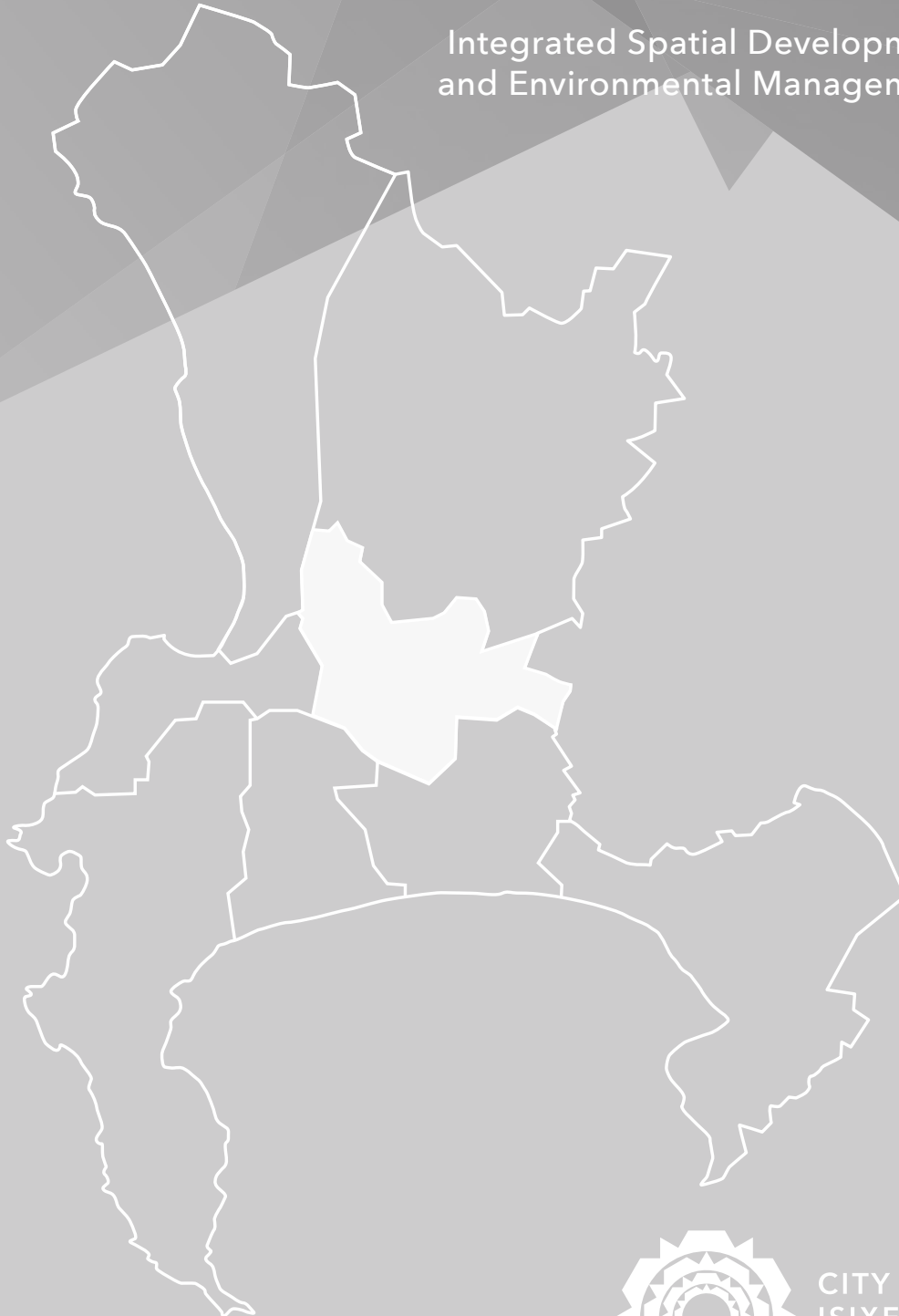


TYGERBERG DISTRICT PLAN VOLUME 2

TECHNICAL REPORT • JANUARY 2023

Integrated Spatial Development Framework
and Environmental Management Framework



CITY OF CAPE TOWN
ISIXEKO SASEKAPA
STAD KAAPSTAD

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

DISTRICT PLANNING TEAM	MAYCO
Nigel Titus	Ald Eddie Andrews
Shahnaaz Mosaval	
Vernon Moonsamy	Ald Marian Nieuwoudt (former)
Gert Kruger	Executive Directors
Leona Bruiners	Robert McGaffin
Melodie Campbell	Ossie Asmal (former)
Michael Brooke	Directors
Carlu Van Wyk	Erika Naude

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



MAKING PROGRESS POSSIBLE. TOGETHER.

JANUARY 2023



CITY OF CAPE TOWN
ISIXEKO SASEKAPA
STAD KAAPSTAD

CONTENTS

1. INTRODUCTION AND BACKGROUND 12

1.1	District Plan study area.....	13
1.2	Purpose of the District Plan	15
1.3	Statutory mandates to prepare, and status of, a District Plan	15
1.4	The need for and scope of review.....	16
1.4.1	Current review of 2012 district plans.....	16
1.4.2	Future review of the District Plan	16
1.5	Linkages to other municipal work	17
1.6	Decision support criteria	19
1.6.1	Amendments and deviations.....	19
1.6.2	Consistency principle	19
1.6.3	Considering the development guidelines for a site (assessing an application)	19
1.6.4	Additional environmental considerations.....	20
1.7	Meeting development and environmental objectives and key shifts since 2012	20

2. THE SPATIAL OBJECTIVES 26

2.1	MSDF spatial vision 2030 and beyond	27
2.2	MSDF spatial transformation areas.....	27
2.3	District spatial vision.....	33
2.4	Role of the district.....	33
2.5	Integrated district concept and key interventions.....	34
2.6	Key interventions.....	34

3. THE DISTRICTWIDE DEVELOPMENT GUIDELINES 38

3.1	Spatial planning categories	39
3.1.1	Environment, biodiversity and heritage management.....	39
3.1.2	Urban development categories	39
3.1.3	Transport route designations	39
3.1.4	Conceptual designations	39
3.1.5	Development edges	39
3.2	Guidelines for spatial planning categories (SPCS).....	42
3.2.1	Environment, biodiversity, agricultural and heritage management.....	42
3.2.2	Urban development.....	56
3.2.3	Development guidelines	60
3.2.4	Utility service infrastructure installations and networks.....	66
3.3	Guidelines for transport infrastructure and route designations.....	68
3.4	Guidelines related to conceptual designations	74
3.4.1	Corridors	74
3.4.2	Urban nodes	78
3.4.3	Civic clusters.....	80
3.4.4	Destination places	82
3.5	Guidelines related to development edges.....	83

4. SUBDISTRICT DEVELOPMENT GUIDELINES 86

4.1	Subdistrict 1: Richwood, Burgundy Estate, De Grendel, Bothasig, Plattekleof, Edgemead, Monte Vista, Parow North	89
4.2	Subdistrict 2: Goodwood, Parow West, Parow East, Boston, Bellville Central and East, Stikland (excluding Voortrekker Road corridor)	92
4.3	Subdistrict 3: Voortrekker Road/Durban Road (south of the N1) development corridor	98
4.4	Subdistrict 4: Greater Elsies River, Ruyterwacht, Parow Valley, Ravensmead, Epping 2, Bonteheuwel, Bishop Lavis, Malawi Camp	104
4.5	Subdistrict 5: Bellville South, Greenlands, Transnet marshalling yard, Parow Industria, Sacks Circle Industria and Saxon Industria, UWC and CPUT, Bellville solid waste	108
4.6	Subdistrict 6: Greater Belhar and Delft.....	112
4.7	Subdistrict 7: Cape Town International Airport precinct and Boquinar Industria	116
4.8	Subdistrict 8: Greater Kuils River, Bottelary and Polkadraai areas, Zevenwacht, Stellenbosch farms	120
4.9	Subdistrict 9: Sarepta, Stellendale, Highbury, Kalkfontein area, Kuils River system.....	126

5. APPENDIX 130

LIST OF FIGURES

FIGURE 1:	Tygerberg District boundaries.....	14
FIGURE 2:	District SDF-EMF (District Plan) in relation to the MSDF and subdistrict guidelines	16
FIGURE 3:	Relationship with other municipal planning instruments.....	17
FIGURE 4:	Projected additional land use quantum required for 20 years.....	21
FIGURE 5:	Employment density vs residential density.....	22
FIGURE 6:	TOD principles adopted in the Cape Town Strategic Framework	23
FIGURE 7:	Consolidated MSDF spatial concept.....	32
FIGURE 8:	Integrated concept diagram for Tygerberg District	35
FIGURE 9:	Five categories for development guidance in the District Plan	40
FIGURE 10:	Tygerberg District SDF.....	41
FIGURE 11:	Green infrastructure and biodiversity map.....	52
FIGURE 12:	Cultural and heritage map.....	53
FIGURE 13:	Structuring corridors	68
FIGURE 14:	Civic clusters as integrated into District Plan	81
FIGURE 15:	Tygerberg subdistricts	88
FIGURE 16:	Subdistrict 1: Richwood, Burgundy Estate, De Grendel, Bothasig, Platteklloof, Edgemoed, Monte Vista, Parow North	91
FIGURE 17:	Layout of proposed development scenario Tygerdal	94
FIGURE 18:	Subdistrict 2: Goodwood, Parow West, Parow East, Boston, Bellville Central and East, Stikland.....	97
FIGURE 19:	Vision for social housing possibilities around Parow Station	102
FIGURE 20:	Subdistrict 3: Voortrekker Road/Durban Road (south of the N1) development corridor (including Bellville CBD).....	103
FIGURE 21:	Subdistrict 4: Greater Elsies River, Ruyterwacht, Parow Valley, Ravensmead, Epping 2, Bonteheuwel, Bishop Lavis, Malawi Camp.....	107
FIGURE 22:	Subdistrict 5: Bellville South, Greenlands, Transnet marshalling yard, Parow Industria, Sacks Circle Industria and Saxon Industria, UWC and CPUT, Bellville solid waste.....	111
FIGURE 23:	Subdistrict 6: Greater Belhar and Delft	115
FIGURE 24:	Subdistrict 7: Cape Town International Airport and Boquinar Industria .	119
FIGURE 25:	Subdistrict 8: Greater Kuils River, Bottelary and Polkadraai area, Zevenwacht, Stellenbosch farms	123
FIGURE 26:	Subdistrict 9: Sarepta, Stellendale, Highbury, Kalkfontein area, Kuils River system.....	129

LIST OF TABLES

TABLE 1:	Schedule for review of DSDF.....	17
TABLE 2:	Main departure points between 2015/16 and 2020 LUM	20
TABLE 3:	District Plan response to IDP objectives.....	24
TABLE 4:	MSDF STAs and relation to SPCs in the District Plan	30
TABLE 5:	Development guidelines for management of environmental resources in relation to environmental management zones.....	44
TABLE 6:	Estimated supply of formal residential opportunities.....	57
TABLE 7:	District gross density targets and guidelines	58
TABLE 8:	Urban development SPC.....	60
TABLE 9:	Utility service infrastructure installations and networks SPC.....	66
TABLE 10:	Transport designations	69
TABLE 11:	Development corridor guidelines	75
TABLE 12:	Green corridor guidelines	76
TABLE 13:	Urban nodes and associated development guidelines	78
TABLE 14:	Civic cluster guidelines	81
TABLE 15:	Destination places guidelines.....	82
TABLE 16:	Urban development edge and coastal edge development guidelines.....	83
TABLE 17:	Subdistrict 1 development guidelines.....	89
TABLE 18 :	Subdistrict 2 development guidelines.....	92
TABLE 19:	Subdistrict 3 development guidelines.....	98
TABLE 20:	Subdistrict 4 development guidelines.....	104
TABLE 21:	Subdistrict 5 development guidelines.....	108
TABLE 22:	Subdistrict 6 development guidelines.....	112
TABLE 23:	Subdistrict 7 development guidelines.....	116
TABLE 24:	Subdistrict 8 development guidelines.....	120
TABLE 25:	Subdistrict 9 development guidelines.....	126

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

The Tygerberg District boundaries are along Vanguard Drive/N7 in the west, Richwood and the Tygerberg Hills in the northwest, the N1 National Road in the north, the R300, Bottelary Road, City of Cape Town/Stellenbosch municipal boundaries in the east, Polkadraai Road/R300 in the southeast and the N2 National Road to the south. The Tygerberg district has common boundaries with other City districts namely Table Bay, Blaauwberg, Northern, Khayelitsha/ Mitchells Plain/Blue Downs and Cape Flats. The district boundary is shown in figure 1 below.

