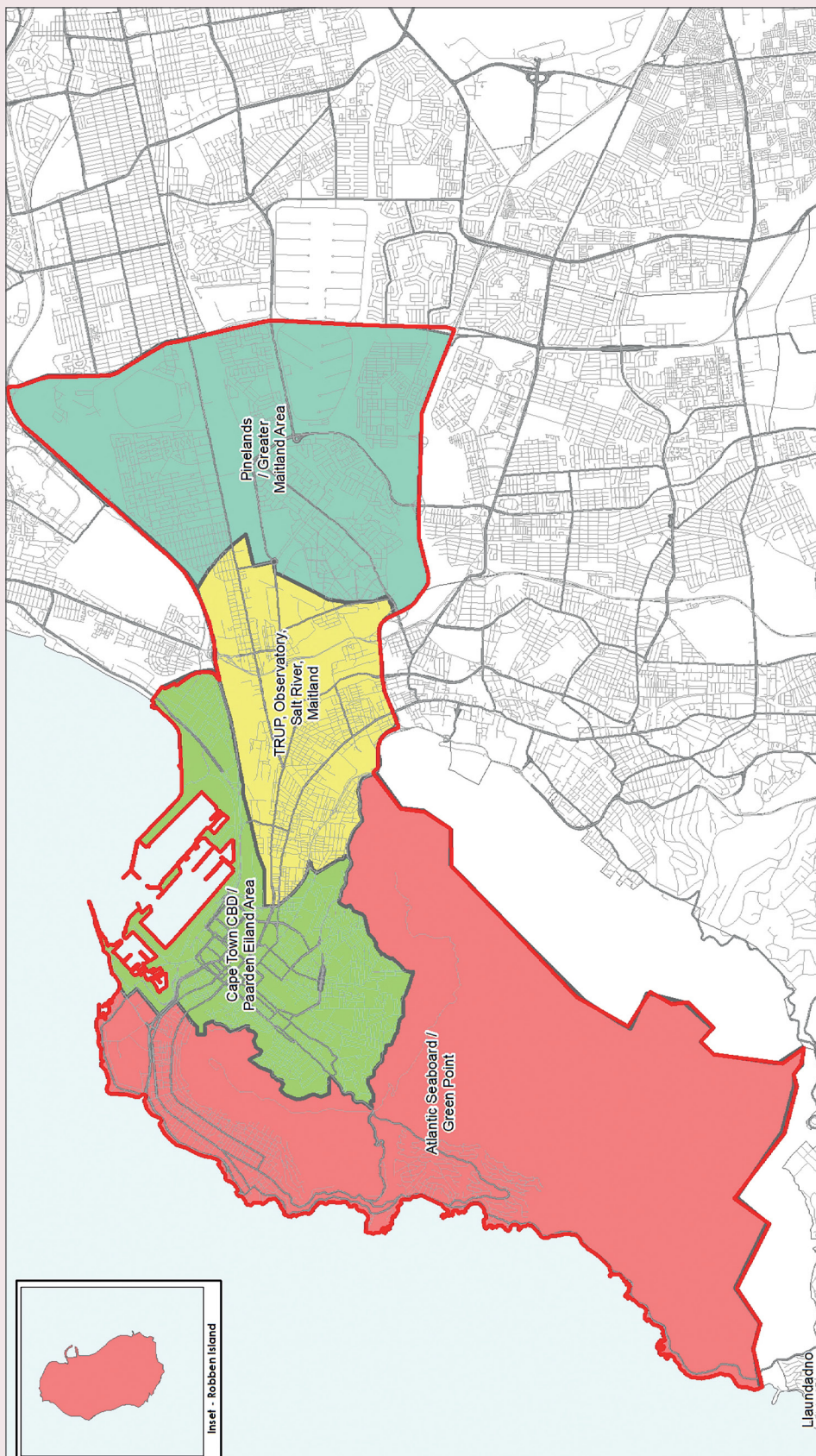


Figure 16: Table Bay subdistricts

4.1 Subdistrict 1: Atlantic Seaboard suburbs

Subdistrict 1 contains the Table Mountain National Park, along with the critical biodiversity areas south of Camps Bay. The urban areas within the district include the suburbs of Camps Bay, Clifton, Bantry Bay, Sea Point, Mouille Point and Green Point. Major destination places are Table Mountain National Park, the beaches of Camps Bay and Clifton, the Sea Point Promenade and Green Point Urban Park. Table Mountain National Park and within it Signal Hill are noted for their heritage significance with international and provincial heritage proclamations.

Camps Bay/Clifton is situated between Table Mountain National Park and the Atlantic Ocean. The area is known internationally for its high scenic qualities and is a tourist hotspot. These scenic qualities are recognised and protected on international, regional and local level.

Subdistrict 1: Significant character elements in HPOZ areas as seen in figure 18:

- i. **Clifton bungalow area 1 (Clifton), Clifton bungalow area 2 (Glen Beach) and (Clifton bungalow area 3)** are declared heritage areas in terms of the NHRA and are administered through the HPOZ. Development in these areas is guided by a local area overlay zone in the DMS/MPBL.
- ii. **Regent Street HPOZ** is an area of dense, late 19th and early 20th century working-class row and semidetached housing, interspersed with institutional buildings and churches. The area represents a time of rapid growth as the city spilt beyond the City Bowl.
- iii. **Saint Bedes HPOZ** is one of the most intact historical areas on the Atlantic Seaboard. It is an area of heritage significance comprising fine detached Victorian villas with decorative fine mouldings and ironwork and late 19th century double-storey terraces. These are generally in a fine authentic condition and are highly conservation worthy.
- iv. **Sea Point HPOZ** is an area of heritage significance comprising a rich and dense composition of housing typologies and periods. A sprinkling of houses date back to the mid-19th century, while most of the building stock is turn of the century row housing – both single and double storey, interspersed with Edwardian houses and institutional buildings. From the early-mid 20th century to today, blocks of flats have been replacing more historical fabric. Some of these

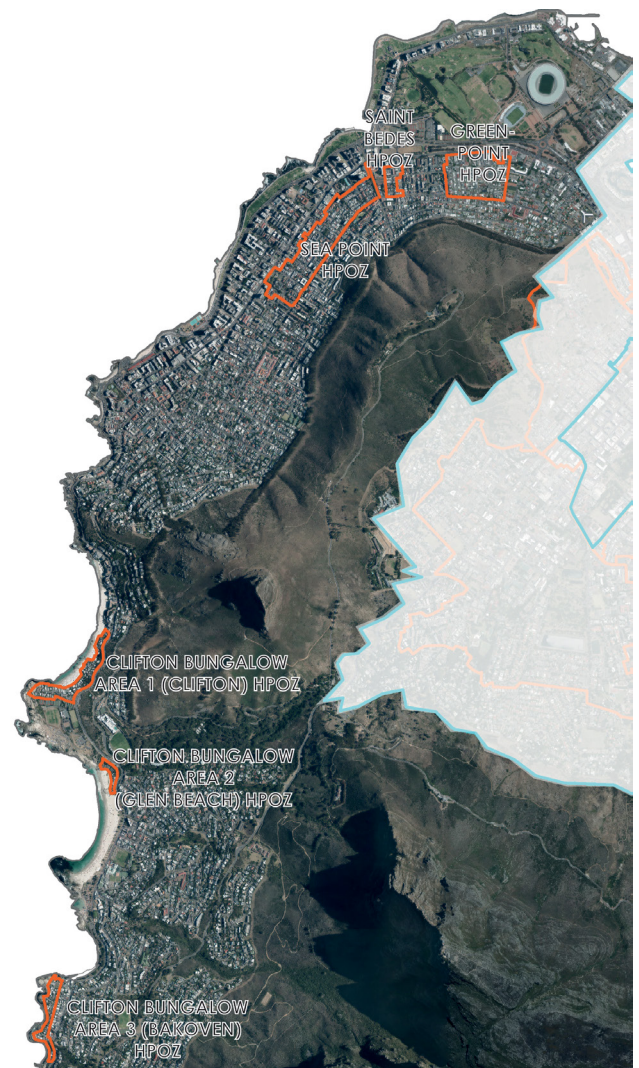


Figure 17: Sub - District 1 HPOZ areas

- flats themselves are of architectural interest and contribute to the richness of the area.
- v. **Green Point HPOZ** is an area of heritage significance comprising a rich and dense composition of housing typologies and periods, ranging from substantial mid-19th century decorated villas to turn of the century row houses – both single and double storey – interspersed with Edwardian houses and some institutional buildings. From the early-mid 20th century to the present, blocks of flats have been introduced within the historical fabric. Character-defining elements include: terraced houses with lateral

parapet walls, pitched roofs, development responding to slope, houses set back from street with front verandas or small gardens, relatively

tight urban grain, larger blocks of flats in Main Road proximity.

Table 17: Subdistrict 1 spatial development guidelines

SUBDISTRICT 1: ATLANTIC SEABOARD SUBURBS: SPATIAL DEVELOPMENT GUIDELINES	
SPATIAL DEVELOPMENT OBJECTIVES	SUPPORTING LAND USE GUIDELINES
Camps Bay/Clifton: Land use and character	
Ensure appropriate built form and land use to achieve a quality environment	1. Support the Clifton, Glen Beach and Bakoven Bungalow Guidelines, which restrict development beyond the original building envelope and provide additional guidance relating to vegetation and landscaping. 2. Discourage inappropriate, large, visually intrusive buildings on upper slopes (e.g. tall unbroken facades or multilevel buildings with visually dominant massing). 3. Retain 10 m façade height limit and the relevant DMS height limit in Camps Bay. 4. Promote low-rise mixed-use development along the eastern edge of Victoria Road, Camps Bay. 5. Ensure active edges and positive street interface. 6. Coastal edge and recreational spaces must be equitably accessible. 7. Promote public transport and NMT access to recreational and public open spaces. 8. Encourage development forms and activities that mitigate heat island effects, e.g. shade cover, retention of established trees and tree planting. 9. Encourage preservation of mountain to sea scenic ridgelines.
Promote inclusive land use and transit-oriented development	1. Protect public access to places of symbolic significance, e.g. Kramat of Sayed Jaffer, Kramat of Sheik Noorul. 2. Protect public access to places that have a traditional use by communities no longer resident in the area (e.g. Glen Beach Country Club). 3. Protect and conserve the foothills of Table Mountain above Victoria Road (erf 2802 Camps Bay and Cape Farms 902/6 and 902/5), which are known to contain at least 50 Islamic graves (which may or may not also contain burials). 4. Encourage and promote economic opportunities for SMMEs and the informal economy in strategic destination sites (e.g. Glen Beach Country Club) without negatively impacting the natural scenic qualities of the site and the surrounds. 5. Promote inclusive use of public spaces by encouraging open public events, e.g. open streets.

Camps Bay/Clifton: Movement

Promote and enhance scenic qualities along the scenic route	1. Discourage activities that compromise or restrict views along Victoria Road, Camps Bay Drive and Kloof Road (consult Scenic Drive Management Policy). 2. Protect scenic quality of road between Camps Bay and Logies Bay.
Promote land use intensification along development routes and in association with transit	1. Encourage intensification of commercial activity with active public/pedestrian interface along eastern edge of Victoria Road. 2. Ensure unhindered view sheds towards the ocean, promoting the coastal side of Victoria Road for coordinated informal economic opportunities, in keeping with the area as a tourist destination. 3. Promote use of public transport and NMT network.
Protect and enhance the network of pedestrian and cycling routes and facilitate increased accessibility	1. Maintain pedestrian lanes and staircases and encourage passive surveillance by adjacent buildings over these. 2. Improve accessibility and continuity of the cycling network between Sea Point and Camps Bay. 3. Improve pedestrian connectivity along the coastline. 4. Public access must be accommodated in, and be enhanced by, any future developments. 5. Public safety considerations should be addressed through passive surveillance.
Manage parking to lessen impact on the environment	1. Priority given to existing residential parking. 2. Promote and enhance public transport network and park-and-ride opportunities. 3. Encourage the conversion of existing parking areas to conform to principles of environmentally responsible design, including landscaping, tree planting and water-sensitive permeable surfacing in appropriate locations, i.e. in high-lying areas. 4. Reduce impact of parking access on the pedestrian environment (refer to figure 21).

Camps Bay/Clifton: Open space/environment

Prevent deterioration of the natural environment and maximise green infrastructure potential in open spaces	1. Limit extensive runoff as a result of excessive impermeable surfacing. 2. Protect natural vegetation and encourage landscaping and appropriate plantings. 3. Avoid privatisation of open space and prevent encroachment of development into the biodiversity network. 4. Prevent pollution of natural water sources and features through control measures where stormwater discharge points intersect with natural features. 5. Protect tree cover and encourage the retention of established trees and shade structures.
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SUBDISTRICT 1: ATLANTIC SEABOARD SUBURBS: SPATIAL DEVELOPMENT GUIDELINES	
SPATIAL DEVELOPMENT OBJECTIVES	SUPPORTING LAND USE GUIDELINES
Camps Bay/Clifton: Open space/environment	
Ensure positive interface with parks and open spaces	1. Protect and maintain the green network linking the mountain and the sea. 2. Ensure positive interface between development and green corridors along mountain streams in Camps Bay area; do not support blank facades onto the public open spaces. 3. Prevent development encroachment on the Camps Bay stream, Diep, Kasteelpoort, Platpoort and Lekkerwater rivers that drain the western portion of Table Mountain. Protect public pedestrian routes and public access to the beachfront and the mountain. 4. Encourage the upgrading of Maidens Cove as a multifunctional open space and improve public access to the site. 5. Parks adjacent to tourism areas should be protected to provide shade and picnic areas for visitors.
Protect environmentally sensitive areas, including areas of biodiversity value	1. Protect Oudekraal area as a component of the Cape Floral Region World Heritage Site and allow public access and activities.
Ensure coordinated protection and regulation of properties from threats such as fire and coastal inundation	1. Avoid development of areas seaward of the coastal edge. 2. Discourage development of private properties landward of the coastal edge that are vulnerable to coastal inundation from storm surges. 3. Ensure that private properties landward of the coastal edge, which are vulnerable to coastal inundation or other coastal processes such as wave action, coastal erosion and sand migration, are regulated in their development to ensure that any sea defences and any other intervention are constructed and function in a sustainable, responsible, risk-averse manner, and do not negatively impact on the public's right to access and use beaches in any way. 4. Ensure the maintenance of firebreaks and adherence to the City's Veldfire-related Planning Guidelines for properties on the edge of natural areas.
Camps Bay/Clifton: Civic precincts/destination places	
Protect the visual and amenity value of the area as a destination place	1. Maintain the natural aesthetic character of Bantry Bay, Clifton, Camps Bay and Bakoven. 2. Prevent the privatisation of public open space and retain public accessibility.

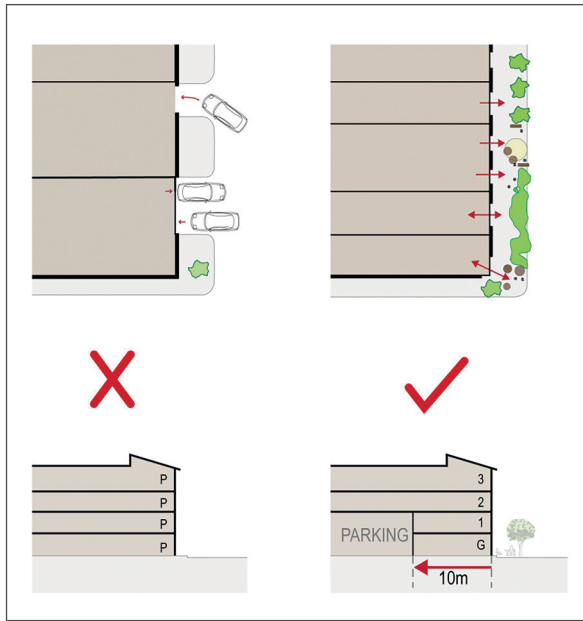


Figure 18: Parking management for active street interface

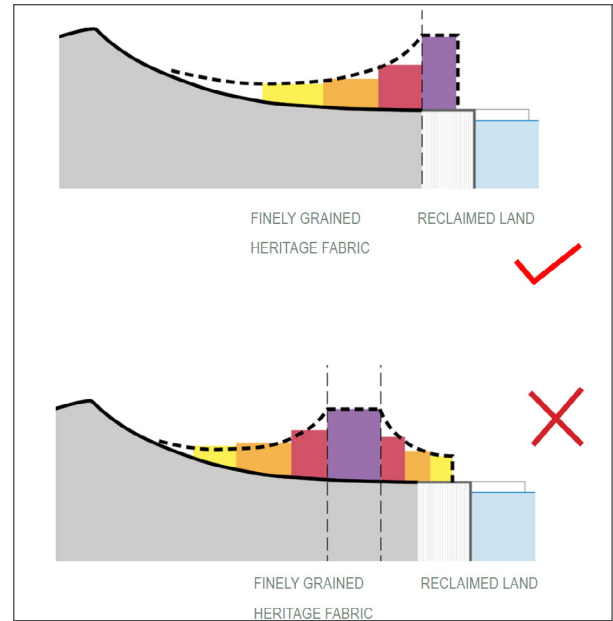


Figure 19: Intensification to work with topography to reduce overshadowing

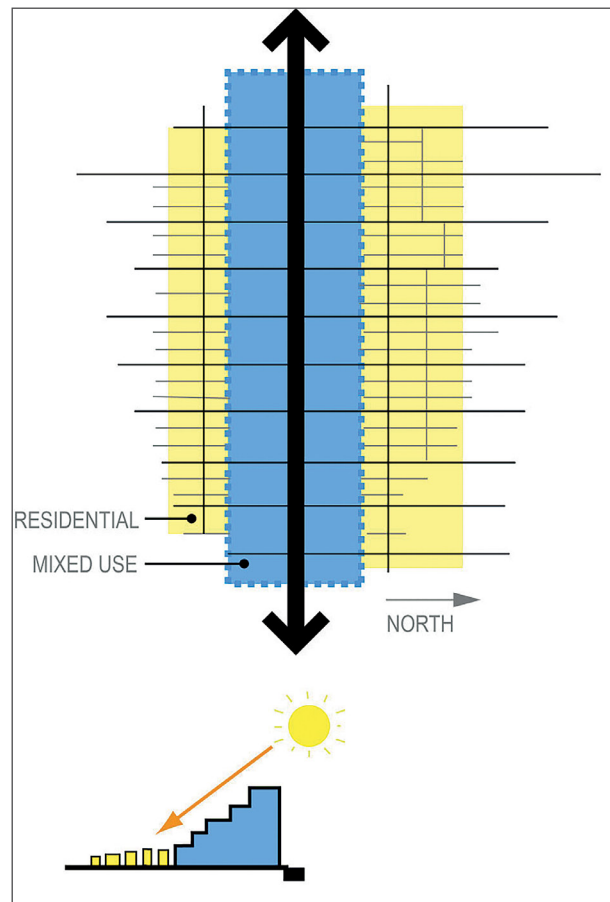


Figure 20: Interface conditions where fine-grained urban meets intensification

SUBDISTRICT 1: ATLANTIC SEABOARD SUBURBS: SPATIAL DEVELOPMENT GUIDELINES	
SPATIAL DEVELOPMENT OBJECTIVES	SUPPORTING LAND USE GUIDELINES
Bantry Bay/Sea Point/Green Point/Mouille Point and Table Mountain: Land use intensification/character	
Ensure appropriate built form and land use to achieve a quality environment	1. Promote a positive interface between the private and public spaces. 2. Retain maximum flexibility in land use mix on Main Road, which may include the protection of existing fine-grain commercial historical fabric and the historic residential fabric behind that. 3. Facilitate the taking up of existing rights in a way that allows sensitive interfaces between different building scales, forms and land uses. 4. Retain variety in built form and residential densities and protect the diversity of housing types in the area. 5. Support mixed-use intensification along Somerset Road and Main Road with sensitive interfaces between taller buildings and smaller buildings behind. Building heights should transition from the tallest along Main Road and then decrease towards the mid-block/second block. Continue to ensure height works with the topography, in accordance with the zoning scheme with higher buildings (60 m) along Somerset/Main Road and more moderate heights (13-15 m) behind, to reduce overshadowing. See figure 18. 6. Encourage medium-density, lower-rise built fabric on higher slopes and retain green character closer to the mountain interface. 7. Maintain treelined avenues (e.g. Glengariff, St Johns Road). 8. Encourage mixed-use activities at ground level along Beach Road and Somerset Road, creating a vibrant and active pedestrian interface. 9. Support increased residential densities along public transport routes and in the vicinity of public transport stops. 10. Encourage adaptive reuse of historical buildings and precincts to achieve increased residential densities. 11. Avoid blank facades and solid, high boundary walls along prominent routes, for example High Level Road.

Protect the character-defining elements of heritage protection overlay zone areas	a) Sea Point HPOZ 1. Encourage the retention of the grain, scale and form as well as the residential character of this area. 2. Where development impacts on the character of a historic streetscape, encourage mitigation through setbacks or other design measures advised by the City's Urban Design Policy. 3. Development and alterations to give consideration to conserving the prevailing built form and roof forms, particularly along the streetscape. 4. For the terrace house typology, it is proposed that additions are to the rear of the existing roof ridgeline and do not impact on the streetscape. b) St Bedes HPOZ 1. Give consideration to retention of the historic interface pattern, including, for example, setbacks and planting areas and retaining visual connections to heritage resources. c) Green Point HPOZ 1. Give consideration to retention of the historic interface pattern, including, for example, setbacks and planting areas and retaining visual connections to heritage resources. 2. Encourage the retention of the grain, scale and form as well as the character-defining elements of this area. 3. Promote the preservation of graded buildings and structures with consideration to the impact altering the setting will have on the resource.
Promote inclusive land use and transit-oriented development	1. Encourage developments that provide a range of housing options to different housing markets, with an emphasis on more affordable opportunities. 2. Promote and encourage opportunities for SMMEs as part of development approvals for non- residential development. 3. Encourage and promote economic opportunities for SMMEs and the informal economy in strategic destination sites that may be linked to special events, e.g. Green Point market.
Bantry Bay/Sea Point/Green Point/Mouille Point and Table Mountain: Movement	
Protect and enhance scenic qualities along scenic routes and drives	1. Prevent activities that compromise or restrict views along Beach Road and Signal Hill Road. (Consult City's Scenic Drive Management Policy and Municipal Planning By-law.) 2. Promote and enhance Sea Point Promenade as a quality public open space abutting Beach Road and showcasing the heritage destination points along the scenic route, e.g. Green Point Lighthouse, Sea Point Pavilion, Somerset Hospital, Fort Wynard.
Focus intensification of development (commercial, retail, hospitality and in particular residential) along development corridors and in association with the public transport network	1. Encourage intensification of mixed-use activity with residential dwellings as dominant use in order to improve transit demand and active public/pedestrian interfaces along Main Road and Regent Road.