Tygerberg District is centrally situated in the metropolitan area, covers approximately 18 965 ha (189 km²) and contains a broad spectrum of urban land uses. It comprises a number of well-established, older suburbs such as Goodwood, Elsies River, Bonteheuwel, Bishop Lavis, Parow, Bellville and Kuils River and newer suburbs such as Delft, Belhar, Bothasig, Panorama, Ridgewood, Platteklloof and Edgemead. The district provides for a vast range of employment opportunities along the Voortrekker corridor, Bellville CBD (which also accommodates the second largest PTI in the city), and a range of industrial areas such as Epping 2, Sacks Circle, Stikland, Parow Industria, as well as the CTIA as transport node with accompanying industrial/mixed-use areas.

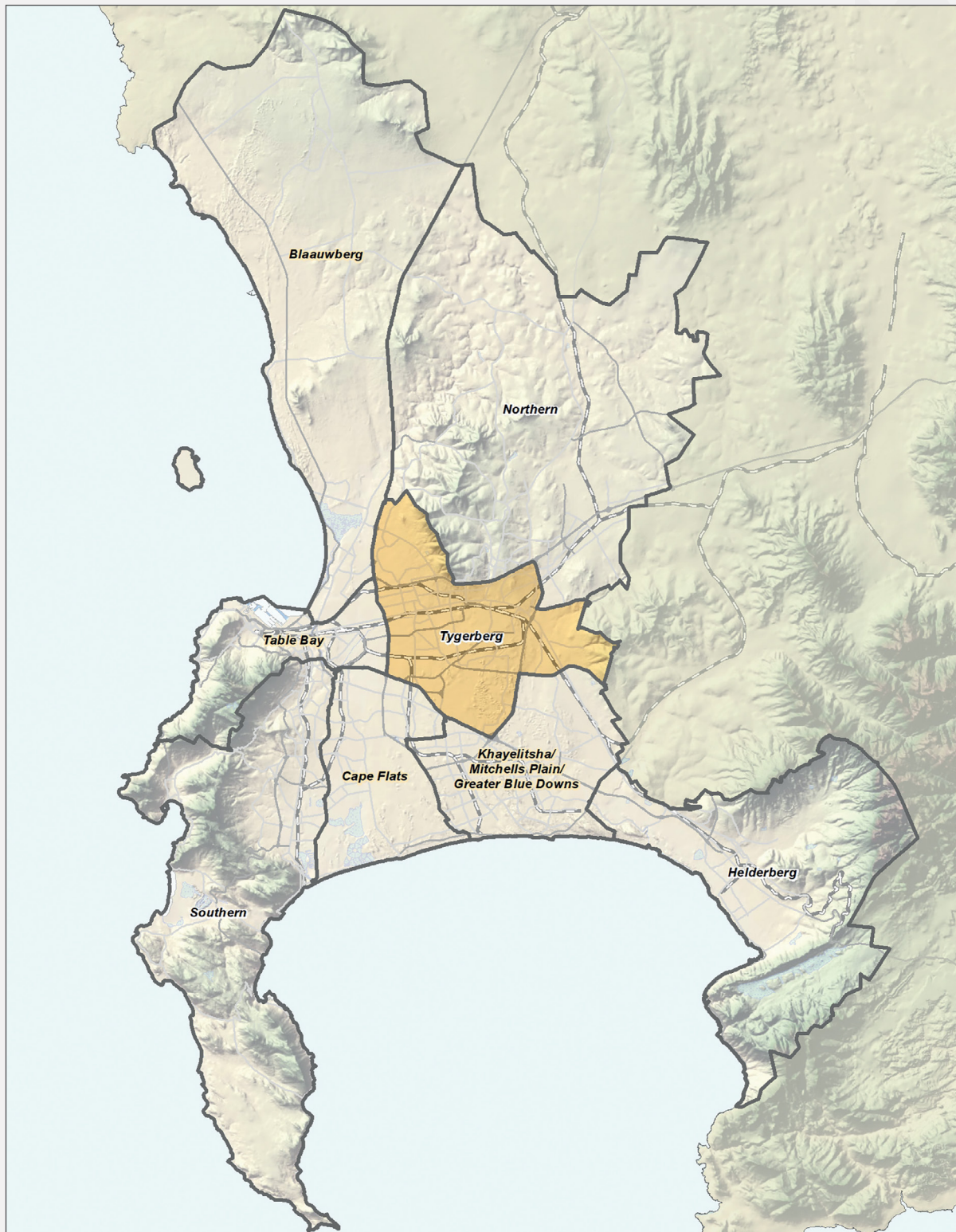


Figure 1: Tygerberg District boundaries

1.2 Purpose of the District Plan

The District Plan aims to respond to the question:

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

The spatial development framework includes the 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 13);
- b) The relevant subdistrict maps that include additional local area detailed spatial designations; and
- c) The district and subdistrict development guidelines in chapters 3 and 4.

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

1.4 The need for and scope of review

1.4.1 Current review of 2012 district plans

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

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

The District Plan review responds to the changing contexts and circumstances of the city and the respective districts and local areas, and the implications thereof, and ensures that the policy appropriately responds to these. These changes

could include aspects such as development trends, population changes and overarching external factors, e.g. macroeconomic and other drivers.

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

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

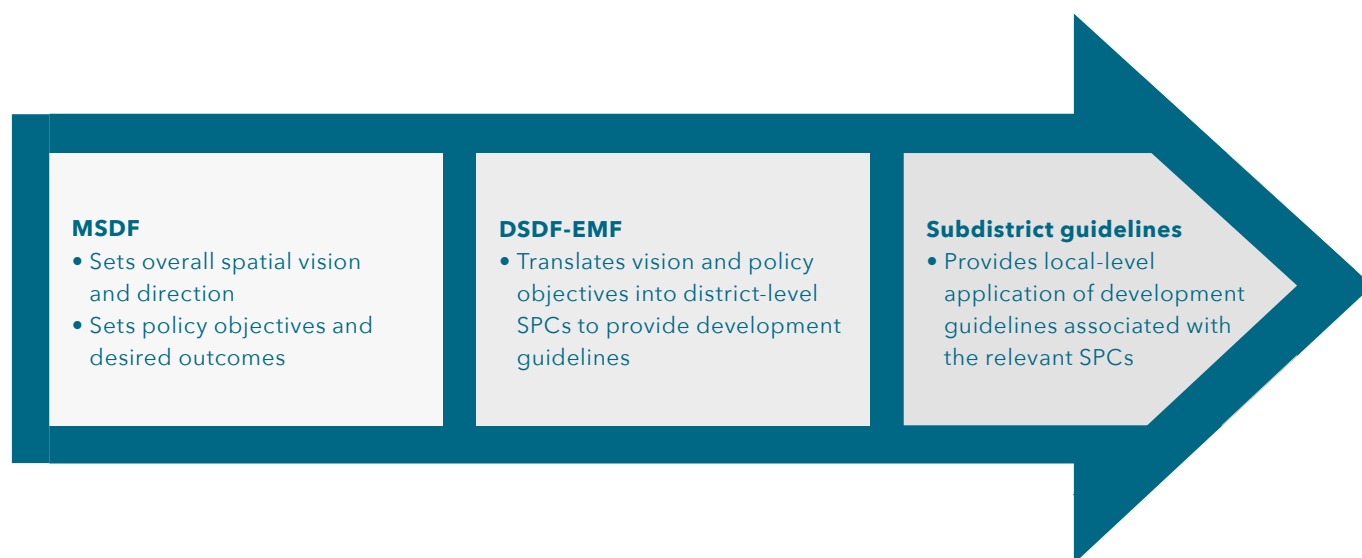


Figure 2: District SDF-EMF (District Plan) in relation to the MSDF and subdistrict guidelines

1.4.2 Future review of the District Plan

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

Table 1: Schedule for review of DSDF

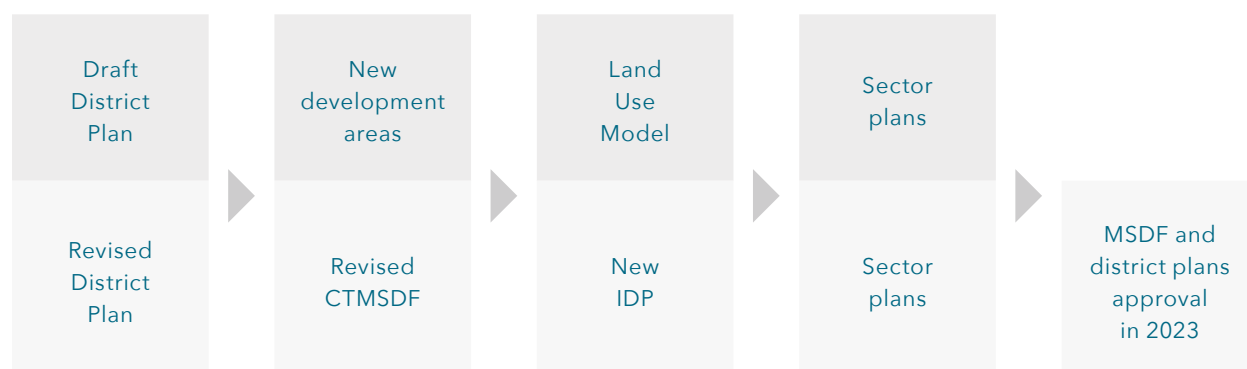
COMPONENT OF DISTRICT PLAN	SCOPE OF REVIEW	PERIOD
Integrated District SDF and EMF	Comprehensive	10 years
Spatial development framework: district development guidelines	Limited, focused on urban edge line	5 years (or annually to coincide with the annual IDP and CTMSDF technical reviews)
EMF (EIMZ)	Limited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

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

1.5 Linkages to other municipal work

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

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

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



TYGERBERG NATURE RESERVE TAKES UP MOST OF THE TYGERBERG AND IS AN ASSET IN THE HIGHLY URBANISED TYGERBERG DISTRICT.

The District Plan proposes new development areas (NDAs) considered to be suitable for residential, industrial and commercial development and related development. These areas were used in the land use model and provided yields of potential: accommodation opportunities and related bulk for industrial, commercial and retail. These outputs were modelled geographically.

The above yields of potential future development will then influence the sector plans that provide for community facilities, housing infrastructure, services, etc. Once these sector plans are completed, they will be subject to an alignment process with the District Plan, the new development areas and Land Use Model to produce a development scenario for which the services are aligned with the proposed future vision of the city contained in the MSDF and eight District Plans. This means that the sector plans need to provide the required services and facilities to accommodate the future growth of the city based on the vision contained in the MSDF and eight District Plans. Therefore, the vision in the MSDF and District Plans is not based on the limitations of the current services infrastructure. However, this vision is based on the existing backlog and estimated unstoppable future growth (based on population growth and urbanisation) for which the capacity of services and facilities must be increased to address this need.

The District Plan (2023) and the MSDF (2023) are aligned with each other and the new IDP.

1.6 Decision support criteria

1.6.1 Amendments and deviations

Section 99(2) of the MPBL outlines the criteria for deciding an application. While the MSDF is the principle spatial policy tool for evaluating applications, the District Plan is one of the relevant considerations when deciding an application as outlined in section 99(2) of the MPBL.

1.6.2 Consistency principle

The District Plan will be implemented in accordance with the consistency principle that applies to the plans and policies of different spheres of government. In

terms of the consistency principle, lower-order spatial plans and policies must be consistent with higher-order spatial plans and policies.

Based on this principle, should the provisions of the District Plan and any related lower-order plans/SDFs be deemed to be inconsistent with the MSDF, the MSDF will take precedence.

1.6.3 Considering the development guidelines for a site (assessing an application)

Assessing a development proposal (in an application) for policy consistency in relation to the Tygerberg District Plan requires first 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 13);
- b) The relevant subdistrict maps that replicate the SDF map but includes additional (more local area) detailed spatial designations; 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 10)
- b) Cultural and heritage resources (figure 11)

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)

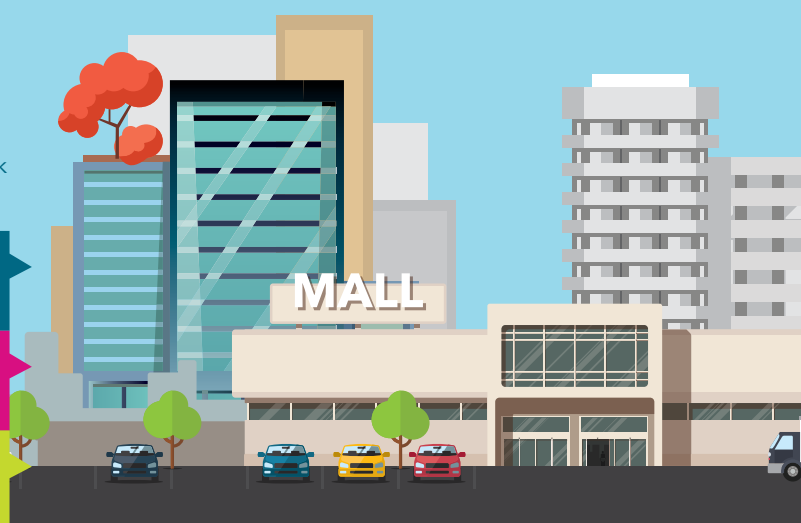


Figure 4: Projected additional land use quantum required for 20 years

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.