SUBDISTRICT 1: ATLANTIC SEABOARD SUBURBS: SPATIAL DEVELOPMENT GUIDELINES	
SPATIAL DEVELOPMENT OBJECTIVES	SUPPORTING LAND USE GUIDELINES
Bantry Bay/Sea Point/Green Point/Mouille Point and Table Mountain: Movement	
Protect the network of pedestrian and cycling routes and facilitate increased accessibility	1. Prevent the closure of pedestrian lanes and staircases and encourage passive surveillance by adjacent buildings. Support interventions to improve the landscaping, use, aesthetics and amenity value of these pedestrian routes. 2. Promote the development of a pedestrian route (incorporating the Sea Point Promenade) along the entire Atlantic Seaboard. 3. Maintain non-motorised transport facilities (bicycle lanes and additional pedestrian space) along Beach Road and promenade. 4. Encourage NMT access and the development of continuous NMT routes in Table Mountain National Park.
Manage parking to lessen impact on the environment and reduce car trip demand	1. Develop new parking areas or maintain parking areas using principles of environmentally responsible design, including water-sensitive permeable surfacing in appropriate locations, i.e. in high-lying areas, and tree planting. 2. Reduce demand and encourage park-and-ride for trip-attracting uses, including congested destination places. 3. Prioritise parking for existing residents.
Bantry Bay/Sea Point/Green Point/Mouille Point and Table Mountain: Open space/environment/heritage	
Prevent deterioration of the natural environment and harness green infrastructure potential of open spaces	1. Limit extensive runoff as a result of excessive impermeable surfacing. 2. Protect natural vegetation and prevent privatisation of open space. 3. Prevent encroachment of urban development into the biodiversity network. 4. Institute pollution control measures at sewer and stormwater outfalls.
Ensure positive interface with parks and open spaces and optimise open spaces.	1. Ensure positive interfaces between development and public open spaces and encourage passive surveillance. 2. Protect and maintain the promenade and Sea Point beachfront as an accessible public amenity and quality open space, and promote further activation of the space to support the visitor economy. 3. Ensure an efficient maintenance cycle of sea wall infrastructure to protect the functioning of the promenade.
Protect environmentally sensitive areas, including areas of biodiversity value and manage impact of development on archaeological heritage	1. Protect the biodiversity value of Table Mountain. 2. Protect the marine environment and prevent inappropriate development seaward of the coastal edge.
Ensure coordinated protection and regulation of properties to reduce the impact of environmental risks, including fire and coastal inundation	1. Ensure that private properties landward of the coastal edge that are vulnerable to coastal inundation from storm surges, are regulated in the development of sea defences to ensure that these operate in a sustainable and responsible manner. 2. Refer to the Veldfire-related Planning Guidelines for properties on the edge of natural areas.

Bantry Bay/Sea Point/Green Point/Mouille Point and Table Mountain: Civic precincts/destination places

Protect the visual and amenity value of the area as a destination place	1. Maintain a high-quality continuous pedestrian link from the Sea Point Promenade towards and through the V&A Waterfront and Roggebaai Canal towards the CBD. 2. Retain and enhance the scenic qualities of Beach Road and the Sea Point Promenade. 3. Optimise open space value of the promenade by making provision for active and passive recreational opportunities and improved landscaping. 4. Prevent the privatisation of public open space and prevent any further permanent development on the Sea Point Promenade.
Protect access and visual connection to natural features	1. Retain access and visual linkages to the sea and mountain. 2. Protect the Green Point Urban Park and sports precinct as a public and open space amenity of metropolitan significance. 3. Protect, enhance and improve access to the natural beach in the Mouille Point area. 4. Preserve the natural mountain-to-sea scenic ridgelines.
Upgrade and enhance special places of metropolitan significance	1. Maintain the aesthetic character and destination value of the Atlantic Seaboard. 2. Protect and enhance Table Mountain as a significant natural destination place and facilitate enhancement of gateways and development of complementary tourist infrastructure. 3. Protect and enhance Signal Hill as a major natural destination. 5. Facilitate appropriate, sensitive access options to Lion Battery, Signal Hill and Table Mountain. 6. Enhance the utilisation of and access to Fort Wynyard as a cultural precinct.

SUBDISTRICT 1: ATLANTIC SEABOARD SUBURBS: STRATEGIC SITES AND NEW DEVELOPMENT AREAS

SPATIAL DEVELOPMENT OBJECTIVES/SITES	SUPPORTING DEVELOPMENT GUIDELINES
General: Promote more inclusive land use	1. Support the development of affordable housing options on publicly owned land to affect the transformation of the apartheid legacy. 2. Support higher-density infill development on publicly owned sites.
General: Ensure sufficient community facilities to support inclusion.	1. Promote the integration of community facilities to address shortfalls in the area in accordance with community facility planning, which indicates shortfalls of a primary school and high school in the Sea Point area.
New development area 1: Tafelberg School site	2. Support the development of the Tafelberg School site as a mixed-use development with potential to incorporate social facilities (education), residential development and active street front uses, paying particular attention to the need for future school facilities in the Sea Point area.
New development Area 2: Green Point Bowling Green	3. Investigate the feasibility of high-volume, affordable residential infill development on the Green Point Bowling Green site.
New development area 3: Somerset Hospital/Helen Bowden Nurses' Home	4. Support the redevelopment of the Somerset Hospital/nurses' home precinct by provincial government.



THE GREEN POINT LIGHTHOUSE IN MOUILLE POINT IS A WORKING LIGHTHOUSE. IT WAS FIRST LIT IN 1824 MAKING IT THE OLDEST OPERATIONAL LIGHTHOUSE IN SOUTH AFRICA.

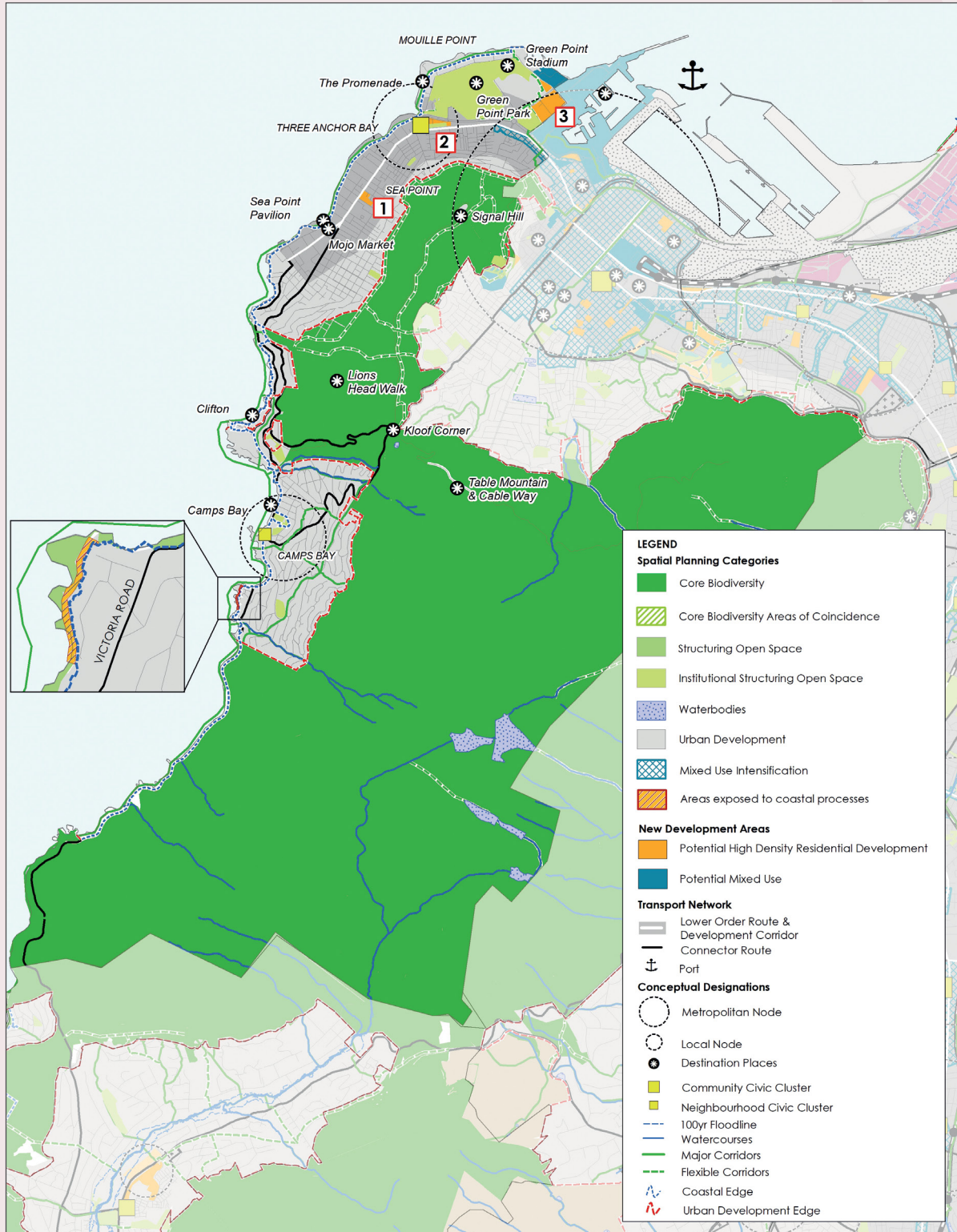


Figure 21: Subdistrict 1: Atlantic Seaboard

4.2 Subdistrict 2: City Bowl, Port and surrounds

Subdistrict 2 contains some of Cape Town's most notable and characteristic historic and contemporary buildings, places, spaces and attractions. It is accessible, well serviced and has a strong pedestrian network, serviced by the historic street grid and public space of the City Bowl. The historic City Bowl, the reclaimed Foreshore area and the surrounding suburbs in the Upper Table Valley, District Six and Vredehoek. The City Bowl, Foreshore area, the port and District Six are development focus areas where the City will incentivise and apply mechanisms to encourage development and spark hope and change. District Six is being rebuilt after being destroyed during the Group Areas Act forced removals in the 1970s and remains a site of memory and national significance.

The Foreshore area and CBD contain the city's most active economic uses. The CBD is in a time of transition due to decreased demand for office space and objectives focus on enabling this transition and ensuring sufficient open spaces to complement redevelopment and a greater residential density in the subdistrict.

The port is a national key point and engine of the Cape Town economy. It has two sides, one linking into the historic Waterfront area, a prime tourism and retail hub in Cape Town, and the other dedicated to logistics and maritime functions, which link into the industrial area of Paarden Eiland. Guidelines for the port therefore consider these two aspects.

Alongside areas of development focus are areas with significant heritage characteristics, captured in the description of significant character elements that follow.

Subdistrict 2: Significant character elements in HPOZ areas

- i. **Bo-Kaap HPOZ:** The Bo-Kaap HPOZ includes the oldest residential suburb in South Africa with high socio-historical significance and association with the early origins of Islam in this country. Bo-Kaap is a unique historical urban landscape with a vibrant, living culture. It is not only a heritage tourist destination. Bo-Kaap has a unique sense of place with its mountain backdrop and views across the City Bowl and Table Bay. It is characterised by narrow original stone-cobbled streets, and a coherent urban landscape made

up of areas of distinctive architectural styles and building forms. The historic residential fabric is low scale and interspersed with place-making elements such as mosques and corner shops. It is pedestrian-orientated and the public realm is enhanced by its characteristic stoeps and the fine-grained layout, including historic lanes, steps and courtyard spaces. This urban layout responds to the topography with terraced housing stepping down the mountain slopes.

Character-defining elements: Bo-Kaap is made up of a number of character areas that are distinct from each other in architecture and urban qualities. The historic core of Bo-Kaap is defined by its concentration of traditional late Cape-Dutch and Georgian fabric characterised by single or double-storey terraced housing positioned hard up to the boundary line with open stoeps, flat roofs, plastered masonry, vertically proportioned timber fenestration and cobbled streets. Other areas include the Victorian residential area – predominantly semidetached, low-rise plastered masonry houses with pitched roofs, vertically proportioned openings and front verandas; the area abutting Buitengracht to the north of Wale Street – a mixed-use area with varied character including some modern insertions and over-scaled high-rise buildings; and the modern residential area extending towards the mountain slopes – low-medium-rise residential dwellings or varied architectural styles.

- ii. **Loader Street HPOZ:** Loader Street HPOZ has a significant number of historical Georgian-style terraced houses and cottages, both single and double storey, mostly flat roofed, distinctive to early Cape Town. Historically, it is an extension of Bo-Kaap as a residential area. Densification was already taking place before 1862 and by 1895 the area was developed. While originally a working-class area, Loader Street HPOZ has prospered over the last 50 years with additions to the modest single-storey cottages and general gentrification of the area. The modest original buildings have been altered with one or two additional floors but the area still retains its tight-grained, low-scaled residential character.

Character-determining elements include: attached houses, flat roofs, plastered masonry,



Figure 22: Subdistrict 2 HPOZ areas

vertically proportioned fenestration, uncovered stoeps; 80+% coverage, uncovered roof decks.

- iii. **Central City HPOZ:** The Central City HPOZ is the heart of historical Cape Town. The historic core of the CBD, bounded approximately by Buitengracht, Strand Street, Canterbury Street and Buitensingel, has a concentration of significant heritage buildings and places dating back to early urban settlement. Buildings, streets, open spaces and vistas are central to the identity of Cape Town, and important economic generators through commercial uses, tourism and related industry, with increasing residential uses contributing to a vibrant city. Behind many Victorian facades lies the 18th century fabric of the earliest development. These buildings and spaces are an important tangible link to the city's history. There is a rich texture of built environment with buildings and fabric spanning nearly four centuries.

Character-defining elements include a range of buildings reflecting varied architectural styles and periods, including highly significant heritage buildings and rare groupings of single-storey Georgian terraces (e.g. Bree Street), two- to four-storey Victorian commercial buildings with colonnades and balconies (e.g. Long Street), numerous iconic institutional heritage buildings (Parliament buildings, churches, mosques, schools, etc.), pedestrian-oriented streets (St George's Mall and Waterkant Street), a network of historic public squares and unique public spaces, including Riebeeck Square, Grand Parade, Church Square, Greenmarket Square and Company's Garden) and modern commercial medium- to high-rise buildings, concentrated towards the Foreshore. The setting of the CBD with its mountain-framed backdrop and its relation to the bay are important character informants.

- iv. **Upper Table Valley HPOZ:** This is an HPOZ made up of a vast area with a high density of conservation-worthy heritage resources. The environment includes fine, established residential areas, public parks, institutional sites, schools, and vibrant commercial areas. It encompasses buildings, infrastructure, streets and spaces associated with the early development of the Upper Table Valley from the earliest homesteads and farms to significant twentieth century buildings. There are areas of Victorian building stock, detached, terraced, villas, single and double storey. These are mainly of good quality and represent the homes of different typologies. Many are decorated with ironwork, fretwork, quoining and other plaster details. There is a large collection of early twentieth century villas built by established as well as avant-garde architects of the time. A fine grain of buildings, some with significant gardens and tree planting throughout the area. Numerous institutions and sports fields are interspersed within this important cultural landscape.
- v. **Maynard Street and Wandel Street HPOZs:** Maynard Street HPOZ has a high density of single-storey, late 19th century row housing. While the grain and texture remain, the buildings are often obscured behind boundary walls. The City-owned buildings are generally the best preserved with the best street interface. The area includes predominantly GR2 and GR4 zoning, which potentially enables a built form that is out of keeping with the character of the receiving environment with permissible heights of 15 m and 24 m respectively.
- Wandel Street HPOZ contains a high density of historical terraced housing from the later 19th century, interspersed with structures of greater age. It is in good authentic condition and highly conservation worthy.

Table 18: Subdistrict 2 spatial development guidelines

SUBDISTRICT 2: CITY BOWL, PORT AND SURROUNDS: SPATIAL DEVELOPMENT GUIDELINES	
SPATIAL DEVELOPMENT OBJECTIVES	SUPPORTING LAND USE GUIDELINES
De Waterkant/Bo-Kaap: Land use and character	
Ensure appropriate built form and land use to achieve a quality environment	1. Ensure positive interface between the private and public spaces and a positive pedestrian environment through landscaping. 2. Facilitate the taking up of existing rights in a way that allow sensitive interfaces between different building scales, forms and land uses, particularly in the context of existing fine-grain, human-scaled environments. Reference can be made to the City's Urban Design Policy in this regard. 3. Retain variety in built form, housing types and sizes and land uses. 4. Encourage active street frontages along main access routes; prevent blank facades and solid, high boundary walls. 5. Minimise the impact of parking access to buildings in alignment with the City's Urban Design Policy. 6. Encourage connectivity and continuity in historic built form along Chiappini and Rose streets as 'bridges' between Bo-Kaap and De Waterkant. 7. Development adjacent to heritage areas needs to be sensitive to the architectural, heritage and cultural attributes. 8. Protect the fine-grained, mixed-use character of the precinct as well as its residential integrity. 9. Consider low-impact business uses along Jarvis Street that are in keeping with the architectural style and character of the area. 10. Facilitate a pedestrian-prioritised street environment along Dixon and Jarvis Street, with suitable surfacing and landscaping and active interfaces.

Promote inclusive land use and transit-oriented development	1. Encourage the provision of a variety of housing types catering to different housing markets, with an emphasis on providing a proportion of affordable housing in private residential development. 2. Develop affordable housing on state-owned sites. 3. Promote improved access to economic opportunities linked to tourism by encouraging pedestrian access into Bo-Kaap.
Protect the character-defining elements of heritage protection overlay zone areas	1. Protect and retain pedestrian routes, including lanes, steps and courtyard spaces. 2. Development activities should consider how character-defining elements may be retained or enhanced. 3. Retain characteristic grain and street interfaces, and consider impact of new development on common heights in the area. 4. Discourage development that impacts on the historic form unless appropriate design mitigation such as setbacks is demonstrated in accordance with the City's Urban Design Policy. 5. Along the Buitengracht Street edge of Bo-Kaap, the architectural response in design, form and materiality must be encouraged to relate to the character of the Bo-Kaap. 6. Promote a sensitive interface with Bo-Kaap by reducing height of buildings from Buitengracht towards the finer residential fabric of Bo-Kaap, avoiding overshadowing or dominating the streetscape on the Bo-Kaap side. 7. On Buitengracht Street, intensification increasing eastwards from Leeuwen Street towards the sea with the highest point being no more than 38 m measured from Rose Street ground level, is supported in the case of developments with affordable housing provision, provided a sensitive interface with Bo-Kaap is demonstrated. 8. Discourage densities and intensification westwards along Buitengracht, from Wale Street towards Carisbrook Street, that may impact negatively on the urban form and surrounding residential uses.

De Waterkant/Bo-Kaap: Movement

Promote appropriate intensification in association with transit	1. Encourage mixed-use intensification with active ground floor uses along underdeveloped parts of Buitengracht Street and the Gallows Hill site. (Figures 18 and 19)
Protect and enhance the network of pedestrian and cycling routes and facilitate increased accessibility	1. Prevent the closure of pedestrian lanes and encourage passive surveillance by adjacent buildings. 2. Improve legibility of NMT connections between and through Bo-Kaap and De Waterkant and across Buitengracht Street. 3. Improved pedestrian connections between significant heritage resources (such as Amsterdam battery, Prestwich memorial and the Strand Street quarry) are supported. Both Hudson and Chiappini streets should be further investigated to improve links and pedestrian connectivity.
Manage parking to lessen impact on the environment and reduce car trip demand	1. Develop new parking areas or maintain parking areas using principles of environmentally responsible design, including water-sensitive permeable surfacing in appropriate locations, i.e. in high-lying areas, and tree planting. 2. Reduce demand and encourage park-and-ride for trip-attracting uses, including congested destination places. 3. Prioritise parking for existing residents and consider permit systems.

SUBDISTRICT 2: CITY BOWL, PORT AND SURROUNDS: SPATIAL DEVELOPMENT GUIDELINES	
SPATIAL DEVELOPMENT OBJECTIVES	SUPPORTING LAND USE GUIDELINES
De Waterkant/Bo-Kaap: Open space/urban edge	
Prevent deterioration of the natural environment	1. Promote a positive interface between development and mountain edge and facilitate sensitively scaled buildings, where appropriate. 2. Maximise the social value of remaining open space by improving management, connectivity and edge conditions. 3. Refer to the Veldfire-related Planning Guidelines for properties on the edge of natural areas.
Protect access and visual connection to natural features	1. Retain access and visual linkages to the sea and mountain. 2. Enhance pedestrian access to Signal Hill while ensuring access does not negatively impact on conservation.
Ensure positive interface with parks and open spaces and upgrade existing parks and open spaces	1. Optimise open space value of the disused quarries by making provision for active and passive recreational opportunities and improved landscaping. 2. Encourage actions that create legible pedestrian links to public open spaces and parks. 3. Support area greening initiatives. 4. Accommodate community use and management of public spaces between buildings for gardening purposes.
De Waterkant/Bo-Kaap: Civic precincts/ destination places	
Protect the visual and amenity value of the area as a destination place	1. Enhance the public environment through maintenance and improvement of public open spaces, parks and street trees. 2. Retain and enhance the unique quality of the heritage areas and leverage tourism interest in the area by supporting land use responses such as restaurants and pop-up shops in appropriate locations. 3. Use the public open spaces to enhance place identity through, for example, public art works, murals and the retention of features that make the place photogenic to reflect the cultural diversity of these areas.

Foreshore/CBD: Land use and character

Ensure appropriate built form and land use to achieve a quality environment

1. Reinforce the central city as a vibrant business district with a diverse range of economic activity and land uses.
2. Improve and enhance pedestrian networks across the CBD, including provision for urban cooling such as tree planting or shade structures in open space.
3. Promote mixed-use intensification particularly in the Foreshore and East City areas to facilitate regeneration and improve the public environment.
4. Allow increased residential densities along public transport routes to support the viability of the routes.
5. Investigate infill development on smaller pockets of publicly owned land.
6. Encourage and promote adaptive reuse of existing historical buildings to preserve a variety of building scales.
7. Ensure tall buildings sensitively integrate with the surrounding urban fabric.
8. Protect and enhance the character and identity of heritage areas.
9. Reward design excellence and investigate mechanisms to promote a move to greener buildings and precincts and net zero carbon buildings, where possible.
10. Promote adaptable and flexible built form that can accommodate change over time (e.g. minimum floor plate to roof plate measurements).
11. Ensure that development improves the public environment.

Facilitate further development in the northern Foreshore area

1. Encourage a graduated skyline by concentrating buildings with greater heights according to the natural topography and to reduce discomfort from wind conditions (figure 19).
2. Facilitate developments of greater height and bulk in the Foreshore area (refer to City's Tall Buildings Policy and Urban Design Policy with regard to building heights and interface design).
3. Explore the reuse of the space under Foreshore freeways while retaining linkages, view corridors and potential north-south connections.
4. Any development in this area should have positive, active frontages and landscaping to improve the harsh and pedestrian-unfriendly environment.
5. Enhance the public environment and encourage the development of public space along Heerengracht/Adderley Street to establish a significant spine from the Company's Garden towards the sea edge.
6. Establish and emphasise east-west pedestrian connections along the Foreshore to connect it with Harbour Arch development.
7. Encourage a variety of residential development in the Foreshore to improve economic resilience and inclusivity, including the development of affordable residential and business spaces.
8. Consolidate/convert underused and vacant government-owned land and buildings.