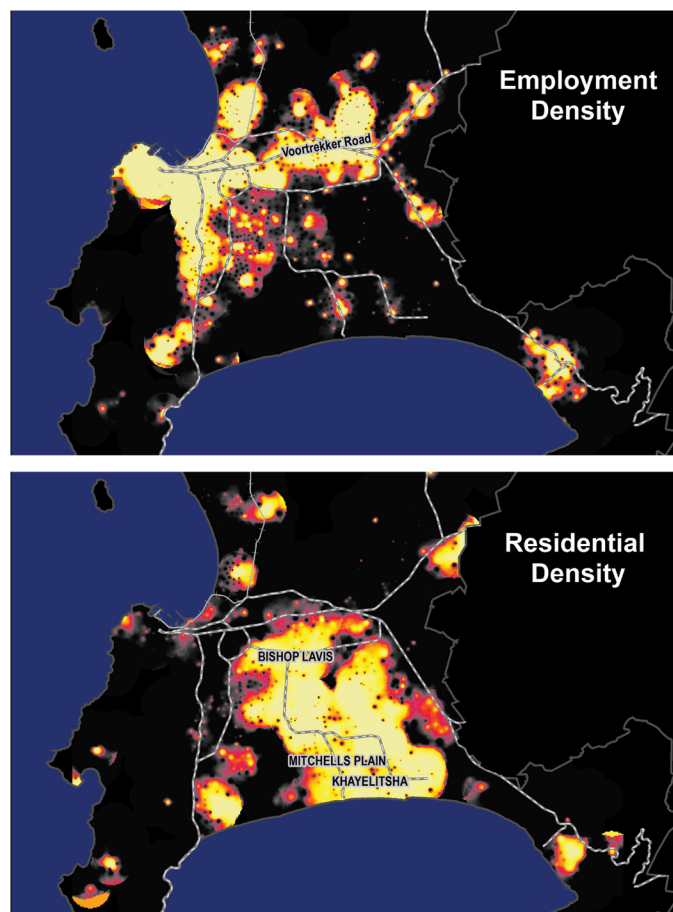


Figure 5: Employment density vs residential density

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.

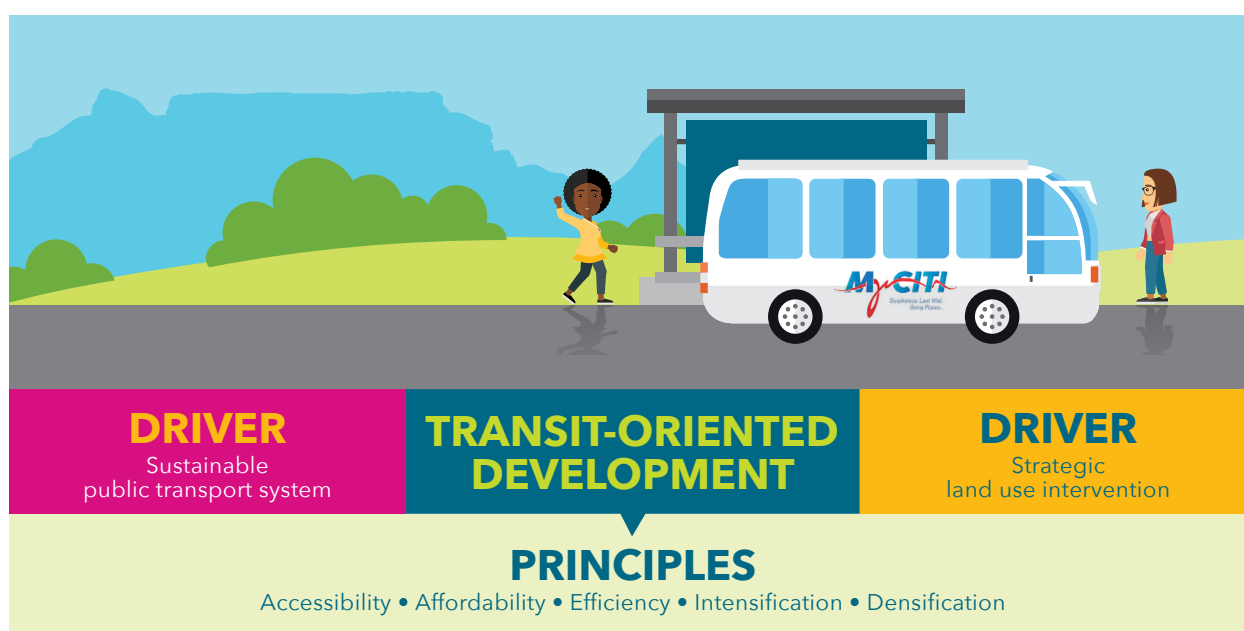


Figure 6: TOD principles adopted in the Cape Town Strategic Framework

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

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

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





2.

THE SPATIAL OBJECTIVES

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

2.1 MSDF spatial vision 2030 and beyond

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

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

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

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

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

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

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

2.2 MSDF spatial transformation areas

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

1) Urban inner core (UIC)

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

2) Incremental growth and consolidation areas (IGAs)

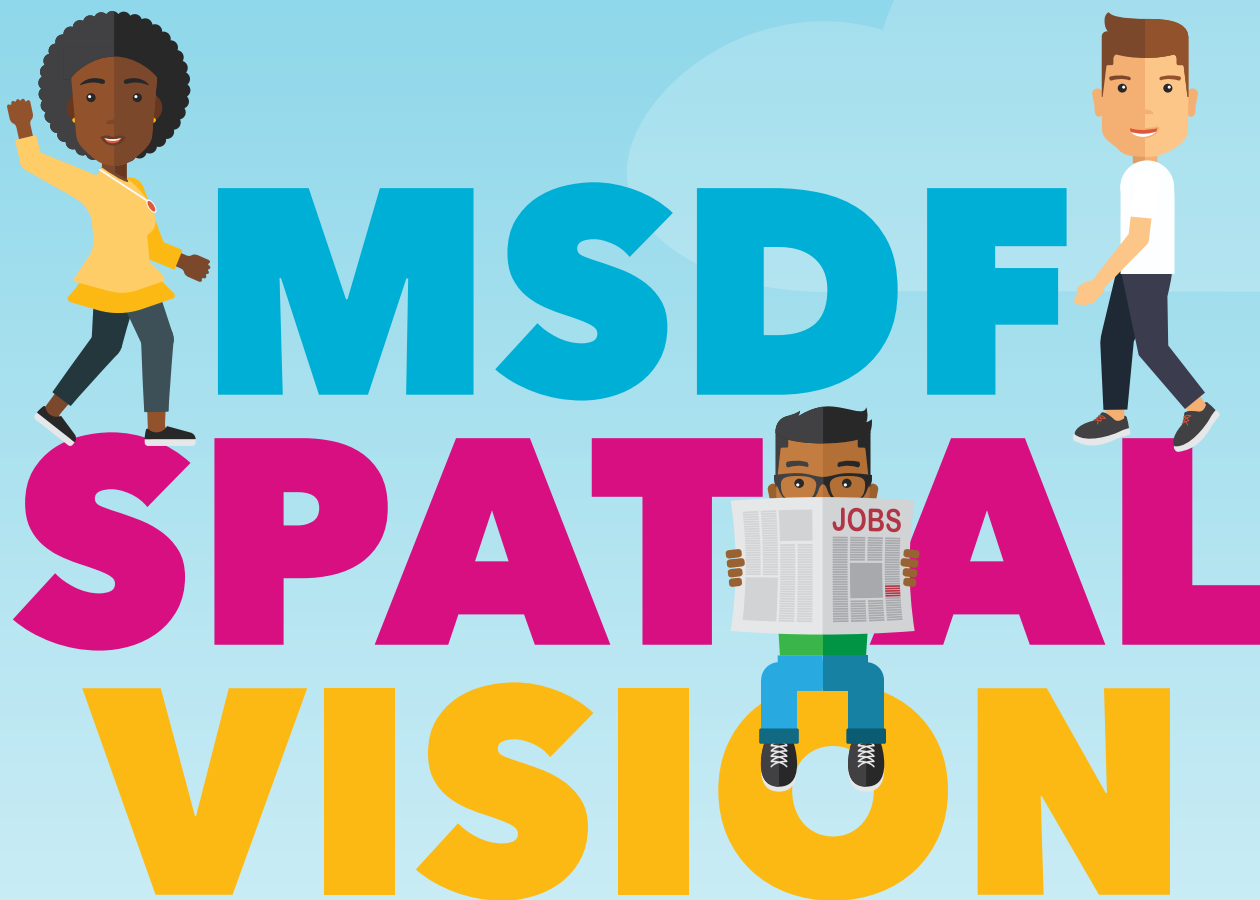
- These areas are where the City is committed to servicing existing communities, ensuring that backlogs are eradicated while new developments are also permitted.

3) Discouraged growth areas (DGAs)

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

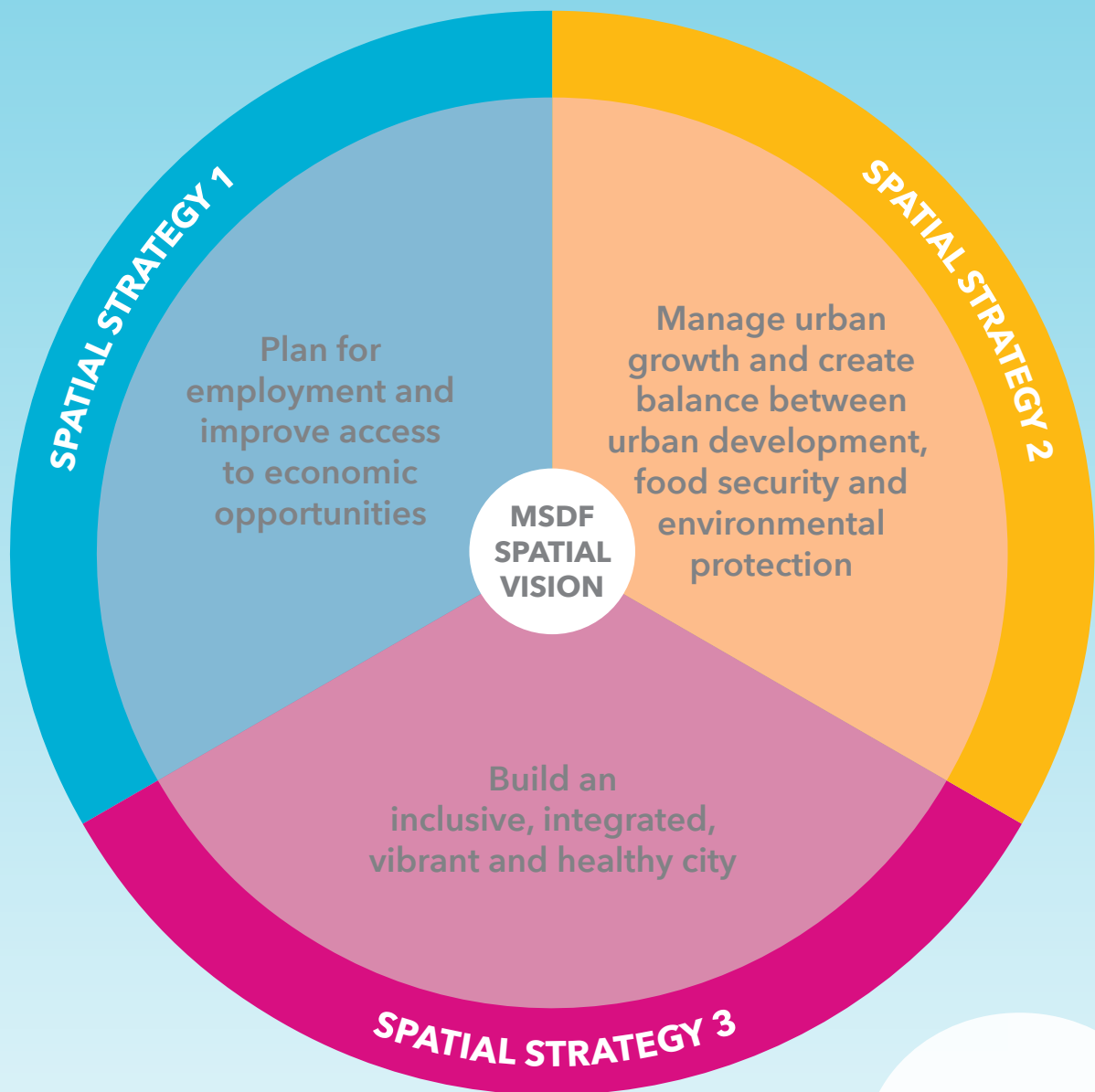
4) Critical natural assets (CNAs)