SUBDISTRICT 2: CITY BOWL, PORT AND SURROUNDS: SPATIAL DEVELOPMENT GUIDELINES	
SPATIAL DEVELOPMENT OBJECTIVES	SUPPORTING LAND USE GUIDELINES
Foreshore/CBD: Land use and character	
Promote more inclusive land use	1. Ensure that areas with high volumes of pedestrian traffic continue to accommodate street trade and SMMEs, and that space for this is increased where congestion occurs, e.g. Adderley Street around Golden Acre. 2. Encourage the provision of a variety of housing types catering to different housing markets, with an emphasis on providing a proportion of affordable housing in private residential development. 3. Encourage the provision of SMME/informal trading space and facilities in private developments. 4. Ensure that street space is adequate and functional for the variety of uses taking place, e.g. pedestrian movement, street trade, formal business entrances and loading. 5. Shore up commercial nodes by encouraging conversion of functionally obsolete building stock to affordable housing through a combination of UDZ incentives (which include adaptive reuse and restoration of historical buildings).
Protect the character-defining elements of heritage protection overlay zone areas	1. Protect the character of the historic core of the CBD, bounded approximately by Buitengracht, Strand Street, Canterbury Street and Buitensingel, in terms of fine-grained fabric, scale, height, massing, aesthetics and positive street interfaces. 2. Where there is a distinct pattern of existing building heights, the scale and massing of new built elements should be sensitive and respond to this pattern by way of setbacks or other design measures. 3. Retain and enhance the intact architectural coherency and vibrancy of well-preserved heritage streetscapes such as parts of Long, Bree, Shortmarket, Longmarket and Adderley streets, and St George's Mall. 4. Additions to existing heritage structures are encouraged to be visually recessive in terms of scale, form and aesthetics, and new volumes should be less dominant than the main structure. This could be achieved through sufficient setback from street facades in order to protect the legibility of the resource, limit the visual impact of the additional bulk and height, and to protect the existing pedestrian-scaled building interface. 5. Retain and restore existing street colonnades. 6. The architectural treatment of the ground and first floor of the building, including new colonnades, canopies, building entrances, shopfronts, should relate to the pedestrian scale.
Foreshore/CBD: Movement	
Encourage intensification of development to support urban regeneration and transit-oriented development	1. Facilitate the development of the East City (the Fringe) as an intensive mixed-use area with an emphasis on creative industries and related land uses. 2. Optimise the use of significant state resources such as the Castle, the Granary, City Hall and Good Hope Centre. 3. Improve the quality of the urban environment and public space. 4. Upgrade Harrington Square as a public space hub, surrounded by intensified land use. 5. Improve the connection to the CBD, District Six and Woodstock by enhancing movement linkages and aligning built form and character.

Encourage land use intensification along public transport routes, along IRT routes and around stations	1. Encourage intensification of land uses aligned with current and proposed public transport services. 2. Encourage redevelopment of the Cape Town Station precinct with the aim of providing a quality public environment that is spatially integrated with the city, including enhancing the public spaces between the station and Grand Parade. 3. Encourage intensification of residential land uses to improve economic resilience of the CBD and create bi-directional travel flows.
Protect and enhance the network of NMT routes and facilitate increased accessibility and use	1. Encourage active uses along important pedestrian linkages such as Longmarket Street, St Georges Mall and Waterkant Street (fan walk). 2. Extend the planned network of NMT routes, ensure they function as continuous routes and upgrade the pedestrian environment, particularly where it is associated with public transport stops and high-order facilities. 3. Link cycle route along Bree Street with cycle route in the Foreshore and ensure a connected cycle network with convincing bike infrastructure, as continuity is key to bicycle lanes. 4. Provide NMT/bicycle connection between Adderley Street and the upper Table Valley (Molteno Road).
Decrease the amount of floor space utilised for parking purposes and encourage the development of parking areas that can be retrofitted for other uses in the future	1. Identify and encourage park-and-ride areas on the periphery of the CBD. 2. Provision of new parking areas or maintenance of existing parking areas to apply principles of environmentally responsible design, including water-sensitive permeable surfacing in appropriate locations. 3. Where developers do want to provide off-street private parking, they are encouraged to construct it in such a way that it could be converted to other uses at a later date and with carefully controlled access points that do not hinder pedestrian movement. This parking should not be at ground floor level as it prevents an active interface with the sidewalk. 4. Access points to underground parking from public spaces are not recommended and, where unavoidable, they should not undermine the integrity of the space nor activities which occur on it (see figure 21).
Maintain view corridors in the public environment	1. Maintain and enhance view corridors towards the mountains, Signal Hill and ocean along public streets. 2. Consider the visual impact on the urban skyline when considering tall buildings in the foreshore CBD area. Encourage a range of heights and forms of tall buildings to prevent monotony and reduce wind-tunnel effects.
Foreshore/CBD: Open space/urban edge	
Protect green links and open space system	1. Ensure positive interface between development and mountain edge and facilitate sensitively scaled buildings. 2. Reintroduce hidden natural systems (such as underground streams) and convert underused space into functional green and recreational space. 3. Introduce infiltration components and green infrastructure into hard urban spaces, wherever possible. 4. Integrate natural landscape and eco-systems into the urban fabric. 5. Accommodate community use of public spaces between buildings for gardening purposes.



THE PORT OF CAPE TOWN IS NOT ONLY ON A BUSY TRADE ROUTE RETAINING STRATEGIC AND ECONOMIC IMPORTANCE FOR SOUTH AFRICA, IT IS ALSO CONSIDERED AS ONE OF THE MOST BEAUTIFUL HARBOURS IN THE WORLD WITH TABLE MOUNTAIN AS BACKDROP.



SUBDISTRICT 2: CITY BOWL, PORT AND SURROUNDS: SPATIAL DEVELOPMENT GUIDELINES	
SPATIAL DEVELOPMENT OBJECTIVES	SUPPORTING LAND USE GUIDELINES
Foreshore/CBD: Open space/urban edge	
Provide sensitive gateways to Table Mountain	1. Retain access and visual linkages to the ocean, Table Mountain and Signal Hill. 2. Improve legibility of park-and-ride systems to access the mountain via MyCiTi. 3. Improve access to the Table Mountain National Park.
Prevent deterioration of the natural environment and public open spaces	1. Optimise open space value of the area by making provision for active and passive recreational opportunities and improved landscaping in open spaces. 2. Encourage public arts and events spaces in public open space to enhance the identity of these areas. 3. Take advantage of opportunities for storytelling through heritage and destination places, e.g. through interpretive installations at destination places and smaller landmarks, e.g. Grand Parade.
Foreshore/CBD: Civic precincts/destination places	
Encourage a vibrant and pedestrian-friendly central city	1. Improve the public environment by defining and enclosing public space with active facades and human-scaled building edges. 2. Develop stronger linkages between the various central city precincts by concentrating active land uses along pedestrian routes. 3. Encourage mixed use (with residential component) overlooking public spaces and pedestrian routes to facilitate passive surveillance. 4. Maximise the potential of Long Street extending into Kloof Street as a destination route through improvements in the public environment, for example improved pedestrian infrastructure, connections to public spaces. 5. Improve the status of the Grand Parade as a tourism destination and connecting space between the Castle, the City Hall and the upgraded station area and the parliamentary precinct by upgrading landscaping and pedestrianising Lower Parliament Street. 6. Ensure redevelopment and new developments improve the pedestrian environment linking squares and public open spaces such as Riebeeck Square, Greenmarket Square, the Grand Parade, Church Square, North Wharf Square, and the CTICC Square to reinforce legibility and connectivity, and enhance both visitors' and residents' experience of moving between areas. 7. Improve the urban quality of Adderley Street and enhance the east-west pedestrian axis. 8. Improve the east-west pedestrian flow across the Queen Victoria Street and the Company's Garden to enhance the Company's Garden as a cultural centre. 9. Use the city's public open spaces as canvas for public art works – sculpture, murals, mosaic, performance decorative planters, fountains, etc. – to reflect Cape Town's multicultural population and creative assets. 10. Encourage tactical urbanism interventions to reimagine and activate new spaces. 11. Reclaim space from cars to support a people-centred central city. 12. Enhance the usability of space by providing seating, shade and shelter.

Improve and enhance Cape Town's CBD as a civic precinct	1. Encourage the creation of a quality public environment that signals the entrance to the City Bowl from the port and the N1, Eastern and Western Boulevards. This would involve innovative public space improvements that look to integrating environmentally hostile areas into the city or create a sense of arrival. 2. Continue upgrading of the public environment associated with the Grand Parade precinct and its community facilities. 3. Upgrade the area around Artscape and Civic Centre forecourt as well as NMT connections between MyCiTi and Cape Town Station. 4. Enhance and revitalise Riebeeck Square and other underdeveloped public squares and introduce further greening and inclusivity of spaces, introducing activities for all ages.
Ensure increasing residential density coincides with the provision of public services and public open space	1. Encourage provision of or contributions towards delivery of public open spaces or spaces for public services in new high-density residential precincts or conversions.
Protect the visual and amenity value of the area as a destination place and enhance public spaces	1. Improve the visibility and prominence of the city's museums through the creation of a legible system to direct visitors, packaged with other attractions. 2. Improve directional signage to places of tourism interest. 3. Land around the Artscape provides an opportunity to develop the precinct as a 'cultural jewel' and should be developed into a quality public environment in association with the new developments. 4. Improve the definition of spaces through surface treatment and building designs. 5. Activate streets and squares to attract people through enhancing NMT provision, street furniture, landscaping, arts and events. 6. Diversify and update the role and contribution of civic and cultural facilities as destinations.

V&A Waterfront/Port/Culemborg West: Land use and character

Investigate options of improving the city's visual and physical connection to the port and water's edge	1. Integrate development in central city and Foreshore with the port precinct to allow views and access to the water's edge. 2. The end of Heerengracht should facilitate a visual connection to the harbour. 3. Maintain the concept of a physical connection to the harbour, though these linkages might initially be in the form of view corridors – particularly along Loop, Long, Heerengracht, DF Malan, Jan Smuts and Christiaan Barnard. 4. Although the economic importance and operational requirements of the port are recognised from a land use and civic identity perspective, possible linkages (both physical and visual) should be explored to reconnect the city to the sea. 5. Support an increase demand for passenger services at the Port Cruise Liner terminal and its expansion eastward. Through this support, a more permeable link to the western side of the port can be created. 6. The Culemborg area is seen as being key to city development objectives and spatial and economic transformation. In line with port development objectives, Culemborg West should have a compatible land use mix with neighbouring development (see new development area 7).
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SUBDISTRICT 2: CITY BOWL, PORT AND SURROUNDS: SPATIAL DEVELOPMENT GUIDELINES	
SPATIAL DEVELOPMENT OBJECTIVES	SUPPORTING LAND USE GUIDELINES
V&A Waterfront/Port/Culemborg West: Land use and character	
Facilitate continued development in the V&A Waterfront and improve connectivity	1. Support higher densities and intensification in the Canal district, formerly the Gateway Precinct, of the V&A Waterfront to complement proposed Foreshore development. 2. Enhance pedestrian linkages (supported by active land uses) between the City Bowl and V&A Waterfront precinct and between De Waterkant/Green Point/Bo-Kaap and the V&A Waterfront. 3. Retain aspects of the working harbour industry to protect this particular character as an integral part of V&A Waterfront development. 4. Encourage the appropriate conservation and sensitive reuse of heritage buildings. 5. Promote sensitive interfaces between heritage buildings and structures.
Ensure that increasing residential density coincides with the provision of public services	1. Encourage provision of space for public services and public open space in new high-density residential precincts or conversions.
V&A Waterfront/Port/Culemborg West: Movement	
Protect and enhance the network of pedestrian and cycling routes and facilitate increased accessibility	1. Encourage pedestrian movement along implemented routes between the CBD, Green Point and V&A Waterfront. 2. Encourage the establishment of a continuous NMT link from the Sea Point Promenade towards Milnerton. 3. Improve NMT connections between cruise liner terminal, V&A Waterfront and city.
Encourage land use intensification along public transport routes, along IRT routes and around stations	1. Support higher-density development in close proximity to MyCiTi services. 2. Support conversion of vacant office spaces to a range of residential.
Encourage efficient freight movement and reduced conflict between freight and urban uses	1. Encourage the use of rail as preferred mode to convey freight as detailed in the City's Freight Management Strategy. 2. Improve road-based circulation from key freight corridors into and out of the port.
Decrease the amount of above-ground floor space utilised for parking purposes and encourage the development of parking areas that can be retrofitted for other uses in the future	1. Identify and encourage park-and-ride areas in periphery of the CBD. 2. The provision of parking should take cognisance of the objectives and policy directives of the City's Urban Design Policy and Parking Policy.
V&A Waterfront/Port/Culemborg West: Open space/ environment	
Protect and enhance the amenity value of open spaces	1. Promote a vibrant and attractive public environment by organising new developments around public open spaces and squares. 2. Promote greening and landscaping to mitigate the visual impact of the barren harbour/elevated freeway environment. 3. Landscaping and public space design should promote urban cooling to mitigate the urban heat island effect. 4. Reprogramme open space around government facilities for recreational use/rest space.

V&A Waterfront/Port/Culemborg West: Civic precincts/ destination places	
Enhance the area's role as a destination place	1. Improve the city's interface with the water's edge to capitalise on its character as a harbour city. 2. Address the present barrier effect of the port and freeway system. 3. Continue the improvement of visitor's facilities and public environment in this area. 4. Support the revitalisation and use of watercourses to celebrate water. 5. Encourage the protection of views and vistas of the mountain and ocean.
Paarden Eiland/Port: Land use/character	
Support the retention of industrial uses in association with the port	1. Ensure protection of industrial uses that benefit from port proximity. 2. Maintain location conditions for a maritime and logistics cluster in proximity to the port. This includes discouraging speculation by not allowing further rezoning of land to residential, mixed use or general business.
Manage interfaces with port and industrial uses to minimise disturbance and improve efficiency. Ensure that uses are compatible with intensive industrial and logistics functions	1. Industrial is the preferred land use in Paardeneiland, with potential for intensified commercial consent uses. 2. Flexible and mixed building plates are supported with the goal to support a range of industrial uses. 3. In accessible areas of Paarden Eiland, discourage the dominance of warehousing, storage and other non-employment-intensive land uses, unless related to, or reliant on, close proximity to the port or maritime activity.
Paarden Eiland/Port: Movement	
Support improved freight logistic operations through the port and surrounding areas	1. Support proposals to improve access between port and back-of-port activities, including truck staging and circulation in the port road network in order to prevent congestion and heavy vehicle traffic in surrounding residential neighbourhoods. 2. Support more intense industrial development in close proximity to phase 1A trunk service in Paarden Eiland. 3. Ensure that changes to the freight and logistics network accommodate the movement of loads produced in Paarden Eiland, making provision for height clearances of leisure vessels and other maritime products.
Protect and enhance the network of pedestrian and cycling routes and facilitate increased accessibility	1. Support improvements to the pedestrian environment in these areas by encouraging active building frontages, where appropriate. 2. Support urban management initiatives to improve the security of routes through industrial areas.
Paarden Eiland/Port: Open space environment	
Prevent deterioration of the natural environment	1. Port expansion must take into account the impacts thereof on sand deposit and erosion along the Milnerton coastline and the need to contribute to coastal defences to mitigate this impact.
Protect and enhance the amenity value of open space and promote conservation of the environment	1. Encourage interventions that optimise the green/blue corridor through Paarden Eiland and encourage interventions that reduce the outfall of pollution into the ocean. 2. Minimise the environmental impact of the port and its future development on the natural and physical resources around and adjacent to the port. Special attention should be given to sustainable and environmentally friendly freight impact management (accessing and egressing).

SUBDISTRICT 2: CITY BOWL, PORT AND SURROUNDS: SPATIAL DEVELOPMENT GUIDELINES	
SPATIAL DEVELOPMENT OBJECTIVES	SUPPORTING LAND USE GUIDELINES
Tamboerskloof/Oranjezicht/Gardens/Vredehoek: Land use and character	
Ensure appropriate built form and land use to achieve a quality environment	1. Ensure positive interface between the private and public environment. 2. Protect and enhance view corridors between Table Mountain, Signal Hill, Lions Head and the ocean. 3. Promote mixed-use intensification, particularly to facilitate regeneration and improve the public environment in association with public transport infrastructure. 4. Allow increased residential densities along existing and proposed public transport routes to support the viability of the routes. 5. Investigate infill development on smaller pockets of publicly owned land.
Protect the character-defining elements of heritage protection overlay zone areas	1. Building heights are encouraged to respond to the common heights in the street or grouping of houses so that they contribute to the coherent character and pattern. 2. Consider the visual impact on the setting of alterations and additions to buildings. 3. Ensure that the scale and character of new developments (in terms of bulk, form, height and architectural styling) are appropriate to their immediate context. 4. Encourage an active interface with the street and 40% visual permeability between buildings and the street. 5. For additions to historic buildings, encourage setbacks to reduce visual impact.
Encourage residential densification, where possible and appropriate	1. Promote densification that is compatible with the character and land uses of the area.
Promote more inclusive land use	1. Encourage the provision of a variety of housing types catering to different housing markets, with an emphasis on providing a proportion of affordable housing in private residential development. 2. Encourage state-assisted housing provision on available public land. 3. Ensure that sufficient, well-located and appropriately designed formal and informal trading facilities are provided in activity areas as well as other suitable public assembly points, such as transport interchanges, public spaces, parking areas and road reserves (where appropriate). 4. Encourage the provision of SMME/informal trading space and facilities in private developments. 5. Establish a functional and accessible, pedestrian-friendly interface between formal and informal activities.
Encourage integration and mixed-use development along key routes	1. Focus mixed-use (commercial, retail and residential) development along the route system of Kloof Street, Buitenkant Street and parts of Orange Street. 2. Ensure active interfaces at street level.

Tamboerskloof/Oranjezicht/Gardens/Vredehoek: Movement

Encourage land use intensification along public transport routes, along IRT routes and around stations	1. Encourage appropriate and sensitive intensification of land uses aligned with current and proposed public transport services.
Protect the network of NMT routes and facilitate increased accessibility and use	1. Extend the planned network of NMT routes and upgrade the pedestrian environment, particularly where it is associated with public transport stops, destination places and high-order facilities. 2. Provide an NMT/cycle connection between Adderley Street and the Upper Table Valley (Molteno Road). 3. Upgrade a local system of community cycle routes in Oranjezicht and Vredehoek.
Manage parking to lessen its impact on the environment, give priority to residents, reduce car trip demand and encourage public transport ridership	1. Investigate areas for the introduction of a resident parking permit system to secure parking for residents on events days or in areas where commuter and resident parking are in competition. 2. Develop new parking areas or maintain parking areas using principles of environmentally responsible design, including water-sensitive permeable surfacing in appropriate locations, i.e. in high-lying areas, and tree planting.
Prevent inappropriate development along scenic routes	1. Prevent activities that compromise or restrict views along Orange/Mill Street, Buitengracht Street, Kloofnek Road, Signal Hill Road and Tafelberg Road (consult Scenic Drive Management Policy).
Protect green links and open space system	1. No development in protected areas or CBA 1 areas. 2. Ensure positive interface between development and mountain edges and facilitate sensitively scaled buildings.

Tamboerskloof/Oranjezicht/Gardens/Vredehoek: Open space/urban edge

Provide sensitive gateways to Table Mountain and Signal Hill	1. Retain and enhance pedestrian access and visual linkages to the sea and mountains. 2. Maintain and enhance treelined avenues, retaining existing planting patterns.
Prevent deterioration of the natural environment as a result of over-development	1. Optimise open space value of the parks and public land along the mountain edge, making provision for active and passive recreational opportunities. 2. Acknowledge the network of springs and subterranean water courses and ensure that these remain unpolluted. 3. Consider opportunities to surface buried groundwater sources for integration into urban design or to improve the use of water sources in public space.
Encourage a vibrant and pedestrian-friendly central city	1. Improve the public environment by defining and enclosing public space with active facades and human-scaled building edges. 2. Develop stronger linkages between the various precincts by concentrating active land uses along pedestrian routes. 3. Encourage mixed use (with residential component) overlooking public spaces and pedestrian routes to facilitate passive surveillance.



GREEN POINT PARK IS A CAREFULLY CURATED GARDEN AND SINCE THE FIFA WORLD CUP IN 2010, IT HAS BECOME THE FIFTH MOST POPULAR TOURIST ATTRACTION IN CAPE TOWN.



4.2.4 New development areas and strategic sites: Subdistrict 2

The sites below are discussed as the size of the opportunity coupled with the complexity of conditions for these sites require further investigation. Other strategic sites and potential new development areas in the district are smaller and their development can be guided by the general guidelines.

SUBDISTRICT 2: CITY BOWL, PORT AND SURROUNDS: STRATEGIC SITES AND NEW DEVELOPMENT AREAS	
SPATIAL DEVELOPMENT OBJECTIVES/SITES	SUPPORTING DEVELOPMENT GUIDELINES
District Six new development area 4: Land use and character	
Ensure an appropriate mix of land uses to achieve a vibrant and quality urban environment	1. Incorporate key historical buildings in the redevelopment of District Six as places of memory and remembrance. 2. Support a mix of land uses (including a variety of commercial, institutional and public uses as well as light industrial activities) in close proximity to residential fabric. 3. Concentrate higher-density mixed use along major streets and other points of high accessibility, while continuing the network of public open spaces providing visual and pedestrian access to the mountain. 4. Reinforce New Hanover Street as a linear 'spine' of commercial/retail activity, i.e. encourage its development as a high street. 5. Locate residential uses above commercial uses on the ground and first floors.
Facilitate the development of a high-density built form	1. Facilitate high-residential densities to increase the opportunities for restitution and allow people of different income levels to live in the area, while also providing the thresholds to support increased commercial and institutional uses. 2. Make provision for a variety of housing types ranging from row houses to multistorey apartment blocks. 3. Support increased building heights to a minimum of 12 m, ideally more up to 28 m, along identified public transport routes. 4. Locate higher densities and taller buildings with commercial uses to interface with existing built blocks around Harrington Street and along New Hanover Street.
Integrate the area into the existing urban context	1. Integrate District Six and the CBD by means of intense mixed land use activity in the East City. 2. Establish New Hanover Street as an important linkage. 3. Reinforce gateways into District Six.
District Six new development area 4: Movement	
Encourage integration and mixed-use development along activity routes and activity streets	1. Facilitate a mix of land uses and support residential densification along the Victoria (Main) Road development route into Darling Street. 2. Support infill development and mixed-use intensification along Albert and Lower Main Road as a development route. 3. Support the development of New Hanover Street as a lower-order development route (see guidelines in section 3.2).
Use a permeable network of routes to create an appropriate human-scaled urban structure	1. Reinstate the historic street grid to determine a fine-grain block character and reinstitute pedestrian access lanes and steps. 2. Recognise the original street grid, pathways and communal spaces as informing the redevelopment of District Six.

Improve linkages with the surrounding urban fabric	1. Investigate a potential underpass linking District Six to Vredehoek and improve access linkages to both neighbourhoods from Philip Kgosana Drive. 2. Enhance the historical link between District Six and Signal Hill/Bo-Kaap along Longmarket Street. 3. Improve the connection along New Hanover Street and Darling Street to the Grand Parade precinct. 4. Improve connectivity to the surrounding urban areas of Chapel Street, Woodstock and Vredehoek.
Prevent inappropriate development along scenic routes	1. Retain and enhance the scenic qualities of Philip Kgosana Drive (consult Scenic Drive Management Policy).
Implement a network of NMT routes and facilitate increased accessibility	1. Establish a pedestrian link along New Hanover Street that connects the area to the East City as part of a general focus on a network of pedestrian-friendly streets. 2. Implement NMT facilities along New Hanover Street and into Darling Street.
Implement new road linkages to improve network functionality	1. Improve the mobility function of Tennant Street (related to the deproclamation of the Canterbury Road Scheme).
District Six new development area 4: Open space/environment	
Protect natural green linkages through the site and optimise green infrastructure potential	1. Enhance the open space system by reinforcing a link from the mountain through Zonnebloem College fields and into Trafalgar Park, potentially towards the yacht basin. 2. Continue the existing network of public open spaces from Vredehoek into District Six providing visual and pedestrian access to the mountain.
Support a legible open space network linked to a system of routes	1. Organise the development of District Six around a system of pedestrian routes and open spaces to restore the urban quality lost in forced removals. 2. Create strong visual and physical links by emphasising the public environment of streets, squares and parks, including the development of a memorial park, to provide a space to commemorate the history and loss of District Six. 3. Facilitate active land uses around open spaces to activate them and provide enclosure. 4. Find opportunities to celebrate water that runs from the mountain and through the site in the design of open spaces.
District Six new development area 4: Civic precincts/destination places	
Provide community facilities to ensure the development of a sustainable and functional community	1. Provide sufficient open space and a wide range of social amenities, particularly in areas of higher residential density. 2. Cluster new facilities at accessible locations within the footprint of existing institutions and provide multipurpose facilities, where possible. 3. Retain and enhance existing public facilities and optimise their use.
Facilitate a quality built environment with a strong focus on the public environment and civic identity	1. Enhance existing historic buildings through sensitive surrounding development. 2. Acknowledge the built heritage of District Six by restoring the historic urban character and integrating remaining heritage buildings. 3. Incorporate intangible heritage of District Six through memorialisation and public art.