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

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 text 'MSDF' is in large blue letters, 'SPATIAL' is in large pink letters, and 'VISION' is in large yellow letters. 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
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	CONCEPTUAL DESIGNATIONS • Destination place
D) CRITICAL NATURAL ASSETS		
Principle	Emphasis/desired outcome	• Protected and critical biodiversity • Urban development edge • Coastal edge
City is committed to servicing, protecting, enhancing and extending critical natural assets.	• Enhance and connect the CNA that supports the city and the regional environment and ecology • Status quo with land uses limited to agriculture and rural zone uses as per DMS	CONCEPTUAL DESIGNATIONS • Destination place

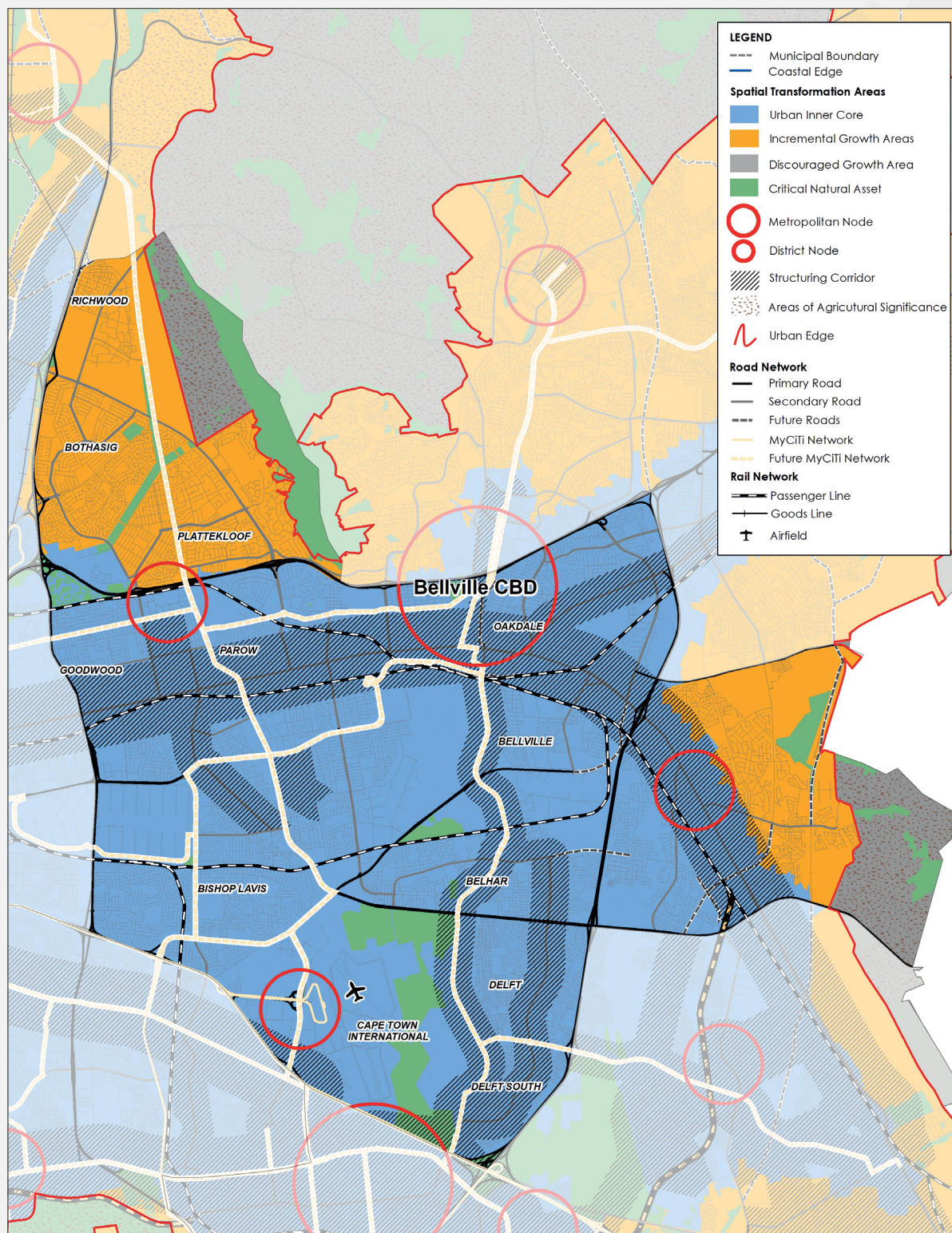


Figure 7: Consolidated MSDF spatial concept

2.3 District spatial vision

The overall spatial vision for the Tygerberg District takes its cue from the MSDF spatial vision for the city as a whole, but focuses on and responds to the more uniquely specific informants within the Tygerberg District. It has been informed by a number of vision elements and principles, which are a result of the consultation process related to the formulation of the District Plan.

The vision statement for the Tygerberg District is:

"A district that is defined by an integrated approach to mixed-use development, including residential and commercial, where targeted densification and intensification is focused in the core area along high-accessibility routes and nodes such as Voortrekker Road and the Bellville PTI and in close proximity to industrial-related land uses. A transport network that is highly accessible for public or road-based modes that increase effective movement within the district and the broader city. The quality of the district is further enhanced by the availability of social services and an open space system, comprising elements such as river corridors, open spaces of different extent and nature reserves."

2.4 Role of the district

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

a. Accommodating growth through targeted intensification

Voortrekker Road and Robert Sobukwe/Durban Road have been identified as three major structuring routes within the city that connect metropolitan urban nodes in an east-west (Cape Town – Bellville) and north-south (Bellville – Philippi) direction, with the latter having more of a mobility function. Urban nodes such as Bellville, Parow, Elsies and Kuils River are highly accessible areas in close proximity to various modes of public transport. Employment-generating activities, retail development, social facilities, public institutions and intensive mixed-use and residential development should be encouraged along these key transport corridors, particularly in nodes and development routes. They reflect the targeted areas earmarked for the largest spectrum of land use diversity and densities

in order to generate employment activities in close proximity to residential developments and supporting public facility developments. As a result, it has a significant role to play in accommodating city growth.

b. Conserving threatened habitats

The Tygerberg District's largest environmental asset is the Tygerberg Nature Reserve, which should be protected and enhanced in terms of function and role. Other prominent environmental assets that should be protected include Bothasig Fynbos Nature Reserve, Cape Flats Nature Reserve and Haasendal conservation area. The Symphony Way conservation area is in the process of being proclaimed as a nature reserve.

In addition, the protection and enhancement of the Elsieskraal and Kuils River systems should be promoted as it has multifunctional roles as natural assets as well as passive recreation spaces in the district. Furthermore, the cultural landscapes of Kuils River/Bottelary and Durbanville Hills should be protected as these are not considered as areas of urban expansion in terms of spatial policy. However, consideration should be given to partial infill along the M12 (portion of De Grendel farm) as this is proposed as a future BRT route. The key is to strike a balance through a more integrated approach to mixed-use development and conservation of the natural environment and also taking into consideration the impact of the adjacent risk industry of the PetroSA Tank Farm.

c. Providing a range of housing and job opportunities

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

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

d. **Providing a multimodal transport network**

The district north of the N1 freeway is mostly private vehicle dominated, whereas south of the N1 freeway communities are largely reliant on taxis and the Golden Arrow Bus Service (GABS). The re-establishment of the deteriorated rail system is critical in improving accessibility to and from the district by public transport. This is even more crucial due to the role that the Bellville CBD plays with regard to its metropolitan significant role in the broader city context. In this regard, the Bellville PTI as well as the area surrounding it (including the area to the north of Voortrekker Road between Durban Road and the proposed extended Robert Sobukwe Road) offers huge opportunity to address not only the public transport needs, but also for higher-density residential infill and mixed-use development to cater for, inter alia, lower-income groups as well as for commercial intensification. Congestion in especially areas such as Kuils River (e.g. Bottelary Road, Amandel Lane and Zevenzicht Link Road) should also receive priority.

e. **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, stormwater management, aquifer recharge and non-motorised transport as examples.

2.5 Integrated district concept and key interventions

The district concept as presented below represents a synopsis of the key interventions, conceptually done, that would support the district in achieving the desired end state. It should be noted that the integrated district concept is a high-level indication of where interventions can be promoted in order to enhance, strengthen and realise the role that the district plays within the city.

2.6 Key interventions

The following key intervention/actions are proposed to facilitate the achievement of the spatial objectives through the spatial vision, the role of the district and the spatial concept. The key intervention areas listed below should be read in conjunction with figure 8.

1. Broader Bellville Central Business District(CBD) precinct:
 - a. To optimise the metropolitan function by redevelopment of public transport interchange (PTI), unleashing development potential of surrounding properties and increasing accessibility through, inter alia, the extension of road linkages and NMT movement and intensification of land use to north.
 - b. Protection of river corridors and optimisation of recreational use thereof, where possible, through restoring river corridors and supporting initiatives to clean and green rivers and earth underground water sources in the landscaping of public spaces.
2. N1 City precinct optimisation: Intensification of N1 City node by redevelopment at De Grendel Station and Tygerdal solid waste drop-off facility, as well as investigating the optimum future use of the Parow Golf Course and surrounds.
3. CTIA and surrounds: Infill and mixed-use development, inter alia, the provision of new housing development to accommodate the relocation of informal settlements and accommodation of new commercial development and industrial expansion. Opportunity to strengthen the role and functionality of Cape Town International Airport (CTIA).
4. Intensification along Voortrekker Road Corridor (VRC): Support redevelopment and intensification of mixed use along the corridor, inclusive of Tygerberg Hospital, Stikland Hospital.
5. Elsies River industrial area: Support redevelopment for mixed-use development due to low economic growth performance of the industrial area.
6. Optimisation at rail stations: Accessibility to all stations should be optimised, e.g. prioritisation at Parow Station of the upgrade of Station Road and redevelopment of underutilised parking areas, inclusive of more affordable housing opportunities.
7. Intensification at Kuils River Station: Support infill development of a mixed-use nature in areas close to the station and other public transport routes, i.e. Van Riebeeck Road.
8. Limited medium- to higher-density (different typologies) infill development north of Polkadraai Road.
9. Protection of the Zevenwacht agricultural areas and the linkages with the Bottelary Hills in adjacent Stellenbosch Municipality.

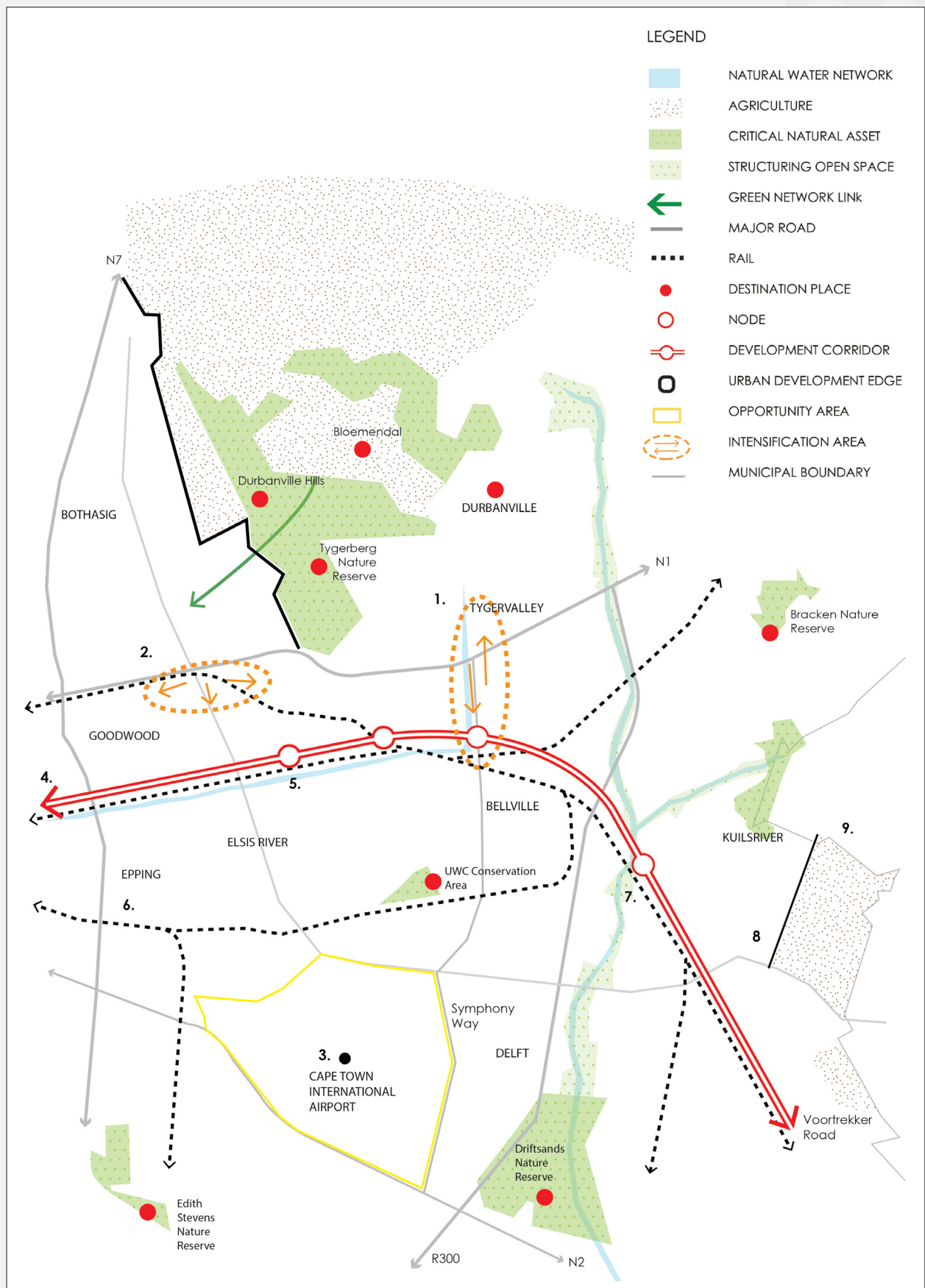


Figure 8: Integrated concept diagram for Tygerberg District





TYGERBERG HOSPITAL AND THE SOUTH AFRICAN MEDICAL RESEARCH COUNCIL
IN THE HEART OF THE TYGERBERG DISTRICT.