SUBDISTRICT 2: CITY BOWL, PORT AND SURROUNDS: STRATEGIC SITES AND NEW DEVELOPMENT AREAS

SPATIAL DEVELOPMENT OBJECTIVES/SITES	SUPPORTING DEVELOPMENT GUIDELINES
Gallows Hill precinct, Green Point (NDA 5)	1. Relocate city facilities to support mixed-use development, together with affordable housing at medium to high density on these sites. 2. Support the development of additional educational facilities in nearby sites in order to accommodate the increase in population. 3. Develop pedestrian links to Battery Park. 4. All development in this area must be subject to an archaeological impact assessment in terms of section 35 of the National Heritage Resources Act and must be referred to Heritage Western Cape.
Bo-Kaap quarry sites (NDA 5)  The map shows a section of the Bo-Kaap area in Cape Town. A large green-shaded area is outlined with a dashed blue line, representing the quarry sites. Labels on the map include 'Strand Street Quarry' at the top, 'Tanu Baru' in the middle, and 'Wash House Quarry' and 'Prayer Quarry' at the bottom. The surrounding area shows a dense urban layout with buildings and streets.	1. Restore the use of Strand Street quarry for sports and recreation for the Bo-Kaap community. 2. Reinforce a link between the three quarry sites to create a quarry unit. 3. Consider sensitive urban infill development to support boundaries to the quarry sites and improve safety. 4. Urban infill should investigate affordable housing options. 5. Promote and investigate visitor access to Tanu Baru and Signal Hill from the quarry sites. 6. Any development or use within any of the three quarry areas must not restrict or impact on views of the quarry rock faces. 7. No development or change of use will be permitted on the open land to the east of Strand Street. 8. Support the development of Tanu Baru as a heritage destination. 9. Develop a case for the sensitive development of heritage sites with development potential. These developments should enhance the functioning and amenity of these sites as safe, quality public spaces and heritage areas. 10. Strand Street quarry is a declared national heritage site and will need particular mitigation measures to ensure that the heritage significance of the site is retained and enhanced. 11. Development should consider the retention of place-making attributes of the site, including retention of established trees and heritage attributes. 12. Restore and reuse the graded brick, stone and corrugated buildings around the quarry and incorporate positively into new development. 13. New development must respond positively to the Jami'a Mosque. 14. The provision of interpretive commemoration of working people and slaves living and working here is recommended.

Buitengracht Street deproclamation sites (NDA 5)	1. Continue to facilitate development of public land in the Foreshore area and carefully plan the movement network in the Foreshore area in relation to the completion of the freeway network. 2. Activate spaces under freeways to ensure they integrate into the urban fabric and consider the development of green spaces with a visual connection to the harbour. 3. Facilitate affordable housing. 4. Locate taller buildings in the Foreshore working with the topography. 5. Consider the sensitive and active framing of Prestwich memorial. 6. In blocks closer to Bo-Kaap, provide affordable residential opportunities with sensitive interfaces along Rose Street. 7. Prioritise the improvement of Riebeeck Square as an inclusive and multifunctional public open space, with relocation of parking and greening and surface treatments. 8. Support the widening of the western Buitengracht Street pavement and reorientation of the western carriageway into the central island, in order to integrate the Bo-Kaap into the CBD and improve pedestrian linkages between the CBD and Bo-Kaap. 9. Consider the sensitive design of parking and bus embayments in order to reduce the car dominance of the Buitengracht Street environment.
Magazine site (NDA 6)	1. Support the development of the magazine site for mixed-use urban development, with affordable housing as the dominant use. 2. Ensure that multifunctional, publicly accessible green open space remains a central component of future development with green corridor connections with the mountain, biodiversity onsite conserved, and water onsite used in the landscaping of future development. 3. Adhere to veldfire management guidelines in consultation with SANParks.

SUBDISTRICT 2: CITY BOWL, PORT AND SURROUNDS: STRATEGIC SITES AND NEW DEVELOPMENT AREAS	
SPATIAL DEVELOPMENT OBJECTIVES/SITES	SUPPORTING DEVELOPMENT GUIDELINES
Facilitate the redevelopment of Culemborg West and investigate the potential of the Foreshore freeway area and enable the optimal function of the port in a manner that will contribute to the broader development goals of the city (NDA 7)	1. The use of the site should be optimised to make the most of its advantageous location close to the port and the central city, and short- to medium-term development should not preclude changes in land use over time, which may open up opportunities for spatial restructuring. 2. Depending on the longer-term port expansion option pursued and operational land requirements, future redevelopment options for this precinct should consider mixed-use intensification at the interface with existing development on the Foreshore, compatible with the freight and logistics function. 3. It is recognised that the growth and development of the port functions have a significant impact on the economy of Cape Town and the Western Cape. However, a spatial balance should be sought between the provision for port-related activities and the need to address other developmental and urban restructuring needs. The Cape Town Port is a strategic asset to Cape Town's economy; its growth and development should therefore be encouraged in a manner that balances the needs of the port over time with broader city needs to ensure sustainable movement systems, efficient use of well-located land and high-quality urban design. 4. The development of the site should be carefully approached in terms of urban design as it has a significant gateway function. 5. Intensify activities around points of access to public transport and NMT. 6. Integrate the site with the surrounding urban context. 7. Encourage an appropriate interface between the site and adjacent land uses as integration with the surrounding land uses, and the Harbour Arch development should contribute to the diversity and vibrancy of land uses in the Foreshore. 8. Consider the allocation of quality public space and access areas at the interface of active areas or where there is potential to provide access to the coast from the East City.
Hope Street precinct, publicly owned sites (NDA 8)	1. Support the redevelopment of the state-owned land in the Hope Street precinct for mixed-use development with a majority affordable housing and residential component. 2. Active ground floor uses to be supported to improve the public environment. 3. Support finer grain to improve pedestrian east-west connectivity and encourage courtyard designs. 4. Develop public park space and the public environment in association with development intensification. 5. Improve legibility of NMT connections to the Company's Garden.

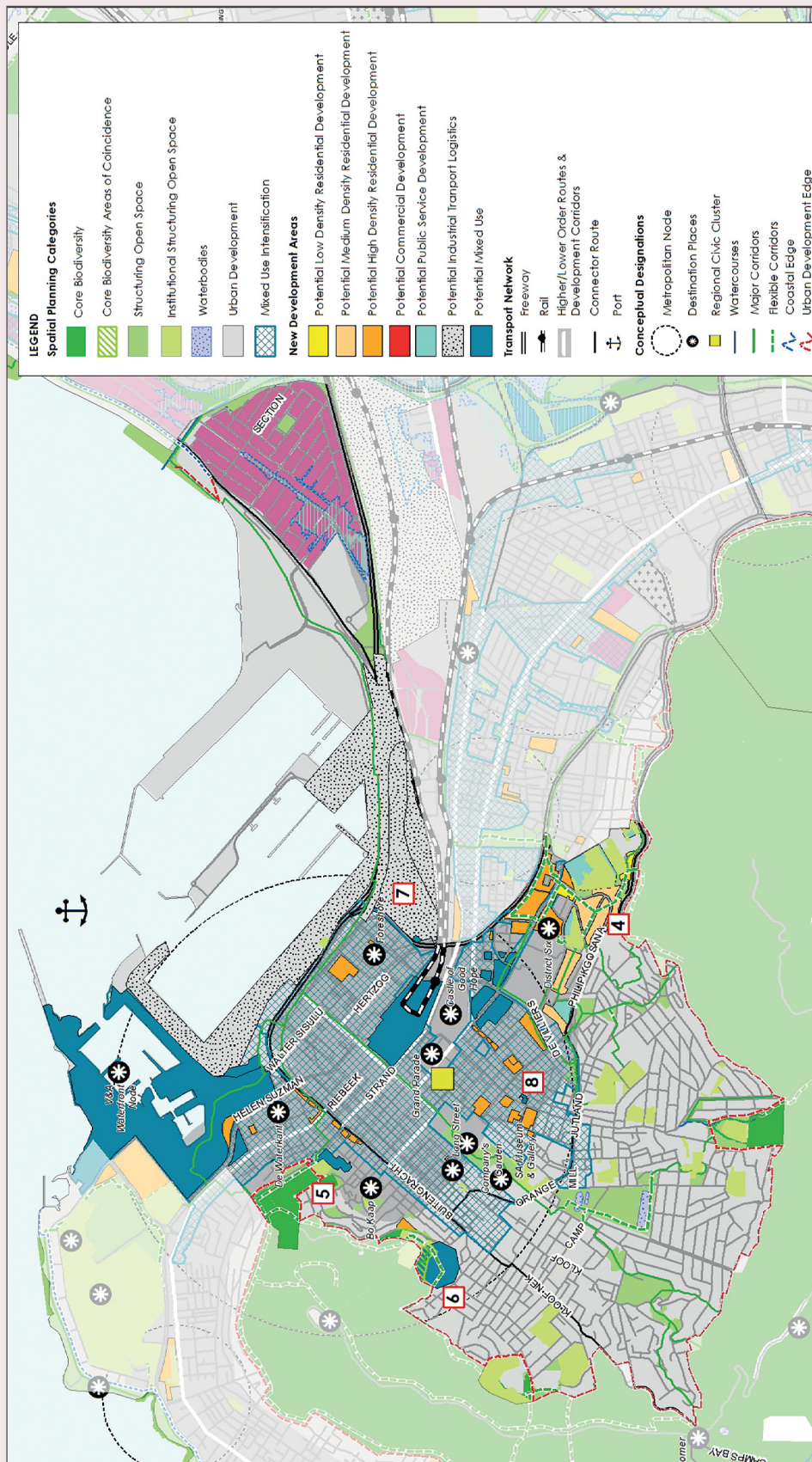


Figure 23: Subdistrict 2: City Bowl, Port and surrounds

4.3 Subdistrict 3: Central District

Subdistrict 3 contains the historic suburbs of Salt River, Woodstock, Observatory and Maitland. The Main Road/Victoria Road corridor extends south to Simon's Town and sections of this corridor are development focus areas. Albert Road links to the northern suburbs and Voortrekker Road. These areas have a mixed economic profile with both an industrial and commercial mix of uses.

The land bordering and surrounding the Liesbeeck, Salt and Black rivers (the rivers in this subdistrict) is a development focus area for public investment, due to significant public land holdings. The local spatial development framework (2019) indicates an opportunity to rationalise and develop underutilised state-owned land and facilities around the area. The large areas of state land can advance spatial justice and urban restructuring and accommodate natural population growth and demand for housing close to areas of employment and services. The Two Rivers Urban Park remains a valuable part of the public open space network and a potential flagship urban green/river corridor, and its functioning must be enhanced in this respect. This future development of the area presents an opportunity to provide a 'live, work, play' environment connecting people to the ecological areas and park-like environments around the rivers.

The Berkeley Road extension is under way to link the western suburbs of Salt River, Woodstock and Observatory to the Maitland area. Maitland, with its industrial economic uses, is undergoing a transition to a more mixed-use profile, with the development of affordable residential units. The guidelines below reflect the need to balance urban development with heritage interfaces and environmental concerns in order to enhance and maintain an integrated and inclusive human settlement in the subdistrict.

HPOZ character descriptions and significance

- i. **Victoria Road HPOZ:** A streetscape of later 19th and early 20th century commercial buildings, demonstrating the expansion of Cape Town along a historical route towards the south. Portions of Victoria Road comprise a continuity of street facades with a particular rhythm, massing, form and architectural coherency. Later commercial buildings from art deco and modernist periods offer an interesting counterpoint to the colonnaded Victorian and Edwardian buildings. The public realm is framed by buildings positioned hard on street boundaries. Variations in function and urban quality occur along the route, but it is largely characterised by continuous intense retail and commercial uses abutted by low-rise, fine-grained residential areas. More recent developments include the introduction of high-density residential apartments. The character-defining elements include generally single- or double-storey historic buildings, with colonnades, shopfronts, parapet walls and the fine grain of the area as critical components of the streetscape.
- ii. **Albert Road HPOZ:** Similar to Victoria Road, Albert Road developed a streetscape of later 19th and early 20th century commercial buildings, demonstrating the expansion of Cape Town along a historical route to both the south and the hinterland. Some parts of the streetscape are characterised by fine-grained colonnaded historic fabric, which is interspersed with coarser-grained built fabric of later periods. Variations in function and urban quality occur along the route, but it is largely characterised by retail, commercial and some remaining light industrial uses abutted by the low-rise, fine-grained residential areas. More recent developments include the introduction of high-density residential apartments. Some of the character-defining elements of Albert Road include the variety of architectural styles and periods that make up its built form, including concentrations of single-storey colonnaded Victorian and Edwardian buildings and larger distinctive heritage structures, which have benefited from adaptive reuse, such as the Old Biscuit Mill.
- iii. **Chapel Street HPOZ:** Chapel Street HPOZ is the last remaining portion of District Six. It is an area of dense housing in generally authentic state and includes row houses, interspersed with institutional buildings and workshops. It is a stark, treeless area with little room for vegetation. Character-defining elements include modest single-storey small row houses with wooden fretwork verandas and corrugated iron roofs.
- iv. **Salt River HPOZ:** Late 19th century and early 20th century working-class housing developed at a time of intense growth and industrialisation. Factories and workshops in the area provided job opportunities, while the cutting up of

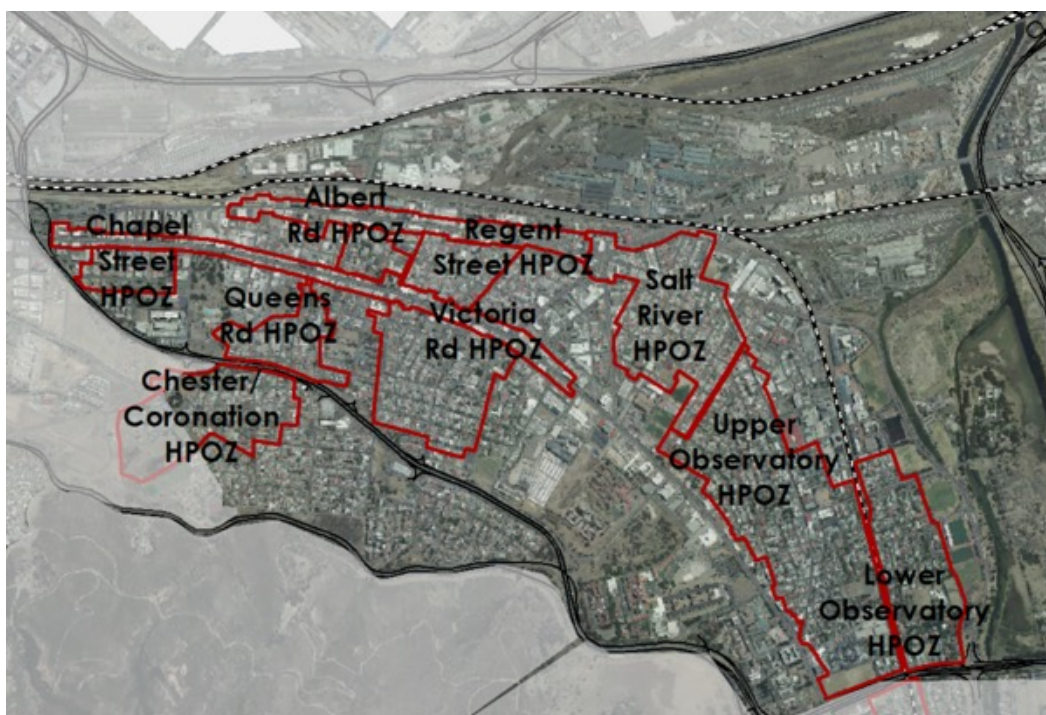


Figure 24: Subdistrict 3 HPOZ areas

the old farms provided building speculators with development opportunities. Much of the character and texture of Salt River remains today.

- v. **Queens Road HPOZ, Chester/Coronation Road HPOZ, Roodebloem Road HPOZ, Cavendish Square HPOZ, Regent Square HPOZ:** These HPOZs reflect late 19th and early 20th century housing developed as the city expanded from the City Bowl. There are largely low-rise units and a mixture of row housing, terraces and detached housing. The quality, state of preservation and size of housing across these HPOZs differ substantially; for example, Roodebloem Road HPOZ has well-preserved buildings with larger plot sizes and increased space for vegetation.
- vi. **Lower and Upper Observatory HPOZ:** An environment with a strong authentic Victorian character. There is a high density of single-storey Victorian villas with bay windows, decorative plasterwork, verandas, fretwork and ironwork. There are also fine detached and semi-detached double-storey Victorian houses with upstairs and downstairs verandas as well as a large collection of 1920s cottages. The area is interspersed with early homesteads such as Westoe and Belleviet.

The Upper Observatory HPOZ contains a rich texture of Victorian housing of various types and quality, from decorated villas to working-class row housing, interspersed with institutions and commercial buildings. The HPOZ has large precincts of fine-grained low-rise residential fabric, is largely intact and has well-preserved streetscapes. Lower Main Road encompasses a mix of commercial uses and buildings of mixed architectural styles as well as the institutional buildings and sites.

The Victorian commercial strip along Lower Main Road and the area surrounding it is considered the heart of Observatory and comprises a combination of significant heritage buildings that accommodate cafes, shops, restaurants and entertainment venues with accommodation provided above the ground floor. The section of Lower Main Road between Station Road and Main Road is a vibrant and unique narrow streetscape edged by colonnaded double-storey heritage buildings with upper-level balconies. The properties along the length of Lower Main Road are edged by the low-scale residential urban fabric. The old Observatory Community Centre and the adjacent open space, known as the Village Green, provides an important and valued community focus to Observatory.

Character-defining elements: Colonnades along Lower Main Road, pedestrian-scaled street interfaces, Victorian-style architecture, a roofscape of predominantly pitched roofs to residential fabric although there are also flat roofs with parapets interspersed, gables, original boundary walls and treatments, visual connection

between street and houses, row houses and collections of similar house styles and typologies, splayed corner building, front verandas, small front gardens or courtyards to row houses and larger gardens to freestanding villa-type houses, and established tree planting.

Table 19: Subdistrict 3 spatial development guidelines

SUBDISTRICT 3: CENTRAL DISTRICT: SPATIAL DEVELOPMENT GUIDELINES	
SPATIAL DEVELOPMENT OBJECTIVES	SUPPORTING LAND USE GUIDELINES
Woodstock/Salt River: Land use and character	
Encourage integration and mixed-use development along development routes and corridors	1. Support appropriate mixed-use intensification along Victoria Rd/ Main Road to reinforce its function as a development route and encourage the rehabilitation of Victoria Road/Main Road as a high street. 2. Encourage flexible building designs in association with economic clusters to support a range of business sizes and types, including less formal trade and micro-enterprise. 3. Support mixed-use intensification along Albert Road and the Salt River triangle, where appropriate.
Ensure appropriate built form and land use	1. Investigate a possible connection between Salt River Market to Lower Voortrekker Road. 2. Ensure active edges and positive interfaces on building facades and the improvement of streetscape. 3. Encourage more active interfaces and supportive pedestrian facilities for buildings overlooking Trafalgar Park. 4. Encourage mixed-use intensification of Salt River triangle as an area of high accessibility and link between Victoria Road, Albert Road and Culemborg. 5. Support a diverse built environment with a gradation of building heights with taller buildings at appropriate points along activity streets or in association with vacant land or railway infrastructure and IRT. 6. Support flexible building design in industrial and commercial buildings to support a range of business requirements. 7. Support a variety of unit sizes in new developments to accommodate different family sizes and types. 8. Ensure increasing density is monitored in order to ensure the provision of the required amount of social and community facilities. 9. The ground floor of buildings along Victoria and Albert roads should have an active interface in terms of use and visual permeability of the facade, to enhance passive surveillance and improve the street as a pedestrian-friendly and social space.

Protect the character-defining elements of heritage protection overlay zone areas	Albert Road and Victoria Road 1. Encourage the conservation and enhancement of the historical streetscapes of Victoria Road, Albert Road, and Salt River Triangle by promoting active public space interfaces, enhancement and maintenance of characteristic architectural heritage and adherence to the City's Urban Design Policy. 2. Carefully consider that the scale and character of new developments (in terms of bulk, form, height, setback and architectural approach) are appropriate to their immediate and general context. Site-level recommendations may apply, for example bulk above an active interface level of two storeys along Victoria Road to be setback by 3 metres. 3. A variation of height profiles in association with fine-grained historic buildings is to be considered. Appropriate heights abutting single residential uses of three to four storeys and retention of the historic street grid to be encouraged. Chapel Street, Queens Road, Roodebloem Road, Chester/Coronation Road, Cavendish Square, Salt River and Observatory HPOZs 4. New developments facing existing residential streetscapes – it is encouraged to respond sensitively to the existing residential character by providing positive interfaces on ground level, for example in the form of verandas and by positioning height away from the street. 5. Encourage the mitigation of height increases through setbacks and other design measures, as informed by the City's Urban Design Policy. 6. Encourage alignment of new development with common heights in the HPOZ area.
Promote more inclusive land use	1. Advance the development of the Salt River social housing programme by developing vacant infill sites with a mix of housing types, including affordable social housing. 2. Encourage the provision of a variety of housing types catering to different housing markets, with an emphasis on providing a proportion of affordable housing in private residential development. 3. Ensure that sufficient, well-located and appropriately designed formal and informal trading facilities are provided in activity areas as well as other suitable public assembly points, such as transport interchanges, public spaces, parking areas and road reserves (where appropriate). 4. Encourage the provision of SMME/informal trading space and facilities in private developments. 5. Establish a functional and accessible, pedestrian-friendly interface between formal and informal activities. 6. Shore up commercial nodes by encouraging conversion of functionally obsolete building stock to affordable housing through a combination of UDZ incentives (including restoration and adaptive reuse of historical buildings), restructuring zones and social housing. 7. Promote public access of multifunctional public open spaces that cater to all ages and provide shade and furniture.

SUBDISTRICT 3: CENTRAL DISTRICT: SPATIAL DEVELOPMENT GUIDELINES	
SPATIAL DEVELOPMENT OBJECTIVES	SUPPORTING LAND USE GUIDELINES
Woodstock/Salt River: Movement	
Encourage integration and mixed-use development along development corridors and routes	1. Facilitate a mix of land uses and support residential densification along the Victoria (Main) Road development corridor. 2. Ensure active interfaces along street level. 3. Support infill development and mixed-use intensification along Albert (Lower Main) Road towards New Market Street as a development route.
Encourage land use intensification along public transport routes, along IRT routes and around stations	1. Support appropriate development in close proximity to the IRT network, taking appropriate scale and the surrounding built form into account. 2. Consider local-area building scales and appropriate gradation of scale when considering applications for higher intensity. 3. Support intensification of residential land uses. 4. Support upgrade options and pedestrian improvements for Davidson and Grey streets. 5. Improve pedestrian facilities and ramps between station platforms and new IRT facilities.
Implement a network of NMT routes and improve pedestrian connections	1. Extend the planned network of NMT routes and upgrade the pedestrian environment, particularly where it is associated with public transport stops and high-order facilities. 2. Enhance the metropolitan cycle route along Albert Road into Strand Street and ensure continuous cycle connections into District Six, the Foreshore and CBD. 3. Upgrade a local system of community NMT routes in Woodstock and Salt River. 4. Improve the pedestrian connection between Salt River market and the railway station. 5. Promote a pedestrian link from Searle Street to Woodstock Station, linking District Six developments into Woodstock and activating Trafalgar Park. 6. Upgrade the cycle signalling and safety around Salt River circle.
Prevent inappropriate development along scenic routes	1. Prevent activities that compromise or restrict views along Phillip Kgosana Drive or Nelson Mandela Boulevard (consult Scenic Drive Management Policy).
Woodstock/Salt River: Open space/environment	
Retain and upgrade a sufficient variety of open space in the area	1. Support the improvement of public spaces into high-quality, multifunctional open spaces, particularly in association with increasing densities. 2. Encourage and support a publicly accessible connection to the coastal water's edge, without compromising functionality for port and freight operations.
Prevent deterioration of the natural environment as a result of over-development	1. Extend a green/pedestrian link northwards along Searle Street to Albert Road as a visual continuation of Trafalgar Park and to attain a continuous green link from mountain to sea. 2. Optimise and plan for flood management and attenuation on Transnet land, erf 15334-RE.
Ensure positive edges to parks and open spaces	1. Encourage more active interfaces and supportive pedestrian facilities for buildings along Searle Street overlooking Trafalgar Park.