3. THE DISTRICTWIDE DEVELOPMENT GUIDELINES

The District Plan essentially comprises the application of the spatial concepts and structuring elements discussed in chapter 2 to the context of the Tygerberg District. The identification and active promotion of the spatial concepts and structuring elements are fundamental to responding to the three spatial strategies identified in chapter 2, realising the appropriate medium- to long-term spatial structure and vision for the district. This is also reflected graphically in the progression from spatial concepts and structuring elements at citywide scale, to the spatial vision for the district, to the district plan (see figure 13). The purpose of this plan is to illustrate the application of the strategies from concept to reality in the spatial development plan.

This section also serves to synthesise the proposed 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

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

3.1.2 Urban development categories

- a) Existing urban development
- b) New development areas – future urban development
- c) Utility service infrastructure installations and networks

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) Airports and other freight hubs

3.1.4 Conceptual designations

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

3.1.5 Development edges

- a) Urban development edge

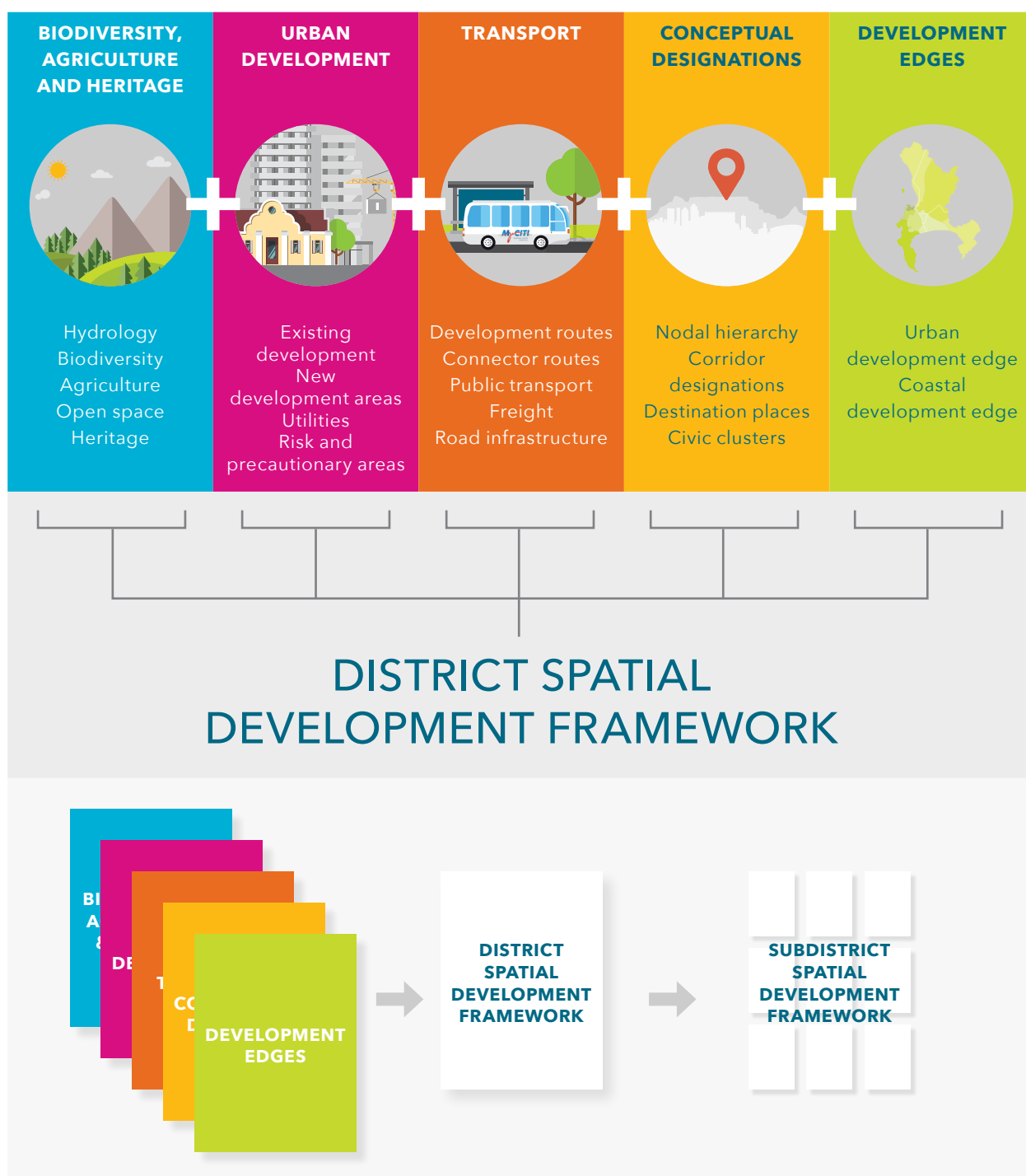


Figure 9: Five categories for development guidance in the District Plan

The District Plan has been generated on a geographic information system (GIS), which improves the accuracy and legibility of mapping. This is particularly useful to the mapping of development edges and the precautionary areas (see table 9), which are generally defined according to cadastral boundaries. However, although appropriate at a district and subdistrict scale, the spatial planning categories are generally broad classifications, which may require a greater level of detail through sector-specific plans or local area planning frameworks to further guide decision making at a local and site level.

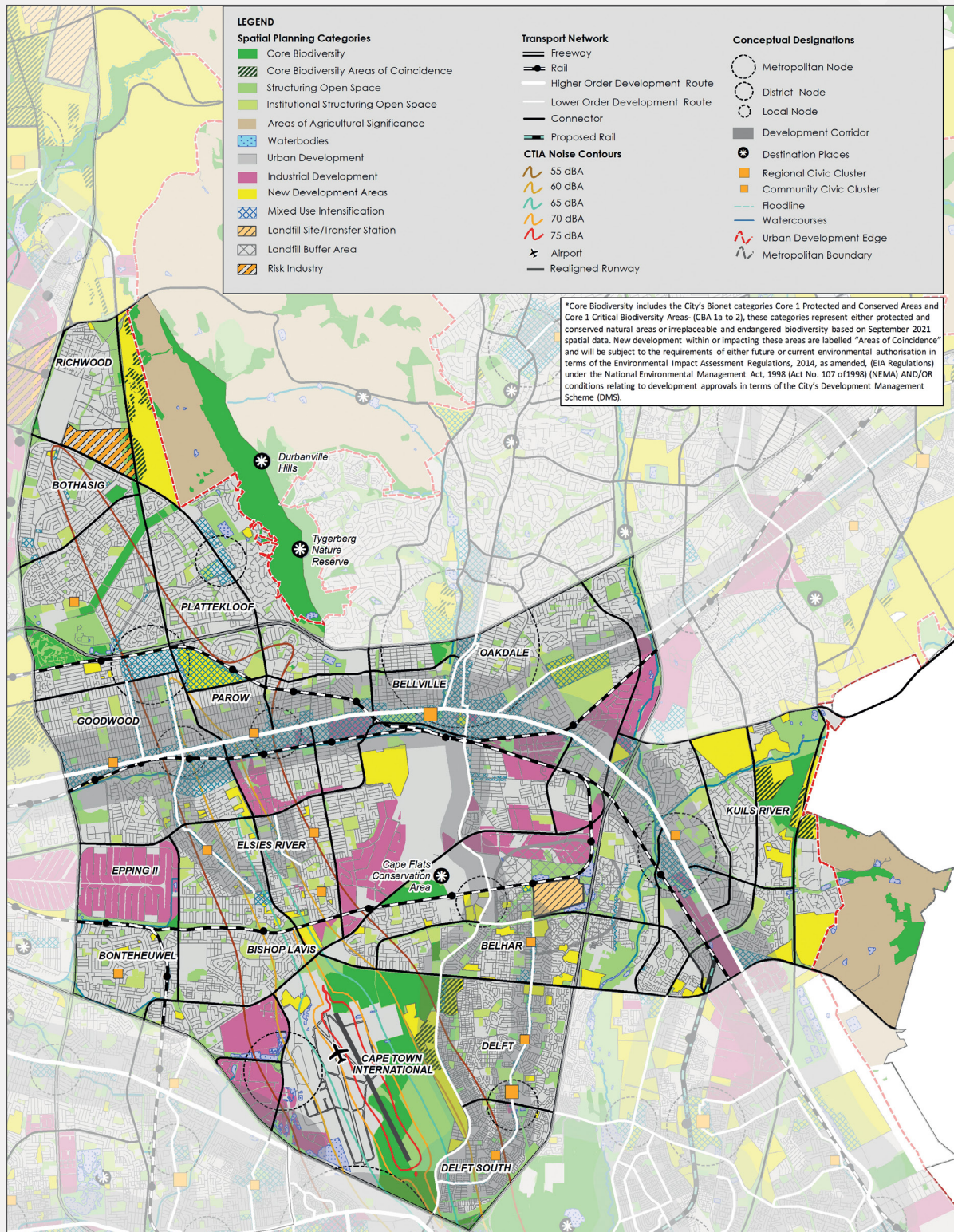


Figure 10: Tygerberg District SDF

3.2 Guidelines for spatial planning categories (SPCS)

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 MSDP (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 Tygerberg District consists of many areas with varying levels of environmental characteristics and sensitivity. These include terrestrial and aquatic natural areas that include biodiversity, nature reserves and active and passive recreation areas, i.e. parks, sports fields, cemeteries. These are ideally all interconnected and support interactions between social, economic and ecological activities.

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

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

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

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

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

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

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

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

The 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. Flood risk area 2 These constitute areas within the 1:100-year floodline, i.e. floods of this magnitude are equalled or exceeded on average once in 100 years. Flood risk area 3 These are areas prone to flooding. They are not necessarily associated with river or vle systems, as flooding may originate from groundwater, collection of stormwater or runoff in low lying areas. Examples: • Sections along the Elsieskraal River (between Tygerberg Hospital and the Transnet marshalling yard) • Sections of the Kuils River and Bottelary River Rivers, estuaries, wetlands and their associated buffers Examples: • The wetland areas around the Cape Town International Airport and the eastern border of the district • Kuils River • Elsieskraal River, Bottelary River	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.
BIODIVERSITY AND STRUCTURING OPEN SPACES	CONSERVATION AND BIODIVERSITY PRIORITY ZONE (Full extent together with GINet shown in figure 10)	
	Core biodiversity (Appears on SDF and subdistrict maps) a) Protected and conserved areas Core 1 Examples: • Tygerberg Nature Reserve • Symphony Way conservation area • Jack Muller Park conservation area • Bothasig Fynbos Nature Reserve • Haasendal conservation area • Epping Kings Transport conservation area	1. Only conservation-related activities/development in accordance with reserve management plans should be considered. 2. Consolidate and link existing protected areas. 3. Support operational requirements of biodiversity areas to enhance their multifunctional use, ecosystem services provided and conservation value.

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)**

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)

NDA: subdistricts 1, 6, 7 and 8

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 critical biodiversity areas, such areas will be considered consistent with the District Plan.
2. In such cases, development on the site will be considered consistent with the District Plan.
3. These areas will be subject to the requirements of environmental authorisation.
4. Conservation and sound environmental management principles must be demonstrably considered in the development plans.
5. Developments in these areas must provide evidence of environmental studies and processes undertaken that validates an evidence base of the environmental assets and mitigation measures.
6. Where existing development approvals are in place, agreed environmental management and mitigation measures must be adhered to.

d) Ecological support areas (core 2)

Examples:

- The Kuils River
- The Bottelary River
- Portions along the Elsieskraal River

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

e) Other natural areas (buffer areas)

Extensive agricultural areas that contribute to the rural and cultural landscape, some of which include historical farmsteads.

Other ecological support areas (buffer 2)

1. Low-impact activities may be appropriate.
2. Development (e.g. structures) in support of both tourism and biodiversity conservation in 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

Public parks

Sports fields and other institutional open spaces

Other open spaces

Stormwater retention areas

Road reserves providing ecosystem services

Examples:

- Jack Muller Park
- De Grendel Station precinct i.e. Jan Burger sports complex and Parow Golf Course
- Elsieskraal green belt (from Jack Muller to Elizabeth Park)
- Kuils River corridor system

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.

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.

f) Structuring open spaces**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.

Agricultural areas

19. Developments related to the functioning of agricultural areas will not require a deviation from the DSDF. For new development and rezonings, the open space qualities, cultural landscape qualities and general open space guidelines must be considered.
20. Renewable energy infrastructure may be appropriate on extensive open space where the primary use is not recreational. This will generally be more appropriate in rural areas.

AGRICULTURE, CULTURE AND HERITAGE	COMPONENTS AND DISTRICT ELEMENTS	GUIDELINES AND MANAGEMENT PRIORITIES
	AREAS OF AGRICULTURAL SIGNIFICANCE (Full extent together with GINet shown in figure 13)	
AGRICULTURE, CULTURE AND HERITAGE	Agricultural areas of significance: High-potential and unique agricultural land include areas that have been ploughed for orchards, vineyards, forestry plantations, annual crops, pastures and irrigations lands. Intensive agricultural land shall be protected against conversion to other land uses, particularly urban development, unless otherwise argued in the district plan. Examples: • De Grendel • Kuils River (Zevenwacht) farmlands	1. Preserve and utilise high-potential agricultural land, particularly in the Kuils River (Zevenwacht) area. 2. Adhere to identified urban development edges around the periphery of high-value agricultural areas to prevent urban intrusion. 3. Encourage activities that reinforce primary agricultural use of these areas. 4. Limit non-agricultural uses to ancillary rural activities that do not detract from the primary agricultural use and character of the area, but contribute to local character and associated recreational and tourism potential. 5. Discourage the subdivision of agricultural land.
	CULTURE AND HERITAGE ZONE (Full extent together with GINet shown in figure 14)	
AGRICULTURE, CULTURE AND HERITAGE	a) Provincial heritage sites Palaeontological sites, archaeological sites, and burial sites Cultural landscapes Development impacting on heritage sites will be referred to comment from City's Heritage Management Department and will be subject to the NHRA processes. Heritage categories are informants to decision making that must be considered, but do not necessarily exclude urban regeneration or land use changes. The relevant heritage authority in terms of the NHRA may make site-level recommendations on conservation-worthy architectural or setting details that need to be preserved prior to site alterations taking place.	1. Promote the conservation of heritage resources in their authentic state as far as practically possible to reflect their historic and cultural value. 2. Evaluate heritage resources in their broader contexts when making conservation-related decisions. 3. Carefully consider how a place's character is protected and enhanced rather than just protecting individual sites. 4. Encourage investment in the adaptive reuse of historical sites, facilitate integration between the conservation and adaptive reuse of heritage buildings, and promote urban regeneration strategies. 5. Discourage the demolition or inappropriate alteration of historical sites where there is a possibility that these can be maintained or redeveloped. 6. Promote the retention and integration of heritage sites into a new development. 7. Encourage appropriate and accurate interpretation of heritage resources and recognise and develop places of memory, particularly associated with the struggle against apartheid. 8. Carefully consider whether alterations or changes are appropriate and do not derogate the heritage qualities of the place or area. 9. Encourage significant historical buildings and sites of memory to be identified as heritage indicators and conserved, restored and celebrated in accordance with appropriate heritage indicators in areas that have been earmarked for redevelopment.

AGRICULTURE, CULTURE AND HERITAGE	d) Scenic routes SR1 routes Example” N1: Jakes Gerwel to Kuils River Road	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.
--	--	--

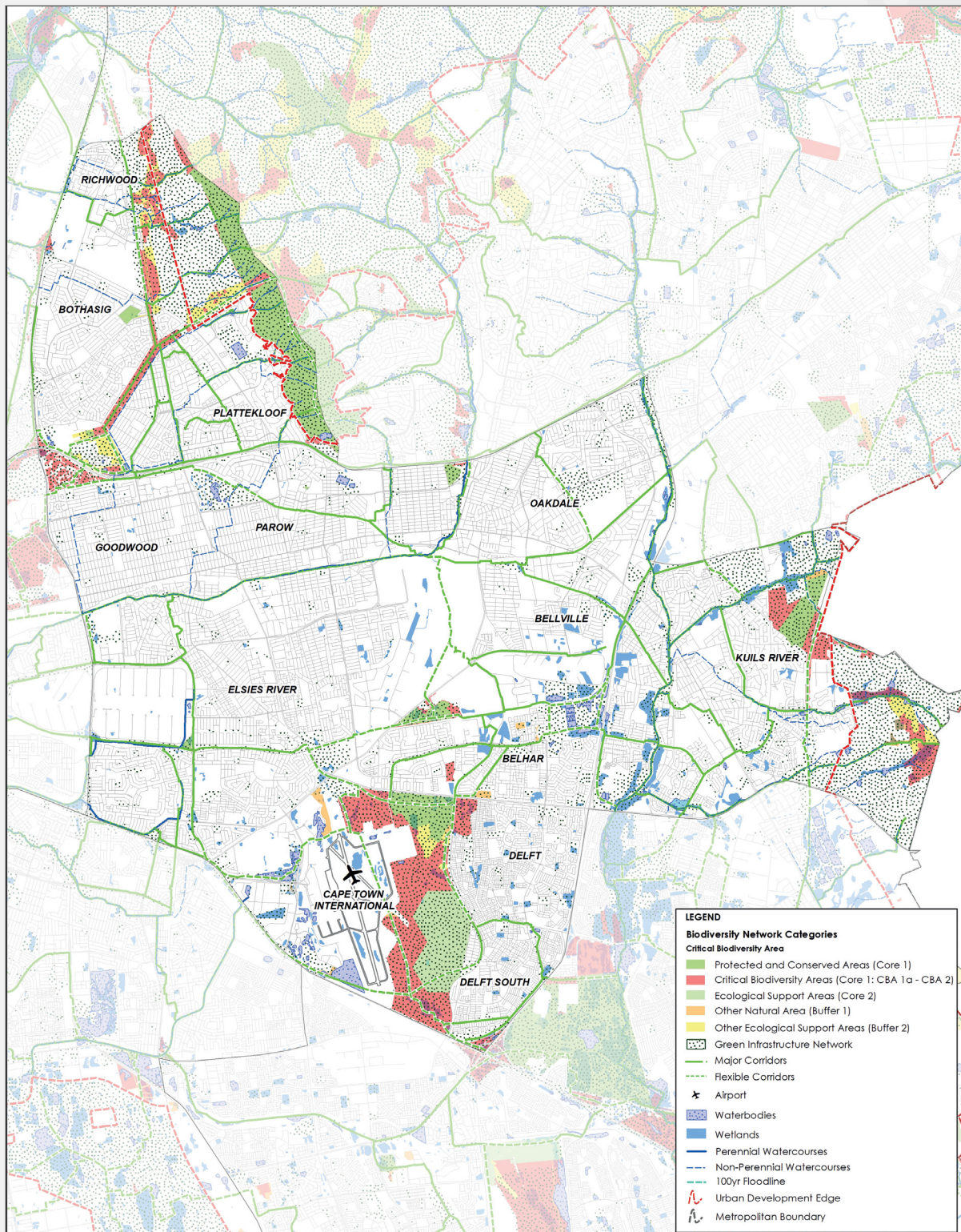


Figure 11: Green infrastructure and biodiversity map

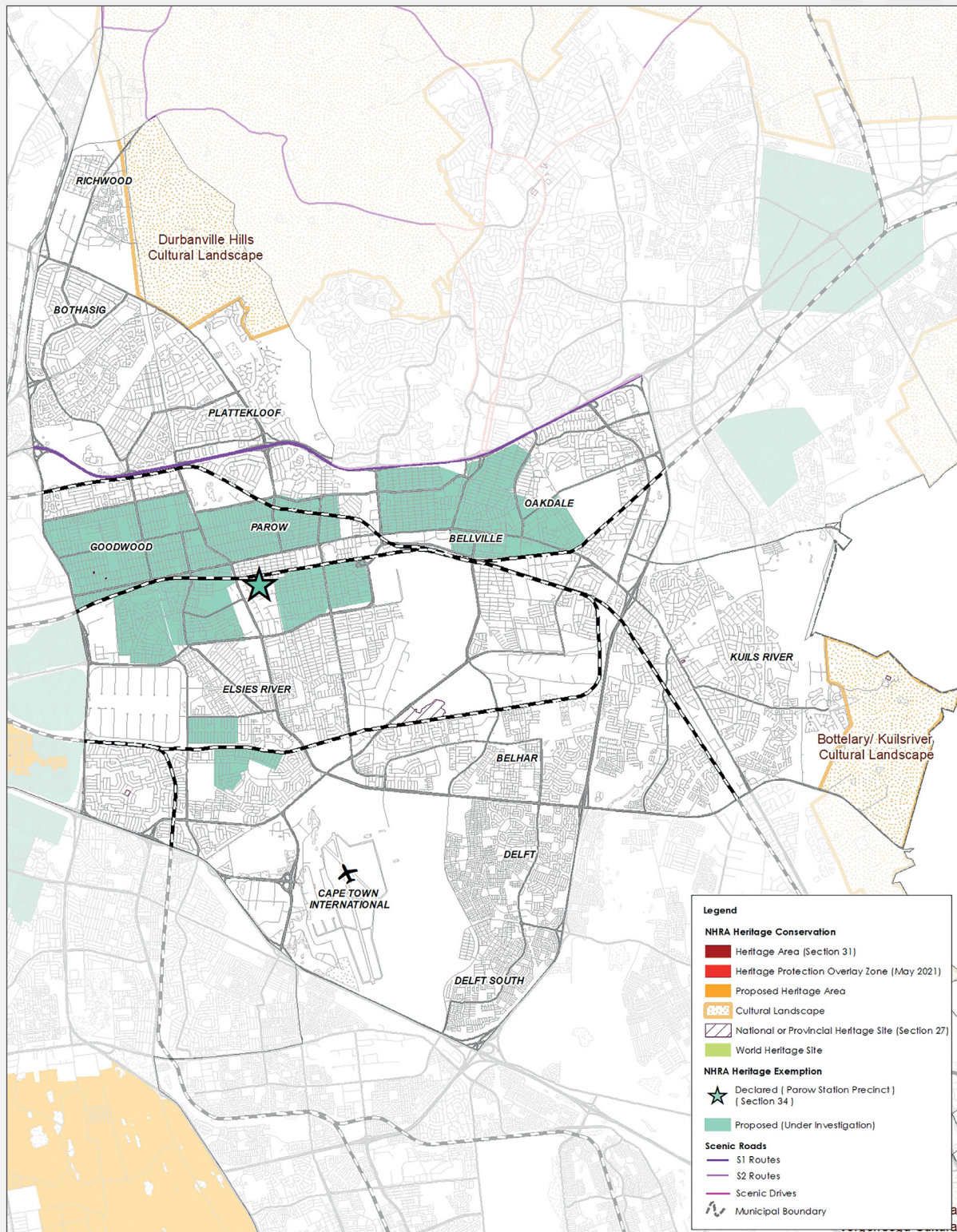


Figure 12: Cultural and heritage map



THE SITE FOR A SOCIAL HOUSING DEVELOPMENT NEAR THE GOODWOOD TRAIN STATION SITE IS IN LINE WITH THE CITY'S STRATEGY OF HOUSING DEVELOPMENTS CLOSER TO SMALLER CITY CENTRES AND TRANSPORT HUBS.



3.2.2 Urban development

The Tygerberg 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 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 chapter 4.

3.2.2.1 Existing urban development

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

3.2.2.2 Residential development

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

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

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

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

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

3.2.2.3 Non-residential development

The district boasts a significant amount of developed commercial and industrial land. Areas with the highest agglomeration of industrial activities are Sacks Circle, Stikland, Epping 2, Parow, Airport Industria and, to a lesser degree, south of Kuils River Station area. The Elsies River industrial area has not been performing well over the last 10 years and has shown a change in land uses, having become more mixed in nature. Areas with the highest concentration of office, public service and retail include N1 City, Bellville and Kuils River CBD. Other areas with strong informal commercial economic markets include Delft Main Road, Parow Station Arcade and Bellville PTI.

3.2.2.4 Mixed use intensification

The MSDP 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 Tygerberg 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 or commercial or institutional). This can be achieved within existing areas or new developments with an increased number of residential dwelling units or gross leasable area. 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 and quantum of residential and non-residential development to accommodate the projected future growth of population in Cape Town. These sites are referred to as new development areas (NDAs) or areas earmarked for future development.