Woodstock/Salt River: Civic precincts/destination places

Protect the character of the area as a vibrant mixed-use neighbourhood	1. Support the recovery of the area by allowing redevelopment that brings about activity along major routes. 2. Facilitate sensitive integration of new developments into existing built fabric by addressing scale and interface. 3. Continue to facilitate the identity of the area as an arts precinct by supporting public arts and events.
Improve and upgrade the Woodstock civic precinct	1. Integrate Woodstock Town Hall with the park in front of the hall by means of a landscaped courtyard in order to strengthen the character of the civic node and encourage more active use of the park. 2. Improve visual and functional linkages between Woodstock Station, other civic amenities, Town Hall square and a pedestrian link down Mountain Road.
Ensure that increasing residential density coincides with the provision of public services and public space	1. Use CSIR standards and facilities thresholds to ensure provision of space for public services in new high-density residential precincts or where conversions result in substantially higher residential densities.

Two Rivers Urban Park surrounds/Salt River/Observatory/Maitland Garden Village: Land use and character

Ensure appropriate built form and land use to give effect to mixed land use intensification in support of transit-oriented development	1. Improve the interface between the built environment and Voortrekker Road – discourage blank facades and walls and support changes to freight logistics operations that will allow new uses in container stacking areas. 2. Support infill development and intensification along Voortrekker Road and Albert Road in the vicinity of Salt River Station. 3. Facilitate mixed-use intensification of portions of Salt River and improve the public environment in support of the Main Road corridor. 4. Support positive built edge interfaces along Alexandra Road and Berkeley Road.
Improve the public environment in support of a quality built environment	1. Address the visual quality of the Voortrekker Road corridor by supporting upgrades of the landscaping. 2. Retain and enhance the positive interface of buildings along Lower Main Road in Observatory. 3. New development in the Two Rivers Urban Park surrounds must contribute to a high-quality public environment and be implemented with edge conditions that are appropriate for the surrounding built fabric. 4. Integrate heritage building fabric and consider first nations heritage into new developments in the Two Rivers precinct.
Retain and protect existing built fabric that provides well-located residential opportunities and encourage further development of residential opportunities	1. Maintain Maitland Garden Village as an important residential component while improving its edge interfaces with open spaces and new developments in Oude Molen and Alexander Institute areas. 2. Address housing needs in Maitland Garden Village. 3. Protect the historic fabric and residential character of Observatory. 4. Support the development of affordable units in the strategic state-owned land identified in the Oude Molen, Maitland Garden Village and Alexander Road areas.



ONCE A CONGESTED CITY STREET, ST GEORGE'S MALL IS A POPULAR PEDESTRIAN AREA IN THE MIDDLE OF THE CITY CENTRE, BUSTLING WITH ACTIVITY THAT RANGES FROM LIVE ENTERTAINMENT - PROVIDED BY BUSKERS, DANCERS, DRUMMERS, STREET ARTISTS AND THE LIKE - TO THE SIDEWALK COFFEE SHOPS AND RESTAURANTS AT WHICH MANY LOCALS AND VISITORS TO CAPE TOWN SIT AND WATCH PEOPLE PASS BY.



SUBDISTRICT 3: CENTRAL DISTRICT: SPATIAL DEVELOPMENT GUIDELINES	
SPATIAL DEVELOPMENT OBJECTIVES	SUPPORTING LAND USE GUIDELINES
Two Rivers Urban Park surrounds/Salt River/Observatory/Maitland Garden Village: Land use and character	
Support a shift towards mixed-use intensification	1. Support medium-rise developments and medium- to high-residential densities in support of transit-oriented development at new development areas in the Maitland Garden Village Area (west of Alexandra Road and east of the Black River) and in association with Alexander Road. 2. Improve the interface between buildings and the Salt River canal and upgrade the public environment.
Promote inclusive land use development	1. Encourage the provision of a variety of housing types catering to different housing markets, with an emphasis on providing a proportion of affordable housing in private residential development. 2. Ensure that sufficient, well-located and appropriately designed formal and informal trading facilities are provided in activity areas as well as other suitable public assembly points, such as transport interchanges, public spaces, parking areas and road reserves (where appropriate). 3. Encourage the provision of SMME/informal trading space and facilities in private developments 4. Establish a functional and accessible, pedestrian-friendly interface between formal and informal activities. 5. Shore up commercial nodes by encouraging conversion of functionally obsolete building stock to affordable housing through a combination of urban development zone incentives, restructuring zones and social housing.
Protect the character-defining elements of heritage protection overlay zone areas	1. Ensure that the scale and character of new developments on Lower Main Road (in terms of bulk, form, height, setback and architectural approach) are appropriate to their immediate and general context. Site-level recommendations may apply, including: Bulk above an active interface level of two storeys along Lower Main Rd, recommended to be setback by 3 metres and common heights to the area encouraged. 2. For development activities along the east side of Main Road directly adjacent to the HPOZ area, it is recommended that development responds sensitively in scale, form, height and aesthetics as a spatial transition between the HPOZ and surrounding areas. A stepdown to three-storey heights is recommended. 3. Promote the retention and continuity of pavement colonnades along Lower Main Road and ensure that their scale, spacing and design are in keeping with the existing pattern. 4. Promote the improvement of the public realm along Lower Main Road by way of a coherent language of street and pavement resurfacing, tree planting and street furniture.

Two Rivers Urban Park surrounds/Salt River/Observatory/Maitland Garden Village: Movement

Encourage integration and mixed-use development along development corridors and routes	1. Reinforce Voortrekker Road as a public transport route and development corridor in support of the urban core intensification. 2. Support residential densification and mixed use in the Voortrekker Road corridor. 3. Facilitate a mix of land uses and support residential densification along the Main Road activity route.
Encourage land use intensification along public transport routes, along IRT routes and around stations	1. Align potential future public transport route planning and intensification areas in the Two Rivers area. 2. Support mixed-use development around the Salt River Station precinct. 3. Support opportunities for investment and development to revitalise station precincts and provide greater mixed use and residential density.
Implement a network of NMT routes and facilitate increased accessibility	1. Extend the planned network of NMT routes and upgrade the pedestrian environment, particularly where it is associated with public transport stops and high-order facilities. 2. Create a high-quality NMT network throughout the Two Rivers Urban Park and surrounding development areas. 3. Implement vital NMT/cycle facilities along the Berkley Road extension. 4. Implement an NMT/cycle route along Malta Road and Voortrekker Road. 5. Implement a local NMT/cycle routes along Alexandra Road. 6. Enhance the local system of cycle routes in Observatory.
Implement new road linkages to meet spatial objectives	1. Activate the northern TRUP area and improve network functionality between Maitland and Salt River by carrying out the Berkeley Road extension.

Two Rivers Urban Park surrounds/Salt River/Observatory/Maitland Garden Village: Open space/environment

Improve the environmental quality of the sensitive environmental areas in the Two Rivers precinct and enhance its role in the urban open space system	1. Conserve and enhance ecologically sensitive areas and historically significant sites. 2. Upgrade and rehabilitate degraded open space and ecological systems. 3. Create a high-quality, multifunctional recreational area that forms part of an ecological system stretching from Table Bay to False Bay. 4. Allow for varied activities, including conservation, active and passive recreation as well as more public uses along the edges of the site, where appropriate. 5. Integrate the TRUP into the fabric of the city by developing a positive interface between new developments and open spaces as well as with existing adjacent neighbourhoods and institutions. 6. Support residential and institutional development with some supporting commercial use to provide passive surveillance. 7. Formalise a system of pedestrian links across the site: east-west linkages from Alexandra Road as entry points into the park as well as north-south linkages between the Alexandra Institute, Maitland Garden Village and Oude Molen precinct.
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SUBDISTRICT 3: CENTRAL DISTRICT: SPATIAL DEVELOPMENT GUIDELINES	
SPATIAL DEVELOPMENT OBJECTIVES	SUPPORTING LAND USE GUIDELINES
Two Rivers Urban Park surrounds/Salt River/Observatory/Maitland Garden Village: Open space/environment	
Prevent deterioration of the natural environment and improve green infrastructure potential	1. Protect the Black River/Liesbeeck River corridors and green links across TRUP. 2. Enhance the potential for pollution control in the Black and Liesbeeck rivers in the Two Rivers Urban Park. 3. Investigate flood amelioration potential when planning development around TRUP and on Transnet land north of the TRUP. 4. Manage and enhance the existing biodiversity on the site. Maintain conservation areas and ensure new development contributes to conservation efforts in the Two Rivers environment.
Two Rivers Urban Park surrounds/Salt River/Observatory/Maitland Garden Village: Civic precincts/destination places	
Improve access to public facilities and upgrade the public environment in civic precincts	1. Enhance the identity of Observatory as a local civic precinct and support the upgrade of the Village Green and town hall areas at the intersection of Lower Main and Station roads. 2. Support upgrades and enhanced community service provision in the Malta Park sports field area.
Develop a continuous green system from Table Bay to False Bay as a natural destination place for a number of communities	1. Investigate opportunities for implementing pedestrian linkages and landscaping as part of a continuous system. 2. Rehabilitate the Salt River, Liesbeeck and Black River system and de-canalise, where possible, to improve its ecological functioning and recreational opportunities. 3. Establish the river, buffer areas and open spaces around TRUP as a high-quality, legible public open space system.
Maitland/Ndabeni: Land use and character	
Encourage residential development and higher densities and manage land use conflicts.	1. Support residential densification in the Voortrekker Road corridor. 2. Facilitate business developments with a residential component in areas identified for intensification 3. Maintain and enhance areas of employment by increasing residential densities in employment areas. 4. Manage conflicting land uses by maintaining some exclusion of heavy industry from residential, light industrial and commercial uses. 5. Facilitate a balance between local area priorities and container stacking uses, encouraging the relocation of container stacking in line with inland port plans.
Improve the public environment in support of a quality built environment	1. Address the edge conditions along Voortrekker Road, particularly the sterile periphery of Maitland Cemetery. 2. Support the Camp Road realignment in order to better activate public space in the Koeberg Station precinct and integrate public space with the riverside.

Maintain and enhance established job generating land uses.	1. Encourage appropriate institutional and mixed-use development on publicly owned land around Maitland circle. 2. Encourage lighter uses and mixed commercial activities on the edges of Ndabeni in relation to Maitland Garden Village. 3. Encourage conditions for continued industrial uses as well as high-tech and biomedical clusters in Ndabeni. 4. Encourage more active uses along Berkeley Road in line with its importance as a route.
Investigate infill opportunities for residential densification	1. Consider pockets of vacant or underutilised publicly owned land in Maitland for institutional uses or medium-density residential infill. 2. Encourage intensification of commercial, industrial, institutional uses in Ndabeni, particularly in association with Berkeley Road and Alexander Road.
Promote inclusive land use	1. Ensure that sufficient, well-located and appropriately designed formal and informal trading facilities are provided in activity areas as well as other suitable public assembly points, such as transport interchanges, public spaces, parking areas and road reserves (where appropriate). 2. Encourage the provision of SMME/informal trading space and facilities in private developments. 3. Establish a functional and accessible, pedestrian-friendly interface between formal and informal activities. 4. Shore up commercial nodes by encouraging conversion of functionally obsolete building stock to affordable housing. 5. Encourage the provision of a variety of housing types catering to different housing markets, with an emphasis on providing a proportion of affordable housing in private residential development.
Maitland/Ndabeni: Movement	
Increase intensity of land use along key development routes and activity streets	1. Reinforce Voortrekker Road as a public transport route and activity route in support of transit-oriented development.
Encourage land use intensification along public transport routes, along IRT routes and around stations	1. Align potential future public transport route planning and identification of intensification areas. 2. Ensure that the development layouts of new development areas facilitate public transport provision, and encourage road structures that provide logical and accessible public transport and NMT.
Implement a network of NMT routes and improve pedestrian connections	1. Enhance the pedestrian environment and provide improved pedestrian connections between rail stations and areas of commercial activity, civic institutions and other frequented destinations. 2. Establish a metropolitan NMT/cycle route along Voortrekker Road. 3. Establish a metropolitan NMT/cycle facility in the N1 reserve. 4. Plan for a NMT/cycle facility along road extensions or in association with road realignment, where applicable. 5. Enhance the local system of NMT/cycle routes in residential areas of Maitland.

SUBDISTRICT 3: CENTRAL DISTRICT: SPATIAL DEVELOPMENT GUIDELINES	
SPATIAL DEVELOPMENT OBJECTIVES	SUPPORTING LAND USE GUIDELINES
Maitland/Ndabeni: Open space/environment	
Rationalise the open space system, where appropriate	1. Investigate opportunities for the rationalisation of the open space with an emphasis on quality rather than quantity. 2. Retain and upgrade a sufficient variety of open space in the area.
Establish green links between existing pockets of open space	1. Support a connection to the river from the Koeberg Station precinct in Maitland.
Maitland/Ndabeni: Civic precincts/destination places	
Improve access to public facilities and upgrade the public environment in civic precincts.	1. Enhance the identity of Maitland as a local civic precinct. 2. Investigate upgrade options for the Maitland community hall area by improving the interface with Voortrekker Road, as well as integration with the station precinct. 3. Encourage the establishment of a memory project relating to Ndabeni and develop interpretation relating to the first forced removals, plague camp, and SA War Camp.
Establish new civic precincts through clustering of community facilities	1. Encourage the clustering of facilities along Voortrekker Road to establish a vibrant, multifunctional environment as part of the future Wingfield development.

4.3.4 New developments and strategic sites: Subdistrict 3

The sites below are discussed as the size of the opportunity coupled with the complexity of conditions for these sites require further guidelines.

SUBDISTRICT 3: CENTRAL DISTRICT: NEW DEVELOPMENTS AND STRATEGIC SITES	
SPATIAL DEVELOPMENT OBJECTIVES	SUPPORTING LAND USE GUIDELINES
Facilitate the development of public land and mixed-use development in the sites around the TRUP to support transit-oriented development, being cognisant of, and complementary to, the ecological and heritage value of the area (NDA 9)	Built form 1. Allow for appropriate increased density, height and bulk in order to develop a mixed-use precinct that enhances the quality of the open spaces and provides a strong urban character and identity. 2. Ensure a variation of heights to avoid monotony and the consideration of important view corridors through the site, with special consideration of views from and to heritage features. 3. Encourage a mix of land uses (commercial, institutional and residential) that will ensure an environment of high amenity to both residents and visitors. 4. Buildings should front onto and allow interaction with a network of public open spaces and river corridors and enable passive surveillance. 5. The precinct should allow for active interfaces along its edges, and public spaces surrounding developments should be planned to ensure continuous public access to high-quality designed or conserved public open spaces, in line with the provisions of the TRUP LSDF framework.

6. Encourage an urban form based on existing character: buildings should define a system of courtyards that are linked by a legible pattern of pedestrian routes.
7. Ensure appropriate interfaces between heritage buildings and new developments.
8. Encourage green buildings and net zero carbon precincts, where possible.

Land use

9. Promote intensification, mixed-use development and residential densification along Alexandra and Berkley Road extension and portions of Station Road extension (within Alexandra Institute) in support of activity routes.
10. Support redevelopment of state-owned land at Oude Molen for mixed-use development, including residential, particularly around the Pinelands Station.
11. Encourage commercial use along Alexandra Road; residential and urban agriculture activities should be located towards the western edge of the site as a transitional zone adjacent to the urban park.
12. Encourage a development approach that is based on social and land use integration with a focus on sustainable design.
13. Support intensification along Alexandra edge of Alexandria Institute.
14. Support strategic focus as scientific/industrial hub (CTHP) at Ndabeni.
15. Support location of SKA HQ at Observatory Hill and data centre at Ndabeni.
16. Consolidate and intensify land uses in City depots in Ndabeni to release underutilised land.
17. Formalise sports node south of Station Road, especially on underutilised land.

Character

18. Acknowledge intangible heritage in the site layout and design.
19. Preserve view corridors in public spaces through design of the site.
20. Development layouts to facilitate public transport provision, and encourage road structures that provide logical and accessible public transport and NMT infrastructure.
21. Provide and develop opportunities for interpreting and celebrating heritage within TRUP and surrounding areas.

Movement

22. Improve the connection between TRUP and surrounding areas and reinforce missing east-west links in the form of Berkley Road extension, Station Road extension (Observatory) and a stronger link to Valkenberg and Oude Molen.
23. Promote NMT along north-south routes at Alexandra Road and along the river corridor.
24. Reinforce development around station precincts, especially Pinelands, Ndabeni, Maitland.
25. Strengthen east-west linkages between Maitland, Observatory and Pinelands, Oude Molen and Ndabeni through the development of Berkley Road extension.
26. Strengthen north-south activity corridors along Alexandra Road between Ndabeni and Oude Molen.

SUBDISTRICT 3: CENTRAL DISTRICT: NEW DEVELOPMENTS AND STRATEGIC SITES

SPATIAL DEVELOPMENT OBJECTIVES	SUPPORTING LAND USE GUIDELINES
Facilitate the development of a mixed-use precinct on the old Maitland Abattoir site (erf 103659) Ndabeni (NDA 10)	1. Investigate the feasibility of developing a mixed-use precinct with light industrial, commercial and higher-density residential components. 2. Alternatively, consider the site as part of a municipal hub of services that is rationalised and efficiently developed, given the existing ownership and facilities on site. 3. Ensure that portions facing Berkley Road are optimally developed in line with its importance as a route. 4. Determine the viability of various development options depending on the reuse of existing built structures and the associated costs. 5. Develop a spatial framework (based on a feasibility study) that addresses concerns around integration of the site; linkages with the urban park and the interface along Berkley Road, amongst others. 6. Capitalise on the site's strategic location and size by optimising density and bulk. 7. Consider the impact of development on heritage buildings on the site, particularly which buildings could be exempt from section 34 of the National Heritage Resources Act. 8. Minimise potential land use conflicts on the site and ensure an appropriate transition between the residential uses and the industrial uses in the area.
Facilitate and support the redevelopment of the Maitland Station precinct (NDA 16)	1. Encourage a mixed-use precinct around Maitland Station with a significant component of affordable housing provision. 2. Residential buildings to be contained in a well-designed public environment, supportive of NMT. 3. Optimise density and bulk to maximise the opportunities of the site. 4. Strengthen east-west linkages to support this growth area. 5. Ensure appropriate interfaces between heritage buildings and new developments.

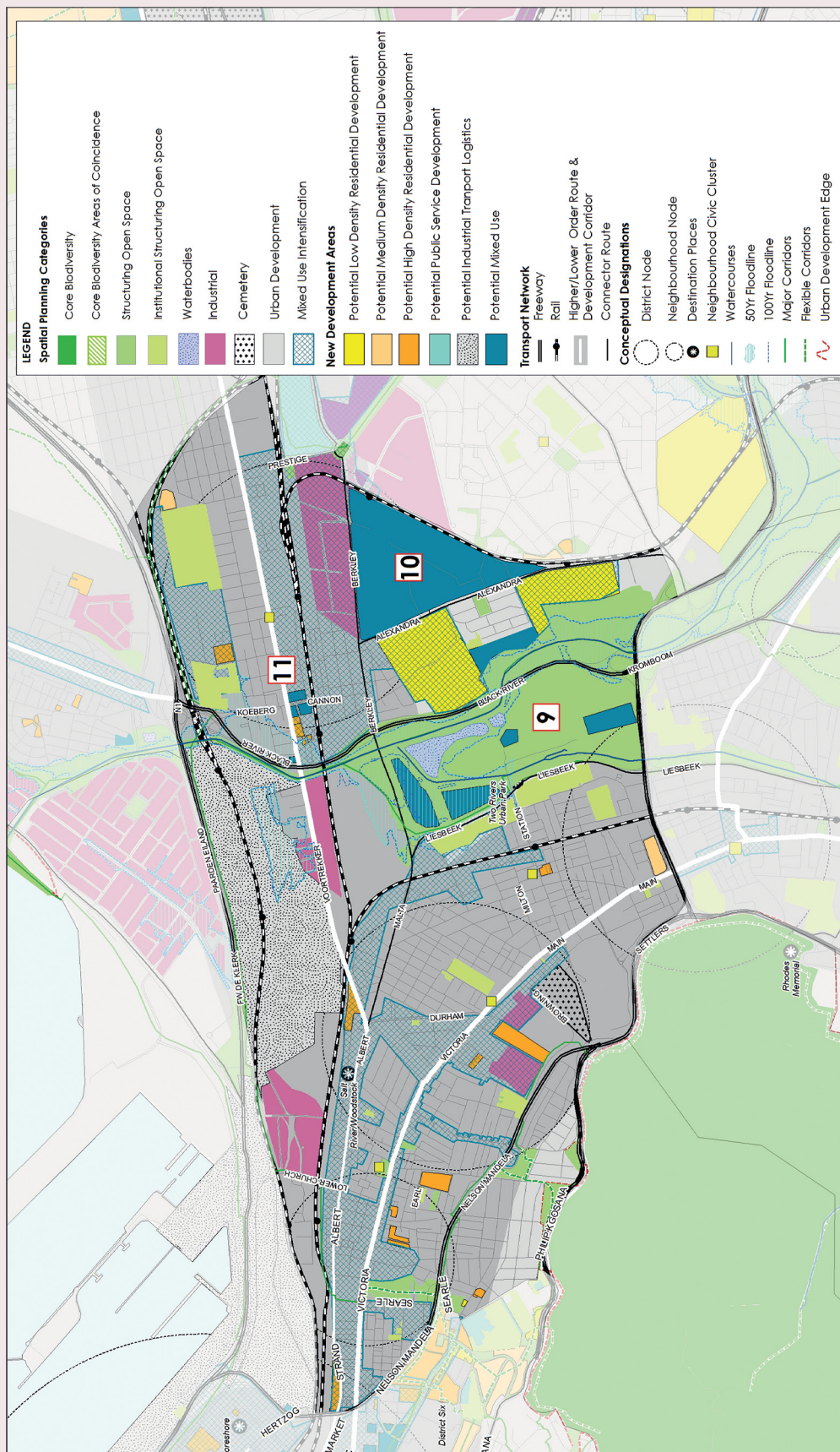


Figure 25: Subdistrict 3: Central District

4.4 Subdistrict 4: Eastern District

The remainder of the district contains a number of distinct residential areas separated by road and rail infrastructure and industrial pockets. This subdistrict includes Kensington and Windermere, Wingfield, Acacia Park, Pinelands, Conradie, Thornton, Langa and Epping 1. It is divided into a northern and southern component by the Voortrekker Road corridor.

HPOZ character areas of significance

Pinelands was established in the 1920s soon after the Spanish flu epidemic as South Africa's first Garden City developed in terms of Ebenezer Howard's principles, the ethos being to provide adequate space for civic functions, and to promote healthy living and a strong sense of community. The result was a suburb planned with generous provision of public open space and a specific urban layout radiating outwards from

Central Square, with a high quality of aesthetic and public amenity. The architectural style of the time created a cohesiveness of style, and attention to landscaping and extensive tree planting along verges and open spaces contributed to the strong character of the suburb. Today, Pinelands retains many of the features of the original Garden City concept, including wide green verges, extensive vegetation and mature trees, treelined avenues and low hedges.