The identification of NDAs included the selection of underdeveloped and partially developed land for new infill and brownfield development of various typologies and densities for residential as well as proposed non-residential uses with estimated GLA (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.

The following sections describe and depict the new areas for residential and non-residential development for the Cape Flats District. The selection of sites and development proposals (see figure 10 and section 4) were based on their location potential and ability to support the strategic objectives and vision for the district described in section 2 (concept and vision) of this report. It needs to be noted that in some instances, sites that have been identified already have the required approvals in place for development, or the application process for development rights has been initiated.

a) Residential development

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

Table 6: Estimated supply of formal residential opportunities

TYPOLOGY	TYGERBERG DISTRICT
Main formal dwellings	46 983

Source: Data from Land Use Model estimates

b) Density guidelines for new residential development

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

Table 7: District gross density targets and guidelines

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

Considerations for applying densification targets and guidelines

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

- 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) or natural open space (nature reserves, beaches) 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) Non-residential

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

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

It can be seen that, although many of the NDAs have a component of non-residential development, these are, however, in many instances mainly residential developments with a small component of non-residential. The largest contributors of non-residential within the district is the proposals around the Bellville PTI and the CTIA.

d) Mixed use

i. Mixed-use new development areas (NDAs)

Mixed-use NDAs include undeveloped (vacant) or partially developed land targeted for new development with a combination of residential and non-residential uses or a combination of non-residential uses (i.e. industrial and/or commercial and/or institutional and/or public service).

ii. Mixed-use intensification areas

These include developed or partially developed areas where further intensification and diversification of existing land uses are supported or where appropriate redevelopment to a mix of land uses is actively encouraged.

It should be noted that a mix of land use for both new development areas and intensification areas refers to an appropriate combination of either

- residential and non-residential uses or
- non-residential uses (i.e. industrial and/or commercial and/or institutional and/or public service).

More detail on the appropriate mix of land uses will be described in the subdistrict guidelines to follow in chapter 4.

3.2.3 Development guidelines

The table below provides details with regard to the urban development spatial planning category and the guidelines pertaining to these.

Table 8: Urban development SPC

TYPLOGIES AND DISTRICT ELEMENTS	DISTRICT DEVELOPMENT GUIDELINES
A) URBAN DEVELOPMENT - EXISTING AND FUTURE (NDAS)	
Urban development: general to all areas	1. These areas should be considered for a wide variety of urban uses such as housing development, public open spaces, community facilities, mixed-use/business development (where appropriate), but should not include noxious industrial uses. 2. Sites indicated for urban development, but which also fall within identified precautionary areas, should take associated district development guidelines into account (tables 5 and 7). 3. Support the incremental intensification over time of urban areas, where appropriate. This should be guided by available infrastructure capacity, neighbourhood density and character, proximity to job opportunities and social facilities, and access to public transport. In this regard the provisions of the approved City's Densification Policy also apply. 4. Consider the existing character and heritage areas of significance (as may be reflected in detailed policies) as an informant to development proposals. 5. Encourage resource-efficient design and promote net zero carbon buildings and precincts. 6. Promote an appropriate interface between mixed-use areas and adjacent other spatial designations (such as low-density residential, agricultural, critical natural assets, public 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 and destination places. 8. Support the design of public space to create multifunctional internal public squares and linear spaces that can accommodate informal trading. These should be in areas demarcated for trading, in line with the provisions of the CCT Informal Trading By-law. 9. Facilitate local economic development in townships by encouraging flexible land use rights along development routes and in nodes. This includes taking a flexible approach to home-based enterprises on residential zoned properties and developing overlay zones to specify the necessary rights, where required. 10. Support flexibility of land use rights on residential properties along development routes to promote township home-based enterprises to facilitate local economic development.

	11. Support temporary uses such as urban agriculture, sports fields and parks on the following land: a) underutilised public land within or on the outskirts of housing development and b) housing development land that will not be used in the short term in support of community upliftment and safety initiatives. 12. Support the establishment of urban agriculture, including uses such as allotment areas, community gardens and small-scale farming in townships to grow township-based food markets. 13. Encourage the retention of green infrastructure ecosystem services and optimise them wherever possible through appropriate location and design choices.
--	--

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) 5. 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. 6. 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. 7. Promote the development of affordable housing by the private sector through the implementation of the principle of inclusionary housing development (a principle to be unpacked in the Inclusionary Housing Policy that is under way) and through the implementation of the IRDP, where applicable. 8. Ensure the development of socially sustainable communities where the immediate needs of the residents are met within approximately 800 m from where they live or proximity to public transport. 9. Encourage development plans for new development and infill areas to set aside sites for POS, commercial and non-residential, including supporting community uses within the new settlement. 10. When considering the scale and location of NDAs, consider the location of the property within the urban network and the scale of development that could be developed by the private sector. Processes must be put in place to ensure that these sites are allocated or released to the market within a reasonable timeframe to limit the risk of unlawful land occupation.

TYPOLOGIES AND DISTRICT ELEMENTS	DISTRICT DEVELOPMENT GUIDELINES
B) URBAN DEVELOPMENT - RESIDENTIAL	
	Subsidised and partially subsidised 11. 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. 12. Encourage and support hostel redevelopment with increased infrastructure capacity and family-appropriate-sized units within areas of intensification. 13. Encourage and support the delivery of affordable housing (GAP 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). 14. 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. 15. State-subsidised housing programmes should include innovative and alternative typologies and design to support the City's densification and sustainability targets. Mixed market 16. Encourage new developments to accommodate a range of housing typologies that caters for various income groups through varying densities, tenure options and housing programmes (including market-driven, affordable(GAP/FLISP), social housing, fully subsidised and incremental housing) in order to promote diversification of human settlements. 17. Promote the development of mixed-market and affordable housing in areas of mixed-use intensification, urban nodes and development corridors. 18. Promote incremental growth by supporting micro-developers in the development of small-scale rental units (self-contained interleading group of rooms or a single room) as an additional use right within the single residential zone (SR1 and SR2) (Development Management Scheme (DMS 2019)). These unit plans should be Council approved. Promote and prioritise development of appropriately diversified densities of affordable housing on state/City-owned land. 19. Mixed-market developments should promote integration through the use of tenure blind design (different housing typologies with similar architectural/style features).

Informal settlements Example: • Blikkiesdorp	20. 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). 21. 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). 22. 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. 23. 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. 24. 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. 25. 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. 26. Support in-situ upgrading of informal settlements, where possible, and deliver high-density house typologies to minimise relocations. 27. Support the City's goals to transform informal settlements by facilitating incremental and micro-developers. 28. Support suitable temporary land uses where informal settlements have been relocated to prevent resettlement of informal dwellers.
---	--

C) NON-RESIDENTIAL DEVELOPMENT

Industrial: existing and new development areas Examples: • Sacks Circle • Parow • Stikland • Airport Industria • Epping 2 • Kuils River Industria • King Air Industria	1. General industrial areas should be supported in industrial designated areas and allowances should be as per the Municipal Planning By-law. 2. Support the prioritisation of public-private sector investment in identified growth areas within the industrial nodes, ports and primary freight infrastructure. 3. Provide incentives to encourage appropriate industrial development close to areas of socio-economic need. 4. Due to particular requirements for road and waste infrastructure associated with industrial zoned land, these (industrial areas) should generally be reserved to optimise this infrastructure and mitigate potential negative impacts. 5. Allowance could be made for limited forms of non-industrial activity that are ancillary to the permitted uses. The allowances should not compromise the general use of the areas zoned for industry purposes.
---	---

TYPOLOGIES AND DISTRICT ELEMENTS	DISTRICT DEVELOPMENT GUIDELINES
C) NON-RESIDENTIAL DEVELOPMENT	
	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 airport to take advantage of the competitive advantage and economic, freight and logistical benefits related to the airport. 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 sections of Voortrekker Road corridor between Voortrekker Road and the railway line. 9. No further residential development and related development should be considered within close proximity to CISCO in Kuils River. 10. No activity or use that includes the onsite storage (or management) of hazardous substances shall be permitted without an approved risk management and prevention plan that has been submitted to and approved by Council. 11. 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 12. 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. 13. Existing developments in the above areas may require mitigation measures and limits on the further enhancement of development rights. 14. 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 areas and mixed-use new development area Examples: • Voortrekker and Durban Road corridors • Elsies River (industrial area)	1. Generally, support high-density mixed residential typologies, subject to any local guidelines, bulk services and transport infrastructure availability. 2. Encourage greater land use intensification of an appropriate combination of land uses, including office and retail, business and commercial, institutional and social facilities and high-density residential development along identified development corridors, urban nodes, stations and transport interchanges, especially where opportunities for commercial and other employment-generating land uses exist. 3. Promote an appropriate interface between these mixed-use areas and adjacent other spatial designations (such as low-density residential, agricultural, critical natural assets, public open spaces) through the use of sensitive design and informed by local-level plans and guidance, where applicable.



SUBURBS IN THE TYGERBERG DISTRICT ARE LOCATED AROUND THE SLOPES OF THE TYGERBERG HILLS WITH AN AWE-INSPIRING VIEW OF TABLE MOUNTAIN.

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	- CTIA noise zones (2025 ultimate scenario) - Airport obstacle limitation surfaces (AOLS)	- Residential uses are not recommended above the 65-dBa noise contour zone of the CTIA (or any other airport) planned primary runway, which is to be realigned, as well as the planned secondary runway. No new residential developments should be encouraged within the affected areas without noise mitigation measures in place. Noise zones indicated are not fixed and are subject to future refinement. - Non-residential (industrial and commercial) uses may be accommodated above the 65-dBa noise contour, provided that mitigating measures against the noise pollution are put in place. - The AOLS limit building heights of developments located in proximity to the airport flight paths. These developments are subject to comment from the South African Civil Aviation Authority.
b) Risk Installations e.g. landfill sites and tank farms	- Bellville South landfill - De Grendel (PetroSA tank farm)	Environmental conditions related to these installations should be monitored to assess the need for appropriate buffer areas around risk activities/installations.
b) Wastewater treatment works (WWTW)	- Potsdam WWTW - Bellville WWTW	- Support the reuse of water with the highest potential in areas close to WWTW. - No permanent activities or structure to be approved within the prescribed (as per EIA approval) buffer area around WWTW except for the designated infrastructure and bulk services activities/structures.
c) Cemeteries	Cemeteries in the district are found in: - Stikland (Strand Street) - Belhar (Robert Sobukwe Road) - Delft (Symphony Way) - Kuils River (Van Riebeeck Road)	- Support the continued use of cemeteries. - Identify and support the establishment of other interment options to supplement or complement the traditional in-ground burial. Promote combining these with other activities, e.g. parks and gardens in order to promote its safe usage. - Prioritise the identification of additional cemetery development in the short-medium term, in addition to catering for urban growth in the district.

d) Broadband /IT/ Wi-Fi cabling	All areas – but primarily the following: • All nodes • All development corridors	1. In all development, support the continued rollout of the City's Broadband Project by expanding the City's optic fibre infrastructure. 2. The above needs to also look at including future free provision of broadband fibre into each and every business area and node (as part of transport infrastructure investment). In support of the City's CTOD (Comprehensive Transit Oriented Development) objective, this should be prioritised to business areas in the peripheral city and areas furthest from primary urban opportunity areas.
---------------------------------	--	---



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.