Character-determining elements include: extensive vegetation in the form of hedges, mature trees and open garden spaces to the front of buildings, single- and double-storey freestanding residential buildings with a coherent aesthetic character based on arts and crafts stylistic influences, 'punctured' window openings, substantial setbacks of buildings from streets, open side spaces between buildings, and low or visually permeable boundary walls.

Table 20: Subdistrict 4 spatial development guidelines

SUBDISTRICT 4: EASTERN DISTRICT: SPATIAL DEVELOPMENT GUIDELINES	
SPATIAL DEVELOPMENT OBJECTIVES	SUPPORTING LAND USE GUIDELINES
Windermere, Kensington, Acacia Park: Land use and character	
Give spatial effect to transit-oriented development by encouraging mixed-use intensification	1. Facilitate mixed-use intensification along Voortrekker Road and improve the public environment. 2. Promote a positive interface between residential and high-intensity, mixed-use areas and the public environment along Voortrekker Road. 3. Undertake a heritage exemption process for section 34 of the National Heritage Resources Act to prioritise heritage protections and facilitate faster approvals for desirable developments.
Encourage residential development and higher densities and manage land use conflicts	1. Support residential densification in the Voortrekker Road corridor. Depending on specific local context, densities greater than 75 du/ha could be considered. For vacant sites, this could be higher in order to increase the overall densities for the area. 2. Facilitate business developments with a residential component in areas identified for intensification. 3. Maintain and enhance areas of employment by increasing residential densities in employment areas. 4. Manage conflicting land uses by maintaining some exclusion of heavy industry from residential, light industrial and commercial uses.
Improve the public environment in support of a quality built environment	1. Address the edge conditions along Voortrekker Road, particularly the sterile periphery of Maitland cemetery.

Investigate additional development opportunities	1. Prioritise services for intensification of development in the Wingfield area, in association with a clear land release plan. 2. Determine the possibility of allowing development on the land northwest of Wingfield (west of Acacia Park) and the service infrastructure required to make this a viable option.
Investigate infill opportunities for residential densification	1. Consider pockets of vacant publicly owned land in Windermere and Kensington for medium-density residential infill.
Promote inclusive land use	1. Ensure that sufficient, well-located and appropriately designed formal and informal trading facilities are provided in activity areas as well as other suitable public assembly points, such as transport interchanges, public spaces, parking areas and road reserves (where appropriate). 2. Encourage the provision of SMME/informal trading space and facilities in private developments. 3. Shore up commercial nodes by encouraging conversion of functionally obsolete building stock to affordable housing through a combination of Udz incentives, restructuring zones and social housing.

Windermere, Kensington, Acacia Park: Movement

Increase intensity of land use along key development routes	1. Reinforce Voortrekker Road as a public transport route and activity route in support of transit-oriented development. 2. Enhance the character of 6th Avenue in Kensington as an area containing local facilities and activity.
Encourage land use intensification along public transport routes, along IRT routes and around stations	1. Align potential future public transport route planning and identification of intensification areas. 2. Ensure that the development layouts of new development areas facilitate public transport provision, and encourage road structures that provide logical and accessible public transport and NMT.
Implement a network of NMT routes and improve pedestrian connections	1. Establish a metropolitan NMT/cycle route along Voortrekker Road. 2. Establish a metropolitan NMT/cycle facility in the N1 reserve. 3. Plan for a NMT/cycle facility along the Frans Conradie Road extension. 4. Enhance the local system of class 4 cycle routes in residential areas of Windermere.
Implement new road linkages to improve network functionality	1. Extend Frans Conradie Drive towards Ysterplaat.

Windermere, Kensington, Acacia Park: Open space/environment

Rationalise the open space system, where appropriate	1. Investigate opportunities for the rationalisation of the open space with an emphasis on quality rather than quantity. 2. Retain and upgrade a sufficient variety of open space in the area. 3. Investigate green space along Acre Road for development of social and public access infrastructure.
Establish green links between existing pockets of open space	1. Upgrade the open space along 13th Avenue in Windermere. 2. Consolidate and enhance the green strip between Dapper and Nyman roads as a linear public open space system. 3. Restore and rationalise green space between 5th Street and Nyman Road to serve as a multifunctional public open space.

SUBDISTRICT 4: EASTERN DISTRICT: SPATIAL DEVELOPMENT GUIDELINES	
SPATIAL DEVELOPMENT OBJECTIVES	SUPPORTING LAND USE GUIDELINES
Windemere, Kensington, Acacia Park: Open space/environment	
Establish new civic precincts through clustering of community facilities	1. Encourage the clustering of facilities along Voortrekker Road to establish a vibrant, multifunctional environment as part of the future Wingfield development.
Pinelands, Thornton, Conradie, Langa: Land use and character	
Ensure appropriate built form and land use to achieve an efficient urban form	1. Support infill development and mixed-use intensification along Jan Smuts Road, where appropriate. 2. Carefully consider that the scale and character of new developments (in terms of bulk, form, height, setback and architectural approach) are appropriate to their immediate and general context. 3. Support sensitive infill development to activate Avonduur/ Morningside Road. 4. Improve the interface with Forest Drive, particularly addressing the local node around the Howard Centre.
Facilitate mixed-use intensification in Langa to improve urban structure and legibility	1. Support development with positive pedestrian interfaces along Washington Road. 2. Encourage mixed-use intensification in the station precinct. 3. Investigate development opportunities for Nigeria Way in support of the public transport corridor. 4. Maintain and enhance public spaces with high volumes of activity.
Retain and enhance existing built fabric that provide well-located residential opportunities	1. Investigate sensitive densification opportunities in the residential areas of Pinelands and Thornton, except for flood-prone areas along the downstream component of the Elsieskraal River. 2. Facilitate intensification and an improved built interface along Viking Way.
Improve the public environment in support of a quality built environment	1. Facilitate a more positive land use response to the Elsieskraal canal and prevent blank edges overlooking open space.
Protect the character-defining elements of heritage protection overlay zone areas	1. Encourage preservation of the original character-defining elements and discourage additions that are visually intrusive. 2. Discourage additions or alterations that will impact on the historic street setback of 7,5 m in order to keep the open green character of the HPOZ. Alterations and additions encouraged to position at the rear of buildings. 3. Building heights should respond to the common heights in the area so that they contribute to the coherent character and pattern. 4. The roof form/line and roof silhouette of new building developments need to respond to the roof forms of surrounding buildings so that they contribute to the roofscape and do not introduce a foreign or out-of-keeping roof form.

Pinelands, Thornton, Conradie, Langa: Movement

Increase intensity of land use along development routes	1. Support Jan Smuts/Berkley Road as a development route by allowing increased densification at points of direct access, transport interchanges, places of intense mixed use and in proximity to commercial complexes. 2. Support increased densification and a mix of activities along Washington Road.
Encourage land use intensification along public transport routes, along IRT routes and around stations	1. Align potential future public transport route planning and identification of intensification areas. 2. Encourage development intensification around Pinelands station.
Implement a network of NMT routes and improve pedestrian connections	1. Extend the planned network of NMT routes and upgrade the pedestrian environment, particularly where it is associated with public transport stops and high-order facilities. 2. Establish a metropolitan NMT/cycle route along the northern section of Jan Smuts and Prestige Drive linking up with Voortrekker Road. 3. Establish cl\metropolitan NMT/cycle routes in Langa along Bhunga Drive and Washington Road towards the station; along Jan Smuts Drive southwards; along Forest Drive and Avonduur in Pinelands and along Nigeria Way and Viking Way. 4. Enhance the local system of cycle routes in residential areas of Pinelands, Thornton and Langa. 5. Support the use of the canal areas and areas under the 1:100-year floodline for NMT routes.
Implement new road linkages to improve network functionality	1. Confirm the alignment and feasibility of a road connection between Viking Way and Voortrekker Road.

Pinelands, Thornton, Conradie, Langa: Open space/environment

Prevent deterioration of the natural environment as a result of over-development	1. Limit extensive runoff as a result of excessive impermeable surfacing. 2. Protect natural vegetation and prevent privatisation of open space.
Ensure positive interface with parks and open spaces	1. Ensure active edges adjacent to public open spaces. 2. Improve the interface between built edges and water systems, e.g. Elsieskraal and Jakkalsvlei canals.
Rationalise the open space system, where appropriate	1. Investigate opportunities for the rationalisation of the open space system based on more detailed studies and guidelines. 2. Support multifunctional open spaces and support innovation in open space provision in areas where there is high demand, but limited opportunity to provide additional recreational space, e.g. Langa.

Pinelands, Thornton, Conradie, Langa: Civic precincts/ destination places

Improve access to public facilities and upgrade the public environment in civic precincts	1. Enhance the identity of Pinelands as a local civic precinct. 2. Upgrade and enhance the cluster of community facilities in Washington Drive, Langa. 3. Support the development of a lower-order civic precinct at the Conradie Hospital site.
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LANGA IS ONE OF THE OLDEST TOWNSHIPS IN SOUTH AFRICA. IT WAS A FOCAL AREA FOR MUCH OF THE RESISTANCE AGAINST THE APARTHEID GOVERNMENT AND AS SUCH HAS A RICH HISTORY. IT IS WELL KNOWN FOR ITS CULTURAL OFFERINGS, ITS WARMTH AND SENSE OF COMMUNITY AND WIDE ARRAY OF OFFERINGS AVAILABLE TO VISITORS.



SUBDISTRICT 4: EASTERN DISTRICT: SPATIAL DEVELOPMENT GUIDELINES	
SPATIAL DEVELOPMENT OBJECTIVES	SUPPORTING LAND USE GUIDELINES
Epping: Land use	
Protect and support retention and expansion of job-generating land uses in well-located areas	1. Support the retention of industrial zoning in Epping to ensure its sustainability as a well-performing industrial area. 2. Allow limited job-generating mixed uses, including compatible commercial, retail and institutional uses. 3. Support continued job-generating inward investment in well-performing nodes (growth nodes) by: a) partnering with property owners and community stakeholders to manage the business environment through city Improvement districts; b) partnering with investment promotion agencies to drive place marketing and stage events; c) encouraging higher intensity of job-generating development in proximity to transit; and d) facilitating improvements in network infrastructure essential to operational requirements of businesses, including transport, freight and fibre.
Promote inclusive development	1. Ensure that sufficient, well-located and appropriately designed formal and informal trading facilities are provided in activity areas as well as other suitable public assembly points, such as transport interchanges, public spaces, parking areas and road reserves, particularly in proximity to Epping Market. 2. Encourage the provision of SMME/informal trading space and facilities in private developments. 3. Establish a functional and accessible, pedestrian-friendly interface between formal and informal activities.
Epping: Movement	
Facilitate efficient movement and access to markets	1. Encourage partnerships in the provision of network infrastructure, e.g. fibre for high-speed internet. 2. Protect freight networks and infrastructure. 3. Through partnerships, support and encourage freight movements to rail in Epping.
Epping: Open space	
Promote access to green space and the continuity of green networks	1. Encourage connected green networks in association with new development. 2. Consider the role of green spaces in stormwater attenuation and social services to workers and nearby residents.

4.4.1 New development areas and strategic sites: Subdistrict 4

SUBDISTRICT 4: EASTERN DISTRICT: NEW DEVELOPMENTS AND STRATEGIC SITES	
SPATIAL DEVELOPMENT OBJECTIVES	SUPPORTING LAND USE GUIDELINES
Continue to facilitate the development of future phases of the mixed-use precinct on the Conradie Hospital site (erven 169125 and 169123) (NDA 11)	1. Support the development of a medium- to high-density, mixed-use neighbourhood with a significant housing component and employment opportunities (commercial, light industrial and retail land uses). 2. Link open space provision in the precinct to the revitalisation of the Elsieskraal canal. 3. Provide social facilities that can be of benefit to the precinct, as well as the adjacent residential areas. 4. Improve road connections to the site by providing new linkages to Voortrekker Road and across the canal to Viking Way.
Investigate feasibility of developing the Athlone Power Station site as an area for energy utility infrastructure to contribute to the green economy and energy security (NDA 12)	1. Measure the potential of Athlone Power Station site as contributing to energy supply. 2. Take cognisance of the flood regime adjacent to the river and develop the site in line with the principles of the City's Floodplain and River Corridor Management Policy.
Investigate opportunities on industrial potential land at Erf 32511-RE Epping (NDA 13)	1. Intensify employment-generating land uses, including industrial development and related institutions in order to maximise the site's potential as one in close proximity to public transport. A component of office and retail could be considered. 2. The site should not be considered for residential development due to significant infrastructure constraints, and proximity to potential hazardous activity. 3. Address sanitation infrastructure constraints to make the site feasible for industrial development. 4. Consider the role of the site in an east to west green corridor and promote a role in the urban open space network.
Investigate feasibility of future infill on City-owned land located in King David Mowbray Golf Course (NDA 14)	1. Mowbray Golf Course, as a large City-owned land asset, is to be investigated together with Rondebosch Golf Course for its potential contribution to promoting inward growth, spatial justice and improved access to high-quality open space and to rationalise the provision of public golf facilities between Rondebosch and Mowbray golf courses. The feasibility study is to explore medium- to long-terms scenarios for the future of this site. 2. The feasibility study for mixed-use development with a proportion above 30% affordable or social housing will apply to portions of Mowbray Golf Course outside the 1:100-year floodline. 3. Sensitively integrate new developments with surrounding areas, with development facing onto POS for passive surveillance. 4. Develop sensitive open space interface with floodline and maintain green corridor functions on the site, including space for faunal habitat and movement.

SUBDISTRICT 4: EASTERN DISTRICT: NEW DEVELOPMENTS AND STRATEGIC SITES	
SPATIAL DEVELOPMENT OBJECTIVES	SUPPORTING LAND USE GUIDELINES
Wingfield (NDA 15): Land use and character	
Facilitate a coordinated approach in developing this strategic land parcel to capitalise on its size and location and support TOD along Voortrekker Road	1. Support the development of the site as a high-density residential area with intense mixed uses along the Voortrekker Road edge; in particular, retail and commercial activities are more suitable given the environmental features on the site. 2. The housing mix should be predominantly social and gap housing but should include market-related housing to facilitate a high-quality and diverse settlement environment. 3. The site should be integrated visually and physically with surrounding residential areas.
Wingfield (NDA 15): Movement	
Integrate the site with the surrounding context and provide sufficient access	1. Facilitate a mix of land uses and support residential densification along Voortrekker Road and create the conditions for development of local activity focus streets along the eastern side of Wingfield. 2. Upgrade the interchange at the N7 (Vanguard Drive) and Frans Conradie to allow for the extension of Frans Conradie across the site to the Sable Road interchange. 3. Confirm the alignment of the proposed Aerodrome Road that is planned from the Conradie Hospital site over Voortrekker Road to potentially intersect with Frans Conradie. 4. Investigate the feasibility of the westward expansion of Milton Road and possible grade separation at Vanguard Drive.
Implement a network of NMT routes and facilitate increased accessibility	1. Ensure the street network includes generous provisions for NMT and ideally promotes innovation in TOD and sustainable design.
Wingfield (NDA 15): Open space/ environment	
Protect conservation areas and green linkages through the site	1. Ensure a viable portion of the critical biodiversity on the site is conserved and the management enhanced. 2. Ensure a connection to neighbouring biodiversity portions is enhanced and maintained. 3. Integrate portions of conservation areas sensitively into the urban design.
Support a legible open space network linked to a system of routes	1. Organise the development of Wingfield around a system of pedestrian routes, conservation areas and open spaces. 2. Create strong visual and physical links by emphasising the public environment of streets, squares and open spaces. 3. Facilitate active land uses around open spaces to activate them and provide enclosure.
Wingfield (NDA 15): Civic precincts/destination places	
Provide community facilities to ensure the development of a sustainable and functional community	1. Provide sufficient open space and a wide range of social amenities, particularly in areas of higher residential density. 2. Cluster new facilities at accessible locations in association with the Voortrekker Road corridor and provide multipurpose facilities, where possible.
Facilitate a quality built environment with a strong focus on the public environment and civic identity	1. Acknowledge the built heritage of the site and historic remnants, where possible.

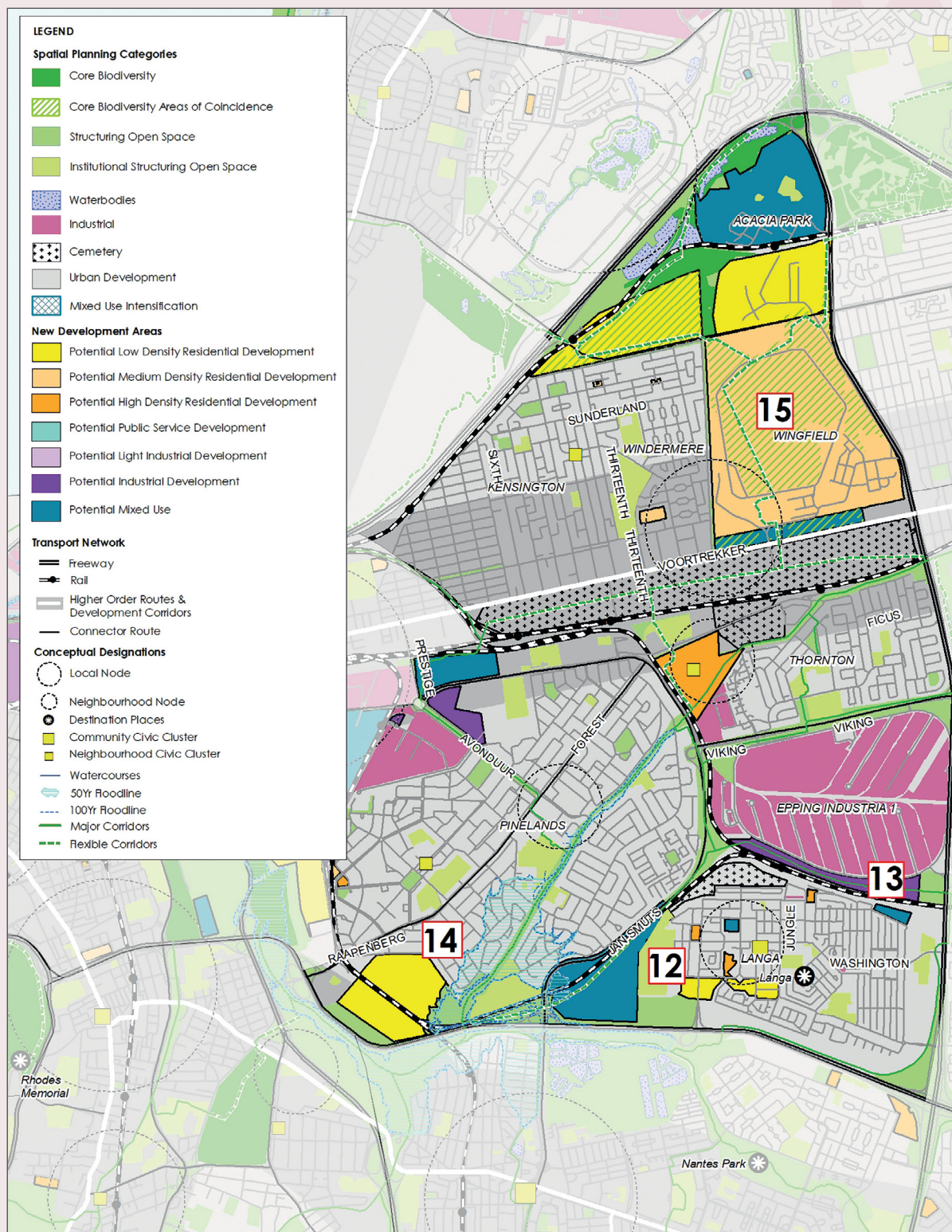


Figure 26: Subdistrict 4: Eastern District

5. APPENDIX

CONSOLIDATED TERMS, ACRONYMS AND DEFINITIONS

The following list is not specific to this document, but applicable to the entire suite of SDF documents.

TERM	DEFINITION
ACSA	Airports Company South Africa
AOLS	Airport obstacle limitation surfaces
BEPP	Built Environment Performance Plan
BNG	Breaking New Ground (housing developed in terms of the Integrated Residential Development Programme)
BPO	Business process outsourcing
BRT	Bus rapid transit
CBD	Central business district
CCT	City of Cape Town
CDC	Community day centre
CDF	Conservation Development Framework
CDS	City Development Strategy
CEF	Capital expenditure framework
CFRPAWHS	Cape Floral Region Protected Areas World Heritage Site
CID	City Improvement District
CIF	Capital investment framework
CLDP	Catalytic Land Development Programme
CMA	Cape Metropolitan Area
Covid-19	Coronavirus disease 2019
CPUT	Cape Peninsula University of Technology
CRU	Community residential units
CSHIP	Community Services and Health Infrastructure Plan
CSIR	Council for Scientific and Industrial Research
CTIA	Cape Town International Airport
CTICC	Cape Town International Convention Centre
CTMSDF	Cape Town Municipal Spatial Development Framework
CTOD	Comprehensive Transit-Oriented Development

TERM	DEFINITION
dBA	Noise level measured in decibel
DEA&DP	Department of Environment Affairs and Development Planning
DGA	Discouraged growth areas as per the MSDF
DMS	Development Management Scheme
DOT	Department of Transport (National)
du/ha	Dwelling units per hectare (density measure)
DWS	Department of Water and Sanitation
ECAMP	Economic Areas Management Programme
ECD	Early childhood development
EIA	Environmental impact assessment
EIMZ	Environmental impact management zone
EIP	Environmental implementation plan
EMF	Environmental Management Framework
EMP	Environmental Management Plan (in terms of section 11 of NEMA)
FLISP	Finance-Linked Individual Subsidy Programme
GABS	Golden Arrow Bus Service
GIS	Geographic information system
HIA	Heritage impact assessment
HSS	Human Settlements Strategy
ICMA	Integrated Coastal Management Act
ICT	Information and communication technology
IDA	Incremental development areas
IDP	Integrated Development Plan (in terms of the MSA)
IDZ	Industrial development zone
IEM	Integrated environmental management
IGA/IGCA	Incremental growth and consolidation areas as per the MSDF
IHSF	Integrated Human Settlements Framework
IKNEP	Integrated Koeberg Nuclear Emergency Plan
IPDF	Infrastructure Planning and Delivery Framework
IPPs	Independent power producers
IPTN	Integrated Public Transport Network
IRDp	Integrated Residential Development Programme

TERM	DEFINITION
IRT	Integrated rapid transit
IT	Information technology
ITP	Integrated Transport Plan
IUDF	Integrated Urban Development Framework
KNPS	Koeberg Nuclear Power Station
LAP	Land Assembly Programme
LFTEA	Less Formal Township Establishment Act, Act 113 of 1991
LGTA	Local Government Transition Act
LUM (2040)	Land Use Model (2040)
LUMS	Land use management system
LUPA	Land Use Planning Act, Act 3 of 2014
LUPO	Land Use Planning Ordinance (1985)
MBT	Minibus taxis
MPA	Marine protected areas
MPBL 2015	Municipal Planning By-law 2015 (City of Cape Town)
MPT	Municipal Planning Tribunal
MSA	Municipal Systems Act, Act 32 of 2000
MSDF	Municipal Spatial Development Framework
MTIF	Medium-Term Infrastructure Framework
MTREF	Medium-Term Revenue and Expenditure Framework
MURP	Mayoral Urban Renewal Programme
NDP	National Development Plan
NEMA	National Environmental Management Act, Act 107 of 1998
NEMBA	National Environmental Management: Biodiversity Act, Act 10 of 2004
NGO	Non-governmental organisation
NHRA	National Heritage Resources Act, Act 25 of 1999
NLTA	National Land Transport Act, Act 5 of 2009
NNR	National Nuclear Regulator
NPA	National Ports Authority
NSDF	National Spatial Development Framework
PAZ	Precautionary action zone
PGDS	Provincial Growth and Development Strategy

TERM	DEFINITION
PGWC / WCG	Provincial Government Western Cape / Western Cape Government
PHA	Philippi horticultural area
PHSHDA	Priority human settlements housing development area
PIIF	Public Infrastructure Investment Framework
PNE	Protected natural environment
POA	Philippi opportunity area
POS	Public open space
PPM	Project portfolio management
PRASA	Passenger Rail Agency of South Africa
PSDF	Provincial Spatial Development Framework
PT	Public transport
PTP	Public Transport Plan
RAG	Road Access Guideline
SAHRA	South African Heritage Resources Agency
SANDF	South African National Defence Force
SANparks	South African National Parks
SANRAL	South African National Roads Agency Ltd
SANS	South African National Standards
SCBD	Secondary central business district
SDF	Spatial Development Framework
SDG	Sustainable Development Goals
SDS	Social Development Strategy
SEVI 2020	Socio economic vulnerability index
SEZ	Special economic zone
SMF	Strategic Management Framework
SMME	Small, medium and micro-enterprises
SOE	State-owned entity
SPC	Spatial planning category
SPLUMA	Spatial Planning and Land Use Management Act, Act 16 of 2013
SRA	Special rating area
SSEG	Small-scale embedded generation
STA	Spatial transformation areas
SU	Stellenbosch University

TERM	DEFINITION
TAP(S)	Transit-accessible precincts
TIA	Transport Impact Assessment
TMNP	Table Mountain National Park
TPC	Town-planning compliant
TRA	Temporary relocation area
TRUP	Two Rivers Urban Park
UCI	Urban catalytic investment
UCT	University of Cape Town
UDE	Urban development edge
UDP	Urban Development Policy
UIC	Urban inner core as per the MSDF
UISP	Upgrading of Informal Settlement Programme
ULO	(Draft) Unlawful Land Occupation Framework
UPDLI	Undeveloped and partially developed land inventory
UWC	University of the Western Cape
VPADD	Voluntary proactive deal driven
VPUU	Violence Prevention through Urban Upgrading
WI-FI	Wireless fidelity
WSUD	Water-sensitive urban design
WWTW	Wastewater treatment works

Please see list of terms and definitions for acronyms not found on the list above.

TERM	DEFINITION
ACTIVE INTERFACE	Refers to street frontages where there is an active visual engagement between those in the street and those on the ground floors of buildings. This quality is assisted where the front facade of buildings, including the main entrance, faces and opens towards the street, and also where ground floor uses accommodate activities that provide a level of interaction between pedestrians and the building uses, including cafes/restaurants, shops, offices, etc.
ADAPTATION	In the context of climate change, in human systems, the process of adjustment to actual or expected climate and its effects, in order to moderate harm or exploit beneficial opportunities; in natural systems it means the process of adjustment to actual climate and its effects; human intervention may facilitate adjustment to expected climate and its effects.
AFFORDABLE HOUSING	Traditionally, affordable housing refers to housing with prices or values below the overall open market value, and which targets below-average incomes. This is a function of context and, in well-located areas of the city, unit prices are significantly higher than elsewhere, thus increasing the affordability threshold. The Provincial Inclusionary Housing Policy Framework points out that the affordability gap – the mismatch between what most households can afford versus the price most properties are available for – may differ across towns. Affordable housing should be primarily targeted at households earning between R3 500 per month and the upper threshold of the Financial Sector Code Affordable Housing Standards, currently R27 200 in 2023 (in 2018, these were households typically earning R22 000 or more). The 2021 Financial Sector Code Affordable Housing Standards define the affordable housing target market as households earning an upper-income limit of R26 100 (rounded) (BASA, 2021). Any housing provision that complies with the definition of the financial services sector, annually updated by using the midpoint between the consumer price index and building cost index, is considered as affordable housing in terms of the MSDF. With contributions from the state – in subsidies, land, or other development incentives – the national Department of Human Settlements’ upper threshold of R22 000 can be applied and a deeper reach into the lower income bands of the affordable housing market can be achieved.
ALTERNATIVE ENERGY	Energy sourced from a supply other than from a direct connection to a municipal or Eskom electricity distribution network, including, but not limited to, (a) electricity from a portable or rooftop or ground-mounted photovoltaic systems, (b) liquid-petroleum gas (LPG) and (c) solar water heaters.
AQUIFER	Area identified as reflecting the physical extent of a water-bearing layer of soil, sand, gravel or rock that will yield significant usable quantities of water. A ground-level protection zone is required to prevent pollutants from leaching into the water supply.
AQUIFER PROTECTION ZONE (OR GROUNDWATER PROTECTION ZONE)	An aquifer protection zone for drinking water supply can be defined as ‘the surface and subsurface area surrounding a borehole or wellfield, supplying a public water system, through which contaminants are reasonably likely to move forward and reach such a water or wellfield’ (Harter, 2002). Protection zones are put in place to ensure the integrity of the groundwater quality within the aquifer. Furthermore, additional measures need to be considered, such as controlling the activities.

TERM	DEFINITION
AREAS OF AGRICULTURAL SIGNIFICANCE	Areas of high potential and unique agricultural land worthy of long-term protection given unique production, cultural and heritage attributes. This includes land that is currently cultivated, has been cultivated within the past 10 years, has the soil potential to be cultivated or be regarded as high-value grazing land, and contributes to food security, irrespective of extent. This can include non-arable land that supports the ecological support system.
AREAS OF COINCIDENCE	Areas where there are compelling urban efficiency, social and economic reasons to pursue development and where core biodiversity may be impacted as a result.
BACKYARD DWELLING	Refers to informal structures on formal, residential erven, regardless of ownership. These structures are used for habitation and may be positioned behind, in front of or next to the primary dwelling.
BIODIVERSITY	Biological wealth of a specified geographic region, including the different marine, aquatic and terrestrial ecosystems, communities of organisms within these, and their component species, number and genetic variation.
BIODIVERSITY NETWORK (BIONET)	The map of protected and critical biodiversity areas (including natural vegetation remnants and wetlands) for the city, based on the fine-scale systematic conservation plan, in accordance with the legal requirements.
BIOREGION	A geographic region or area containing whole or nested ecosystems and that is characterised by its landforms, vegetation cover, human culture and history and declared by the minister in terms of the National Environmental Management: Biodiversity Act, Act 10 of 2004 (NEMBA).
BIOREGIONAL PLAN	A legislated biodiversity plan, aimed at assisting with the management and conservation of South Africa's biological diversity, declared in terms of Chapter 3 of NEMBA. The aim of the plan is to provide a map of biodiversity priorities with accompanying land use decision-making guidelines.
BIOSPHERE RESERVE	An area of regional biodiversity significance that forms part of a global network organised by UNESCO. Core biodiversity areas are surrounded by buffer zones where local communities are permitted sustainable use of the natural resources.
BROWNFIELD INTENSIFICATION	Enhancing the productivity or profitability of a brownfield site (vacant and underutilised areas) generally located within the urban footprint/built-up area. May include intensification and densification of the site. Intensification may include redevelopment that means the process of rehabilitating a particular piece of land for new uses after the former use has been discontinued.
BULK ENGINEERING SERVICES	An engineering service provided to multiple users in the municipal area and includes the land required for the construction of bulk engineering services. Bulk services include mega distribution lines of bulk water or sewer and tapers down via link infrastructure to reticulation networks (which serve the individual erven).
BUSINESS NODE	A concentration of economic activity that meets the two technical thresholds applied by the City's ECAMP Diagnostic Model: Contiguous non-residential property with 1 000 work places and valued at no less than R50 million.

TERM	DEFINITION
CARBON NEUTRAL	Limiting the carbon emissions produced citywide to a point of neutrality from energy use, transport, and waste than can be absorbed or offset. The City of Cape Town has committed to being carbon neutral by 2050, meaning that it will not emit more carbon from energy use, transport, and waste than can be absorbed or offset.
CARBON SEQUESTRATION	The process by which carbon sinks remove carbon dioxide (CO ²) from the atmosphere.
CARBON SINK	Anything that absorbs more carbon from the atmosphere than it releases, including plants, the ocean and soil.
CEMETERY	A place for the burial of human remains, and may include ancillary buildings such as an office and chapel, but does not include a crematorium.
CHARACTER (OF A PLACE)	Collection of qualities and features that are distinctive to a place or area, and in this case is used to distinguish period of establishment or pattern of settlement
CIRCULAR ECONOMY	An industrial system that is restorative or regenerative by intention and design. It replaces the end-of-life concept with restoration, shifts towards the use of renewable energy, eliminates the use of toxic chemicals, which impair reuse and return to the biosphere, and aims for the elimination of waste through the superior design of materials, products, systems, and business models (World Economic Forum definition).
CIVIC CLUSTERS	Concentration of public facilities (e.g. schools, clinics, libraries) located in close proximity to one another. Various scales depending on the role and function within the locational context.
CIVIC PRECINCT	Concentration of public facilities (e.g. schools, clinics, hospitals, parks, city hall, courthouses, post offices, etc.) located in close proximity.
CLIMATE CHANGE	Climate change refers to any change in climate over time, whether due to natural variability or as a result of human activity (IPCC, 4th Assessment).
CLIMATE CHANGE ADAPTATION	The process of adjustment to actual or expected climate change and its effects. In human systems, adaptation seeks to moderate or avoid harm or exploit beneficial opportunities. In some natural systems, human intervention may facilitate adjustment to expected climate and its effects (IPCC Glossary, 5th Report).
CLIMATE CHANGE MITIGATION	A human intervention to reduce emissions or enhance the sinks of greenhouse gases in the context of climate change.
COASTAL DEFENCE	Any natural or artificial structure that is designed or maintained with the view to providing protection for coastal infrastructure against coastal processes, such as coastal erosion, high seas and wind-blown sand.
COASTAL EDGE	Demarcated area around the coast, primarily to protect coastal resources, and to avoid hazards and financial risks pertaining to areas at risk from coastal processes. The coastal edge also represents the coastal management line as contemplated in section 25 of the Integrated Coastal Management Act, 36 of 2014.

TERM	DEFINITION
COASTAL INUNDATION AREAS ON CLIMATE CHANGE MAP	Coastal inundation areas reflect temporary areas of impact resulting from simultaneous occurrence of an extreme tide and extreme storm, an event with a nominal return period of 500 years. Source: Fairhurst, L. 2008. Global climate change and adaptation: a sea-level rise risk assessment. Phase two: Final Report – Risk and Impact Identification.
COASTAL NODE	Concentrated development at a specific coastal location.
COASTAL PROCESSES	Means environmental processes that affect or impact on the shoreline, including erosion and accretion, storm surges, sea-level rise, dune and estuary mouth migration and the Aeolian movement of sand.
COMMERCIAL	General business activity and mixed-use development of a medium to high intensity. While the focus of development of these areas is mostly office and retail development, a mix of uses including high- and medium-density residential development could be appropriate in these areas. Industrial development is generally not suitable in these areas.
COMMUNITY FACILITIES	Public spaces and other required facilities where members of a community gather for recreational, educational, social, health and cultural activities. They include parks and recreational areas, sports fields, community halls, libraries, clinics and public squares. Community facilities also include functions rendered by provincial and national departments such as magistrate's courts, police stations, social services offices, home affairs and labour affairs offices.
COMMUNITY PARK	An intermediate-size park that serves the needs of one or two local communities or suburbs. May include passive and active recreation areas, small-scale kickabout areas, multipurpose hard courts and playground equipment.
CONNECTIVE INFRASTRUCTURE	Network infrastructure and services that enhance the accessibility and growth potential of nodes, including public transport, broadband and bulk infrastructure.
CONNECTOR ROUTE	These connect different areas of the city and have a greater mobility function than development corridor main roads. They are typically characterised by comparatively high volumes of faster-moving traffic, although this may vary considerably across a variety of different road types in different areas. These may accommodate a mixed activity/mobility function, but their role in accommodating activity is generally confined only to nodal areas (or in more outlying areas or 'villages'). In some instances, direct access to abutting land uses and residential properties is provided along connector routes.
CONSTRAINED LAND	Land in which development potential is constrained by locational and/or regulatory factors, including cemeteries, infrastructure, high-potential agricultural land, flood plains, noise contours, parks, biodiversity areas, freeway and railway buffers, servitudes, bulk dams, nature reserves, water bodies and inaccessible pockets. It does not consider ownership or development rights which, in turn, relate to availability rather than developability.
CONTEXT	The broader environment within which a development or site is located. Context is a broad term and can refer to natural systems, topography, the social and economic environment, the built environment, access, public institutions, public space and public utility services.
CRITICAL BIODIVERSITY AREA (CBA)	Terrestrial and aquatic features in the landscape that are critical for conserving biodiversity and maintaining ecosystem functioning, and that are required to meet biodiversity targets (for biodiversity patterns and ecological process features).

TERM	DEFINITION
CRITICAL ECOLOGICAL SUPPORT AREA (CESA)	Natural and rural areas with biodiversity importance that are essential for management consolidation, connectivity and viability of biodiversity in CBAs and protected areas. These are not essential for meeting biodiversity targets but play an important role in supporting the ecological functioning of CBAs and/or in delivering ecosystem services.
CRITICAL NATURAL ASSET (CNA)	Protected and conservation areas, irreplaceable core 1 critical biodiversity areas found outside of designated new development areas, Philippi horticultural area, land seaward of the coastal edge, and mountainous areas performing an agriculturally significant, biodiversity or catchment function.
CULTURAL LANDSCAPE	Sites, areas, places, settlements and urban and rural landscapes of historical significance, vistas and scenic beauty and places of spiritual, cultural and historic significance.
DECARBONISATION	The process by which countries, individuals or other entities aim to achieve zero fossil carbon existence. Typically refers to a reduction of the carbon emissions associated with electricity, industry and transport.
DENSIFICATION	Increased use of space, both horizontally and vertically, within existing residential areas/properties and new developments, accompanied by an increased number of units and/or population threshold.
DESTINATION PLACE	A place that forms a significant landmark or area of attraction and is part of the unique identity of Cape Town. Due to these qualities, such places hold potential for exploiting economic opportunities, particularly in relation to their role as destinations for locals and tourists.
DEVELOPABLE LAND	Land falling inside the urban edge of 2016, which was neither developed nor constrained.
DEVELOPMENT CHARGES (DCS)	A once-off capital charge paid by developers to the City of Cape Town to cover the cost of municipal services. The City has a Development Charges Policy, of which the desired outcomes are: a) recover the portion of the capital cost of economic infrastructure that is attributable to particular developments; b) enable the provision of economic infrastructure in a timely and sufficient manner to support land development; and c) provide economic infrastructure in the most cost-effective manner taking into consideration scarce resources and effective urban form.
DEVELOPMENT CORRIDOR	Typified by intensified and diversified land use, these corridors reflect the targeted, prioritised areas earmarked for the largest spectrum of land use mix associated with the highest density of population and employment. They are inclusive of integration zones and link diverse economic nodes – ranging from mature and developing to emerging, and across a hierarchy of function and services levels (metropolitan and submetropolitan).

TERM	DEFINITION
DEVELOPMENT FOCUS AREAS (DFAs)	Areas targeted for urban restructuring and planning focus in the short-medium term that have the highest potential spatial transformative impact with dedicated budget, planning or investment to facilitate development. See priority local facilitation areas (PLFA).
DEVELOPMENT MANAGEMENT SCHEME (DMS)	A scheme consisting of scheme regulations and a register with (or without) a zoning map.
DEVELOPMENT ROUTE	Characterised by strip and/or nodal urban development along most sections of the route. This comprises (should/can comprise) medium- to high-intensity mixed-use development in identified urban nodes, with primarily (or almost exclusively) medium to high residential development between these node areas. These roads are characterised by direct access and interrupted movement flows, especially at bus and taxi stops and traffic lights.
DISTRICT NODE	An area characterised by the intensity (density), mix (diversity) and clustering of urban activities and land use found within them. Nodes often contain central access points to municipal or other services (subcouncil offices, and other services points) and centrally located community facilities (courts, hospitals/ clinics, libraries, community halls, sports arenas).
DISTRICT/ REGIONAL PARK	A large park with a variety of recreational facilities. Serves the needs of several surrounding communities or suburbs in a regional context. People may travel some distance to access. Generally multifunctional. Can include active and passive recreational facilities, informal sports facilities such as kickabout areas, multipurpose hard surfaces and playground equipment. Can include a special-interest component such as a river, waterbody and wetland or biodiversity area.
DISTRICT SPATIAL DEVELOPMENT FRAMEWORK (DSDF)	As contemplated in Chapter 3, Part 3 of the City of Cape Town Municipal Planning By-Law 2015, as amended. Document that includes integrated District Spatial Development Framework (DSDF) and Environmental Management Framework (EMF).
DIVERSIFICATION OF LAND USE	Refers to a mixture of land uses in an area. Refer to Technical Supplement B.
ECOLOGICAL BUFFER	Strip of land adjacent to a watercourse, wetland or vlei, required for the protection and enhancement of aquatic and riparian ecosystem integrity and functioning.
ECOLOGICAL SERVICES	Services that indirectly accrue from the natural environment, and do not have direct market values. Can include flood attenuation, natural drainage and erosion prevention, wastewater management through biological treatment, air quality management and filtration, carbon sequestration, and biodegradable waste disposal.
ECONOMIC AGGLOMERATION	A concentration of businesses and people increases productivity both by putting upward pressure on the price of land, thus driving businesses to become more productive and people to become more skilled, and also through the agglomeration benefits to which close proximity of firms gives rise. Valuable agglomeration economies, which help to sustain Cape Town's prominent regional position, are crucially dependent on effective infrastructure.

TERM	DEFINITION
ECONOMIC POTENTIAL AREAS	Areas anchored by 'opportunity' or 'growth' business nodes that exhibit an above-average location potential, and typically characterised by economic agglomeration.
ECOSYSTEM	A dynamic complex of animal, plant and micro-organism communities and their non-living environment, interacting as a functional unit.
ECOSYSTEM SERVICES	Ecosystem services are the many and varied benefits to people derived from the natural environment and from healthy ecosystems. They include provisioning (e.g. water supply), regulating (e.g. flood control), supporting (e.g. habitat provision) and cultural (e.g. recreation) services. Refers to the benefits people derive from ecosystems. They include provisioning, regulating, supporting, and cultural services. 1. Provisioning services are the benefits to people that can be extracted from nature, e.g. food and water. 2. Regulating services are the benefits provided by ecosystem processes that moderate natural phenomena, e.g. water purification, erosion and flood control, and climate regulation. 3. Supporting services are those services that support processes to enable basic sustenance of life, e.g. the provision of habitat, water cycling, nutrient cycling, photosynthesis, and soil formation. 4. Cultural services are the non-material benefits from nature that contribute to the development and cultural enhancement of people, knowledge building, creativity and recreation.
EMPLOYED	Persons who work for pay; profit or family gain in the reference period.
ENVIRONMENTAL FOCUS AREAS (EFAs)	Spatially targeted areas with critical environmental significance (in terms of national conservation targets) outside of formally protected areas which have been identified as priority areas for investment and/or protection in the short to medium term. See priority local facilitation areas (PLFAs).
EXTERNAL ENGINEERING SERVICE	Municipal engineering services situated outside the boundaries of a land parcel/ area required to serve the use and development of the land parcel and is either a bulk engineering service or link engineering service.
FIRE RISK LINES	Two sources were combined to delineate fire risk lines: The 'Wildland-Urban Interface' (WUI) – as per the GEF Fynbos Fire Project and defined as the risk level to communities where urban development areas intermingle with flammable wildlands. It represents itself in different risk levels to residents and their assets in terms of exposure to death or injury and damage from wildland fires. The line represents the life risk to residents and was methodologically delineated in a similar fashion from Gordon's Bay to Melkbosstrand on the outer edges of the built-up area. The line should be considered as indicative of locations where vegetation fires are difficult and operationally complex and expensive to fight, considering the locational context of the natural environment and operational constraints of practical firefighting. The WUI was supplemented on the Peninsula by the fire breaks of the Table Mountain National Park, while no line exists for the Cape Flats coastal area.
FLOODLINE	A line on a map depicting water levels likely to be reached by a flood having a specified recurrence interval.

TERM	DEFINITION
FLOOR FACTOR (FF)	The factor (expressed as a proportion of 1) that is prescribed for the calculation of maximum floor space of a building or buildings permissible on a land unit. If the floor factor is known, the maximum permissible floor space can be calculated by multiplying the floor factor by the area of the land unit.
FOOD SECURITY	A situation that exists when people have secure access to sufficient amounts of safe and nutritious food for normal growth, development and an active and healthy life. Food insecurity may be caused by the unavailability of food, insufficient purchasing power, inappropriate distribution, or inadequate use of food at the household level (IPCC, 4th assessment). Food security is a situation that exists when all people, at all times, have physical, social and economic access to sufficient, safe and nutritious food that meets their dietary needs and food preferences for an active and healthy life (HLPE, 2020: 10)[1].
FOOD SECURITY ASSETS	Any space, resource or process that contributes to achieving food security.
FOOD-SENSITIVE PLANNING	Food-sensitive planning emerged from water-sensitive design and involves an active strategy whereby food security and food system impacts are considered in all planning processes. Food-sensitive planning includes specific food- and planning-related activities (e.g. zoning for agricultural activities, inclusive of supportive infrastructure for food preparation and storage in trading spaces). It also includes a consideration of food in other planning activities (e.g. precinct planning, solid waste management). Food-sensitive planning spans physical planning, spatial planning, urban design and governance planning.
FORM	The layout (structure and urban grain), density, scale (height and massing), appearance (materials and details) and landscape of development.
FUNCTIONAL AREA (FOR THE PURPOSE OF THE CITP)	The functional area for the purpose of the Comprehensive Integrated Transport Plan (CITP) is the area of the City, together with the areas of those other municipalities with whom the City has a transport planning relationship. This area has been agreed in the Western Cape Growth and Development Strategy and the Western Cape Land Transport Framework, and is defined in the CITP.
FUNCTIONAL AREA (FOR THE PURPOSE OF THE GCMRSIF)	Functional area to be defined in terms of the Greater Cape Metropolitan Regional Spatial Implementation Framework.
GAP HOUSING	Housing for households with a monthly income of between R3 500 and R10 000, who fall outside the government housing subsidy income limit of R3 500 per month, and find it difficult to access housing in the private market.
GATEWAYS	A place or settlement through which tourists typically first visit on their way to a tourist attraction or tourism region. Tourist gateways may not offer significant attractions themselves. Although the term suggests that they must be passed through en route, a gateway may not be the only way to reach the tourist destination.
GREEN ECONOMY	Expanded economic opportunities created through the provision of goods and services, and the use of production processes, which are more resource efficient, enhance environmental resilience, optimise the use of natural assets, and promote social inclusivity.

TERM	DEFINITION
GREEN INFRASTRUCTURE (GI)	Natural and semi-natural open spaces, natural ecological and 'engineered' ecological systems, with other environmental features, that integrate with the built environment to provide a wide range of ecological, community and infrastructure services. GI provides ecosystem services and can be present on a continuum from large-scale, naturally functioning systems to small-scale urban elements (e.g. trees or a bioswale within a development). GI can help assist with the amelioration of urban development impacts. GI assets ideally form an interconnected network within the urban environment.
GREEN INFRASTRUCTURE CORRIDORS	Green corridors connect fragments of green space with the aim of enabling species dispersal and limiting animal and plant population isolation, assisting with climate change adaptation, flood prevention and urban ventilation, and supporting healthier public environments. Corridors connect fragments of natural and green space within the urban environment and provide a range of services that provide benefits and opportunities for people and nature. These include enabling species dispersal, limiting biodiversity isolation due to habitat fragmentation, assisting with climate change adaptation, improving liveability, and providing for social and recreational connection and mobility.
GREEN INFRASTRUCTURE NETWORK (GINET)	The spatial component of the City's GIP, derived through the mapping of green open spaces (public and private that are > 1 ha), based on ecosystem service provision, and the identification of corridor linkages. Note that blue spaces (e.g. rivers and wetlands) are included in the definition of 'green space'. The GINet was developed using an 'expert' system, considering typologically defined spaces and interrogating these based on predefined questions relating to ecosystem service provision. The areas identified contribute to ecological, social and infrastructural services. Corridors were defined based on best fit linkages to maintain or establish connectivity. The GINet is intended to be an informant to development, by highlighting the existing GI assets and/or attributes of a site, with a view to retaining these, and where opportunity or potential exists, to enhance them when a development occurs.
GREEN INFRASTRUCTURE PROGRAMME (GIP)	A City programme with the purpose of protecting and enhancing existing natural assets and the promotion of new green infrastructure (GI) assets in order to underpin Cape Town's sustainability, enhance the city's living environment and improve its resilience to the effects of climate change.
GROSS BASE DENSITY	The average number of dwelling units per hectare across large city district areas or the city as a whole, excluding land-extensive uses such as agricultural and rural land and large natural areas/nature reserves/parks.
GROSS LETTABLE AREA (GLA)	The area of a building as per the MPBL 2015 designed for, or capable of, occupancy and/or control by tenants, measured from the centre line of joint partitions to the inside finished surface of the outside walls, and will exclude the following: (a) all exclusions from the definition of floor space; (b) toilets; (c) lift shafts, service ducts, vertical penetrations of floors; (d) lift motor rooms and rooms for other mechanical equipment required for the proper functioning of the building; (e) areas reasonably used in connection with the cleaning, maintenance and care of the building, excluding dwelling units for caretakers, supervisors, cleaners or maintenance staff; and (f) interior parking and loading bays.

TERM	DEFINITION
GROWTH NODE	A business node that exhibits above-average market performance and above-average location potential as measured by the City's ECAMP Diagnostic Model.
HERITAGE CONSERVATION AREA	Area identified for protection based on its cultural, historical and environmental value and which may, or may not yet, have been formally protected under the NHRA (section 31) or under the heritage protection overlay zoning (MPBL).
HERITAGE EXEMPTION AREA	A defined geographical area where the requirements for heritage permissions have been exempted in terms sections 34 or 38 of the NHRA and have been published in the Government Gazette.
HERITAGE INVENTORY	Compiled by the local authority (in this case the City) and contains all heritage resources within its area of jurisdiction.
HERITAGE PROTECTION OVERLAY ZONE (HPOZ)	The area identified for the protection of its heritage qualities managed under the heritage protection overlay zoning of the DMS and MPBL. It has been formally protected by means of a gazette notice.
HERITAGE REGISTER	A register maintained by the provincial heritage resources authority (in this case Heritage Western Cape (HWC)) that lists all heritage resources considered to be conservation worthy.
HERITAGE RESOURCE	Any place or object of cultural significance that, according to the NHRA, is a unique, non-renewable and precious location, including sites and landscapes of historical significance, areas of scenic beauty, and places of spiritual or cultural importance.
HISTORIC URBAN LANDSCAPE	An urban landscape that has been formed over time and that is characterised by historical layering of architectural features and cultural values.
HOUSEHOLD	A household is a group of persons who live together and provide themselves jointly with food or other essentials for living, or a single person who lives alone. Note that a household is not necessarily the same as a family.
INCLUSIONARY HOUSING	Policy directive or approach that seeks to leverage the development application process for new residential or commercial developments to secure the construction and perpetual availability of affordable housing in an integrated manner. (Also see affordable housing.)
INCREMENTAL DENSIFICATION	Small-scale densification that has a minimal impact on the urban fabric, e.g. subdivision or secondary dwelling units, but translates into higher densities over time.
INSTITUTIONAL OPEN SPACE	These are green open spaces within existing institutional areas, which may not be zoned public open space but provide open space services. These include sports fields and other open space at schools, sports clubs, hospital sites or university campuses, etc.
INTERNAL ENGINEERING SERVICES	All engineering service network points related to the internal distribution network inside a land parcel. Link services connect this internal network to the bulk network.

TERM	DEFINITION
INWARD GROWTH	Urban development that occurs within the existing urban footprint and infill development of developable land within the current urban periphery.
IRT FEEDER ROUTE	A secondary and usually smaller carrying route of an integrated rapid transit system that feeds the main trunk route.
IRT TRUNK ROUTE	A primary carrying route of an integrated rapid transit system with a higher than average large travel demand.
LABOUR ABSORPTION RATE	Employed persons as a percentage of the working age population.
LABOUR FORCE	Employed persons plus unemployed persons.
LABOUR FORCE PARTICIPATION RATE	Labour force as a percentage of the working age population.
LAND CONSUMPTION	The rate of conversion from developable to developed land, premised on the definition of each.
LAND DEVELOPMENT	The erection of a building or structure on land or the change in use of land, including township establishment, the rezoning, the subdivision or consolidation of land or any deviation from the land use or use permitted in terms of the development management scheme, and 'development of land' and 'develop land' have corresponding meanings.
LAND REDISTRIBUTION	Land redistributed to the landless poor, labour tenants, farm workers, and emerging farmers for residential and productive uses to increase livelihoods and improve quality of life.
LAND REFORM	Encompasses three interrelated components, namely land restitution, land tenure and land redistribution.
LAND UNIT	Refers to any portion of the parent property, or a section as defined in the Sectional Titles Act, Act 95 of 1986, situated on the parent property, registered or capable of being registered in the Cape Town deeds registry, and includes, but is not limited to, an 'erf' (howsoever zoned) or 'sectional title unit'.
LAND USE INTENSIFICATION	Refers to achieving a greater degree of uses (commercial, industrial and residential) through the increased use of space, both horizontally and vertically, within existing areas or properties and new developments, accompanied by an increased number of units and/or population thresholds, in accessible, high-opportunity locations.
LOCATION POTENTIAL	Composite metric generated annually by the City's ECAMP Diagnostic Model to gauge the level of alignment between a business node's locational assets and constraints, and the generic requirements of the main non-residential property classes – industrial, office and retail. It consists of agglomeration (scale, intensity and complexity of economic activity), room for growth, proximity to suppliers, markets and gateways, level of infrastructure constraint and congestion, incidence of business burglaries and robberies and access to workers and disposable income.

TERM	DEFINITION
MARGINALISED AREAS	Areas characterised by predominantly low-income communities, including significant informal settlements and/or other neighbourhoods classified as needy or very needy by the City's socioeconomic index.
MARINE PROTECTED AREA/NO-TAKE ZONES	An area of coastline or ocean that is specially protected for the benefit of people and nature; no-take zones are where no fishing or extractive activities are allowed.
MARKET FAILURE	In economics, market failure is a situation in which the allocation of goods and services is not efficient. Externalities result from market failure. A market (e.g. land market) is said to have significant externalities when the true gains and losses associated with the consumption of a product (e.g. land) differ from the private cost. Externalised costs result in inefficient market outcomes. Most mainstream economists believe that there are circumstances in which it is possible for government to improve inefficient market outcomes. Poorly implemented attempts to correct market failure may lead to an inefficient allocation of resources, called government failure.
MARKET PERFORMANCE	Composite metric generated annually by the City's ECAMP Diagnostic Model to gauge the business node's level of economic performance, using a range of property market indicators including rentals, vacancy, building development and property churn.
METROPOLITAN NODE	An area characterised by the intensity (density), mix (diversity) and clustering of urban activities and land use found within them. Nodes often contain central access points to municipal or other services (subcouncil offices, and other services points) and centrally located community facilities (courts, hospitals/clinics, libraries, community halls, sports arenas).
METROPOLITAN OPEN SPACE SYSTEM (MOSS)	Interconnected and managed open space network that supports interactions between social, economic and ecological activities, sustaining and enhancing both ecological processes and human settlements; includes natural areas, and active and passive recreation areas such as sports fields and parks, but also cemeteries, detention ponds servitudes, river corridors and road reserves to promote interconnection and multi-use.
MITIGATION (CLIMATE CHANGE)	In the context of climate change, mitigation is a human intervention to reduce emissions or enhance the sinks of greenhouse gases.
MIXED LAND USE	Area of existing or proposed horizontal or vertical integration of suitable and compatible residential and non-residential land uses within the same area or on the same parcel of land; implies contextually appropriate intensity of land uses, among others. Also referred to as land use diversity.
MOBILITY	The ease with which people can travel with minimal delay on a route.
MULTI-FUNCTIONAL	The combination of different yet compatible functions within one physical framework to serve a variety of social and community groups; allow for a wider range of facilities that reinforce one another in close proximity, offering greater access to potential users. Differentiation in activity may be physical (different activities on different floors or premises of the same building) or in time (using the same facility for different activities, but at different times).

TERM	DEFINITION
MUNICIPAL FINANCIAL SUSTAINABILITY	The financial ability to deliver services, develop and maintain the infrastructure required by its residents without unplanned increases in rates and taxes, or a reduction in the level of services and the capacity to absorb financial shocks caused by natural, economic and other adversities without external financial assistance.
NEIGHBOURHOOD PARK	A small-scale park serving the needs of the immediate local neighbourhood. May include passive and active recreation areas, small-scale kickabout areas and playground equipment and may be no more than a couple of items of play equipment.
NET-ZERO CARBON BUILDING	A building that is highly energy efficient and the remaining energy demand is met by renewable energy, on-site or off-site, so that there are net-zero carbon emissions associated with the operational energy of a building on an ongoing annual basis.
NEW DEVELOPMENT AREA (NDA)	An area earmarked for future development. Undeveloped and partially developed land parcels that are suited for future residential or non-residential urban development, which were identified through a technical investigative process for the City's 2040 Land Use Model in order to determine the required supply and quantum of residential and non-residential development to accommodate the projected future growth of population in Cape Town.
NODAL DEVELOPMENT	Significant and concentrated development in terms of scale, location, impact, diversity and agglomeration of functions (facilities, services and economic activities).
NON-MOTORISED TRANSPORT (NMT)	Transport modes that are not motorised, e.g. walking and cycling.
NOT ECONOMICALLY ACTIVE	Persons who are neither employed nor unemployed (e.g. full-time students, retired persons and homemakers who do not want to work).
NOXIOUS INDUSTRY	A trade, use or activity that is offensive, poisonous or potentially harmful because of fumes, emissions, smell, vibration, noise, waste products, nature of material used, processes employed, or other cause, and that is considered to be a potential source of danger, nuisance or offence to the general public or persons in the surrounding area.
OPPORTUNITY NODE	A business node that exhibits above-average location potential, but below-average market performance as measured by the City's ECAMP Diagnostic Model.
OTHER ECOLOGICAL SUPPORT AREA (OESA)	Transformed (e.g. extensive agriculture) sites with conservation importance.
OTHER STRUCTURING OPEN SPACE	Open space that is not part of the biodiversity network or significant agricultural areas, but has been identified to promote access to open space for active and passive recreation. While the focus is on areas that are usable and accessible for most of the year, the identification has included cemeteries, detention ponds, servitudes, river corridors and road reserves in order to promote the notion of a linked open space system.

TERM	DEFINITION
OVERLAY ZONE	As per the MPBL 2015, items 159 to 191, a category of zoning applicable to a particular area or land unit that: (i) stipulates development rules in addition to the underlying zone or base zone requirements, which may be more or less restrictive; (ii) may include provisions and development rules relating to primary, additional or consent uses, limitations in addition to the underlying base zone, subdivision and subdivisional areas, special planning areas, development incentives, urban form, urban renewal, heritage and environmental protection, etc.
PACKAGE-OF-PLANS	As per the MPBL 2015, the hierarchy of plans specified in terms of the provisions in item 136 of the development management scheme, and which applies to areas generally referred to as special planning areas.
PERIOD	Refers to a period of time (date) when a place or area was established or developed.
POPULATION DENSITY	The number of people per given area, e.g. square kilometre.
POPULATION GROWTH	A change in the size of the population (increase or decrease) of a particular place at a defined time as a function of births, deaths and net migration.
PRIORITY LOCAL FACILITATION AREA (PLFA)	Spatially targeted areas identified in the DSDFs that provide the district/local-level basis for spatial prioritisation and aim to guide implementation through directing public investment, incentives, budgets and planning focus for the short to medium term. These include the development focus areas (DFAs), urban support focus areas (USFAs) as well as environmental focus areas (EFAs).
PROPOSED HERITAGE OVERLAY ZONE (PHOZ)	Specific landscape qualities or clusters of heritage resources that motivate the protection of places of environmental or cultural interest. The inclusion of these in spatial plans is compliant with the NHRA definition of heritage areas in section 31(1): "A planning authority must at the time of revision of a town or regional planning scheme, or the compilation or revision of a spatial plan, or at the initiative of the provincial heritage resources authority where in the opinion of the provincial heritage resources authority the need exists, investigate the need for the designation of heritage areas to protect any place of environmental or cultural interest."
PUBLIC OPEN SPACE	Land that is designated as public open space, under the ownership of the City or other organ of state, with or without access control, and that is set aside for the public as an open space for recreation or outdoor sport, including a park, playground, public or urban square, picnic area, public garden, nature area including ancillary buildings, infrastructure and uses.
PUBLIC TRANSPORT INTERCHANGE (PTI)	Supports the transfer of public transport users between modes (rail/bus/taxi) but also functions to support economic activity.

TERM	DEFINITION
RESILIENCE	The capacity of social, economic and environmental systems to cope with a hazardous event or trend or disturbance, responding or reorganising in ways that maintain their essential function, identity and structure while also maintaining the capacity for adaptation, learning and transformation.
RESORTS	A place that is frequented for holidays or recreation or for a particular purpose.
RESOURCE EFFICIENCY	The rate at which finite and scarce resources are consumed relative to economic and population growth.
RISK ACTIVITY	An undertaking where the material handled or the process carried out is liable to cause combustion with extreme rapidity, give rise to poisonous fumes, or cause explosions, and includes major hazardous installations and activities involving dangerous and hazardous substances that are controlled in terms of national legislation.
RIVERS	Include all quantities of water sources and courses and/or water sources as mentioned in both the Metropolitan and District Spatial Development Framework.
ROOFSCAPE	The distinguishing character of a particular street or area as viewed along the skyline or horizon and is formed by roof shape and repetitive patterning.
RURAL LIVING ESTATES	Extensive land units (ranging in size) located inside the urban edge.
SCENIC DRIVE	Scenic drives frequently link major tourist destinations such as Table Mountain, Cape Point, Kirstenbosch, the Winelands, and the beaches around the Peninsula, and enhance the experience of these destinations.
SCENIC ROUTES	Scenic routes are public roads that traverse areas of outstanding scenic quality or that provide a view of scenic areas. Scenic routes facilitate appreciation of Cape Town's natural, built and cultural heritage, and in themselves have become attractions. Two types of scenic routes exist – SR1 routes, which are limited access routes that traverse areas of high scenic quality, and SR2 routes, which traverse areas of high scenic quality and are frequently accessed.
SEA-LEVEL RISE	An increase in the mean level of the ocean. Eustatic sea-level rise is a change in global average sea level brought about by an increase in the volume of the world's oceans. Relative sea-level rise occurs where there is a local increase in the level of the ocean relative to the land, which might be due to ocean rise or land level subsidence. In areas subject to rapid land-level uplift, relative sea level can fall (IPCC, 4th assessment).
SETTING	The surroundings in which a heritage resource is situated, and that influence the experience of the resource. It can include the backdrop (natural or man-made) or the immediate landscape in which it is situated.
SIGNIFICANT NEGATIVE IMPACT	In relation to development, when a proposal has the potential to: Negatively impact on the structure of a neighbourhood or part of the city; detrimentally alter the character of a neighbourhood; cause undue inconvenience for public access; limit adjacent property owners' ability to enjoy or realise the rights they are entitled to; or undermine the market value of an adjacent property or a neighbourhood as a whole.

TERM	DEFINITION
SMALLHOLDING	Refers to a property, whether improved or not by the construction of a dwelling, not large enough to support a commercially viable farming operation, but able to provide a subsistence level of output for the owner thereof.
SPATIAL CONCEPT	A concept used to describe a particular set of spatial features (e.g. urban node, civic precinct).
SPATIAL EFFICIENCY	The private and public benefit of urban development and attendant infrastructure, relative to its lifecycle cost.
SPATIAL TARGETING	Is the deliberate act of focusing government and private sector interventions, services, infrastructure development or policy responses into a specific geographical area. This area-based approach generally seeks to maximise the impact of an urban or regional policy initiative, and can be applied at a range of scales.
SPATIAL TRANSFORMATION	The process of reversing the negative impacts of apartheid spatial planning (spatial fragmentation, inefficient urban form, racial segregation and ghettos of poverty, etc.). Integrating communities and increasing opportunities for a greater number of people in highly connected areas are among the key outcomes of spatial transformation. Renouncing the creation of new low-income communities on the periphery of the city is also a key principle to avoid the need for these groups to spend a disproportionate amount of household income on transport and remain distant and dislocated from the socio-economic benefits and amenities associated with central urban locations.
SPECIAL/ DESTINATION PLACE	A landmark or a location that forms a significant point or area of attraction that contributes to the unique identity of Cape Town.
STORM SURGE	An abnormal rise of water generated by a storm, over and above the predicted astronomical tides (http://www.nhc.noaa.gov/surge/).
STREETSCAPE	The distinguishing character of a particular street as created by the elements at ground floor, including building frontages, setbacks, materials, form, road space, landscaping, street furniture, etc.
STRIP DEVELOPMENT	Mixed-use development usually located along activity routes and activity streets and some developmental routes.
STRUCTURING ELEMENT	Spatial aspect that provides structure or form to urban development (e.g. a main road provides structure to which land uses respond).
SUBPLACE	Second (lowest) level of the place name category, determined by Statistics South Africa, namely a suburb, section or zone of an (apartheid) township, smallholdings, village, ward or informal settlement.
SUBSIDISED HOUSING	Housing supplied in terms of the national Department of Housing's housing subsidy scheme.

TERM	DEFINITION
TENURE BLIND DESIGN	A design practice that purposely masks the differences in income and tenure through the use of similar design and architecture throughout the development. This facilitates the development of integrated communities.
TOURISM DEVELOPMENT AREAS	Refers to tourism areas that were identified in the 2004 Tourism Development Framework, which indicated where tourism activities took place (nodal hierarchy).
TOWNSCAPE	The distinguishing character of an urban area or urban landscape, usually relating to a neighbourhood or defined geographical area.
TRANSIT CORRIDORS	Transportation corridors include one or more routes that connect centres of economic activity. The routes have different alignments but common transfer points and common ends, which are gateways that allow traffic to enter or exit the corridor.
TRANSIT-ORIENTED DEVELOPMENT (TOD)	Transit-oriented development (TOD) is a multifaceted and targeted strategic land development approach to improved urban efficiencies and sustainability by integrating and aligning land development and public transport services provision. It promotes inward growth and compact city form with an emphasis on building optimum relationships between urban form, development type, development intensity, development mix and public transport services to create a virtuous cycle of benefits over the long term as described in the City of Cape Town TOD Strategic Framework. Different TOD objectives, tools and outcomes are applicable at metropolitan, corridor, nodal, precinct and project scales.
UNEMPLOYED	Persons who do not work, but who look for work and are available to work in the reference period.
UNEMPLOYMENT RATE	Unemployed persons as a percentage of the labour force.
URBAN DEVELOPMENT	Buildings and infrastructure with a residential purpose as well as offices, shops, community facilities and other associated buildings, infrastructure and public open space necessary to provide for the proper functioning of urban areas and amenity and recreation. The term 'urban development' includes golf estates, vineyard estates with a residential component, equestrian estates with a residential component, rural living estates, eco-estates, gated communities and regional shopping centres. Urban development excludes noxious industries and generally excludes land for industrial purposes. However, service trades that are compatible with mixed-use development and that generate a low impact on surrounding urban uses may be permissible if the nature and type of industry are deemed to form an integral part of an area demarcated for urban development purposes.
URBAN DEVELOPMENT EDGE (UDE)	A demarcated edge line defining the outer limits of urban development for a determined period of time. There are two types of edge lines, namely urban development edge lines and coastal edge lines. The former is a medium- to long-term edge line, where the line has been demarcated in a position to phase urban growth appropriately, or to protect natural resources. The latter is the coastal management line as contemplated in section 25 of the Integrated Coastal Management Act, Act 36 of 2014.

TERM	DEFINITION
URBAN DEVELOPMENT ZONE (UDZ)	The urban development zone is an area demarcated in accordance with the Income Tax Act, Act 58 of 1962 as amended by the Revenues Laws Amendment Act, Act 45 of 2003. In terms of this incentive, taxpayers who construct, improve or purchase a building or part of a building from a developer within this area will be allowed to claim a reduction in taxable income.
URBAN FOOTPRINT/ BUILT-UP/BUILT-AREA	The total spatial extent of existing urban development.
URBAN HEAT ISLAND EFFECT	Where a metropolitan area is significantly warmer due to the heat absorbed by hard surfaces.
URBAN MANAGEMENT	Urban management involves the area-based involvement of and coordination with end users in the implementation, operation and maintenance of public facilities and services. In the local context, this may include the establishment of city improvement districts, area coordination teams or Mayoral Urban Regeneration programmes. In the long term, successful urban management fosters a culture of joint accountability between the City and local stakeholders, reducing the potential of tension usually associated with top-down service delivery.
URBAN NODE	Area characterised by the intensity, mix and clustering of activities/land uses (including commercial/business development and associated employment opportunities, higher-order services and higher residential densities).
URBAN RESTRUCTURING ZONE	A well-located area where the national Housing Department's capital restructuring grant subsidy, as defined in terms of the Social Housing Act, Act 16 of 2008, applies.
URBAN SUPPORT FOCUS AREAS (USFAs)	Spatially targeted areas that are faced with a combination of challenges, including, but not limited to, infrastructure failure and service delivery challenges and high socioeconomic need and crime rates, and that require a coordinated public investment and planning approach in the short to medium term. See priority local facilitation areas (PLFAs).
VULNERABILITY	The degree to which a system or population is susceptible to, or unable to cope with, adverse events.
WATER-SENSITIVE CITY	A water-sensitive city is a settlement that serves as a potential water supply catchment, providing a range of different water sources at a range of different scales, and for a range of different uses; provides ecosystem services and a healthy natural environment, thereby offering a range of social, ecological and economic benefits; and consists of water-sensitive communities where citizens have the knowledge and desire to make wise choices about water, are actively engaged in decision making, and demonstrate positive behaviours such as conserving water at home and not tipping chemicals down the drain.

TERM	DEFINITION
WATER-SENSITIVE URBAN DESIGN	Minimises disruption of the natural water cycle by reducing runoff, attenuating flooding, and treating runoff before discharge into the receiving waters, while at the same time increasing the amenity value of water systems, and reducing the cost of water infrastructure.
WORKING-AGE POPULATION	Persons aged 15-64 years.
WORLD HERITAGE SITE	A natural or man-made site, area, or structure recognised as being of outstanding universal value to humanity as recognised by UNESCO.
ZONING	A category of directions setting out the purpose for which land may be used and the land use restrictions (e.g. height limits, building lines, bulk and coverage) applicable in respect of the said category of directions by the scheme regulations.
ZONING SCHEME	A scheme comprising the development management scheme, zoning map and the zoning register. The zoning scheme applies to all land in the geographic area of the city.





CITY OF CAPE TOWN
ISIXEKO SASEKAPA
STAD KAAPSTAD