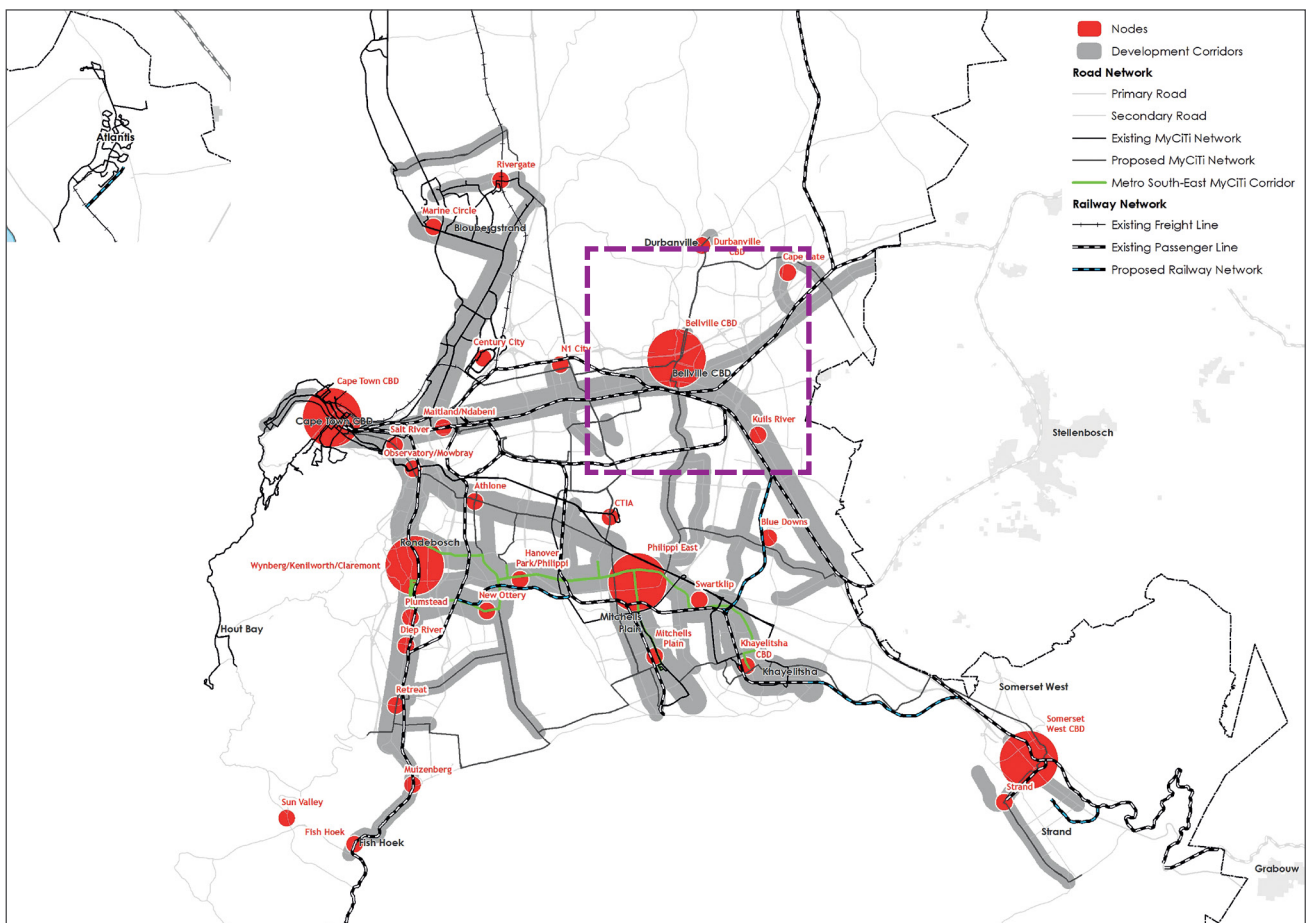


Figure 13: Structuring corridors

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

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

Note:

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

Table 10: Transport designations

SDF ROUTE DESIGNATIONS	DISTRICT ELEMENTS	DISTRICT-WIDE DEVELOPMENT GUIDELINES
a) General	All routes	1. Promote public transport and NMT by supporting the development of safer streets throughout the district, but especially along key routes serving schools, colleges and community facilities as a means to reduce peak-hour traffic congestion and improve urban living. This should include ensuring improved surveillance from adjacent buildings (re-building setbacks, height, orientation, and visually permeable property boundaries), pedestrian-friendly/-focused road intersections, 'drop-and-ride' areas, safety officers along key routes at peak periods along key routes, and creativeness with street trading/restaurant street seating, etc. with regard to the design and construction materials. 2. Encourage the retention of green infrastructure ecosystem services, particularly where transport routes are adjacent to or intersect with open spaces, green corridors and along NMT routes.
b) Freeways and expressways	Freeways: • N1 • N7 • N2 • R300	1. The mobility role of these routes should not be compromised. 2. In response to the attractiveness of freeway access, especially for freight movement, intensification of existing commercial and light/service industrial development near freeway interchanges should be supported. 3. The development guidelines for existing proclaimed scenic routes should be considered generally for application along all freeways/expressways in the district. 4. Support creative development solutions that would assist with the promotion of long-haul metro public transport along freeways and expressways (e.g. optimising excess parking at shopping malls, sports stadia as park and ride facilities; integrating with local public transport and NMT).

SDF ROUTE DESIGNATIONS	DISTRICT ELEMENTS	DISTRICT-WIDE DEVELOPMENT GUIDELINES
c) Rail	Examples: • Monte Vista line • Bellville-Strand line • Bellville-Kraaifontein line (through Stikland) • Lavistown line • Khayelitsha – Mitchells Plain line (through Netreg station) Future potential railway lines: • Blue Downs line • Cape Town-Airport rail line	1. Ensure existing passenger rail lines for public transport right of way are retained, and also retain the opportunity for new rail links that are planned. This includes the Blue Downs link between Kuils River to Khayelitsha. 2. Support medium- and high-density residential densification within ± 400 m of all stations (including rail stations within residential areas), where and as appropriate. Furthermore, should a station be located within a nodal area, medium- and high-density residential densification within ± 800 m should be supported. 3. Encourage high-intensity, mixed-use development (residential and commercial) around all stations and within urban nodes such as Bellville, Elsies, Parow and Kuils River, subject to other development guidelines as per the related sections. 4. Ensure that all new development around stations results in improved NMT and safety and security of streets and public areas. 5. Retain opportunities for park-and-ride (including shared parking opportunities) linked to commercial centres, stations, etc., subject to local assessments and transport planning. Encourage management partnerships for daytime public commuter parking and after-hours private local residential parking top-up capacity. 6. Adopt a precautionary approach with regard to the enhancement of development rights within station areas that are subject to visual impact conditions (heritage HPOZs). 7. Support development above railway lines, where appropriate (e.g. at stations), to reduce barrier effects, integrate areas, and leverage economic development and promote development intensification opportunity.
d) Development routes (The term 'development route' refers to the actual road or street and directly abutting/ adjacent to urban properties) (See section 3.3.1(a): development corridors for guidelines for areas further away from the development route)	Higher order (within identified MSDF corridors and with IRT trunk routes) • Voortrekker/ Strand/Van Riebeeck roads • Durban Road Lower order (high-frequency public transport routes) • Symphony Way • Delft Main Road/ Belhar Road • Hugo Street/Halt Road/ Elsies River Halt Road • Vasco Boulevard • Old Paarl Road • Connaught Road	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. 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.
--	--	--

SDF ROUTE DESIGNATIONS	DISTRICT ELEMENTS	DISTRICT-WIDE DEVELOPMENT GUIDELINES
e) Connector routes	• Giel Basson (north of N1)/Jan Van Riebeeck/ 35th Street/ Stellenbosch Arterial • Mike Pienaar Road • Platteklouf Road • Robert Sobukwe Road • La Belle Road • Avonwood/ Francie Van Zyl Drive • Frans Conradie Drive • Valhalla Avenue • De La Rey Road • The future Okavango Bypass Route • Bottelary Road • Polkadraai Road • Amandel • Saxdowns Road • Langverwacht/ Zevenzicht Link Road	1. These routes should continue to primarily perform a mobility function. Direct access onto these routes from abutting properties should not be encouraged. Instead, limited access, with a focus on high-access nodal points, should be permitted and (where necessary) service roads should be developed. 2. Where appropriate, intensification of development should be promoted to support line-haul public transport, but this should be concentrated at identified nodal points. Furthermore, these should be limited between and especially in areas not close to development corridor main roads. The process of land use intensification along these routes must consider the nature of access roads, additional traffic impacts, and parking requirements. 3. The mix of predominantly residential function and character but interspersed with small mixed-use areas, as well as a mix of mobility and activity functions, should remain and generally be contained in their current forms. 4. Mitigation of the impact of the road's dominant mobility function (including design efforts to slow traffic) may be appropriate at high-intensity nodal areas. The route between these nodes should remain primarily mobility orientated through residential areas, with appropriate landscaping and adherence to section 136B in the DMS dealing with the guidelines for boundary walls and fences. 5. The role of these routes as significant community service public transport routes should be reinforced through civic upgrades and landscaping, and NMT provision should be made (as and where appropriate) to ensure quality streetscapes. 6. Development along connector routes, which are also indicated as scenic routes, should take related guidelines into account (see scenic routes section below). 7. In support of the City's CTOD (comprehensive transit-oriented development), the objective should be to consider non-residential development in identified business areas (nodes and civic clusters, where appropriate), in peripheral underserved areas of the district furthest from primary urban opportunity areas (e.g. Delft, Kalkfontein) in order to reduce congestion (and improve bi-directional flow) on key connector routes. 8. Appropriate lower-order roads linking neighbourhoods and opportunity areas (such as parks and commercial areas) should be identified for prioritised NMT treatment. 9. For development guidance along connector routes, which are also approved scenic routes, refer to related guidelines in the environment section 3.1.1.

f) NMT routes	Higher order NMT (‘destination’ closed streets, promenades, cycle routes that are high attractors from across the metro)	- Any nearby development should contribute to the enhancement of these routes (including associated management), where possible. Support investment (public and private) of these metro attraction routes as key recreation and tourism destinations. - Plan for and implement/facilitate links between these routes and adjacent/access roads, public transport and parking to support pedestrian access to and utilisation along the NMT routes.
	Lower-order NMT District- attractor District-attractor walkways – around major parks High-attractor (submetro) cycle routes Examples: - Edgemead Drive - Elsieskraal green belt	- All transport routes should aim to be NMT-friendly (with a zero-death objective), and the roadways themselves, as well as adjacent pavements (or road reserve areas), property parking areas and associated pedestrian access areas should be planned and developed to this end. - Plan for increasing micro-mobility, including more pedestrian, more bicycle and motorised bicycle trips, etc. to support greater localisation (less need for longer intra- and inter-district trips) and walkability associated with more integrated urban development and reducing the city’s overall carbon footprint. - Planned NMT links should be steadily formalised/upgraded to provide for not only safer movement, but an enhanced NMT experience and better-quality urban environments. Development and management partnerships should be encouraged, where possible. - Particular focus should be on improved pathways around (or along) district public open space areas (as significant amenity attractions), including Jan Burger Park. Again, development and management partnerships should be encouraged, where possible. - A key focus in areas with significant development informality must be on ensuring that planned NMT routes are not encroached upon. - Realising uninterrupted public access along river corridors and green belts should be a core long-term objective. This can be supported whenever river corridor upgrades are undertaken (e.g. de-canalisation).
g) Airports and other freight hubs	Airports/ aerodromes CTIA Freight break-of-bulk and major storage (e.g. Belcon)	- Encourage and support the development of the airport as the centre as an ‘aero-hub’. Underutilised land areas and facilities are central to this. Where leasing or sharing arrangements, etc. are possible, this should be promoted and encouraged. - Adopt a precautionary approach to the alienation of land associated with freight rail routes in major junctions /break of bulk areas in the city. - 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. - Ensure that major storage, break of bulk, etc. facilities do not negatively impact on traffic, air quality and surrounding development areas, especially in high-visual-impact areas.

3.4 Guidelines related to conceptual designations

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

3.4.1 Corridors

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

3.4.1.1 Development corridors

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

Development corridors thus function as integrated 'land use – movement' systems to maximise economic and social opportunity and access, and facilitate greater walkability and ease of movement for private and public transport users.

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

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

Table 11: Development corridor guidelines

DESIGNATION: DEVELOPMENT CORRIDORS (see route designations section for development route)	
DISTRICT ELEMENTS	DISTRICT-WIDE DEVELOPMENT GUIDELINES
a) Higher order Examples: Voortrekker Road/ Durban Road/ Strand Street/Van Riebeeck Road (Kuijs River)	<i>NOTE 1: Refer to section 3.3.2 for land use intensification (density and diversity) guidelines applicable to urban nodes, which are also applicable to those nodes within development corridors.</i> 1. Support higher-intensity development within development corridors than in surrounding urban areas. 2. In general, the highest concentration of land use intensification should occur in nodal areas and adjacent to development routes (i.e. properties abutting the corridor spine). Where a residential component is proposed, medium to high densities should be supported within the primary corridor area (i.e. within 400 m of the development route/± 5-minute walk). However, where a different approach is required due to the local context, more detail will be included in the relevant subdistrict guidelines. 3. Medium-density residential development should be promoted within the secondary corridor area (i.e. between 400 – 800 m of the development route/± 10-minute walk). However, these are not definitive extents and should be considered a guide dependent on local area circumstances. 4. Ensure that appropriate interfaces are created where proposed residential development is at odds with existing development in the area (e.g. where more than three-storey development is being considered on properties adjacent to/within existing single-storey residential areas – irrespective of the existing zoning). Site circumstances, including shadow effects, development gradient (between proposed and adjacent existing building heights), location (at interface with higher-order road vs embedded within residential area), etc. must be considered to determine the appropriateness of proposed development.
b) Lower order Example: Symphony Way (mobility route linking two major urban nodes) • Hugo Street/Halt Road and Elsie's River Halt Road • Old Paarl Road • Vasco Boulevard (partially) • Delft Main/Belhar Road • Connaught Road	

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.

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

Table 12: Green corridor guidelines

GREEN CORRIDORS	DEVELOPMENT GUIDELINES
a) Major green corridors Solid line corridors follow existing open green corridor opportunities, conserved areas and specific linear features, e.g. rivers (Subdistrict maps) Examples: • Link between the Kuils River and Bottelary River systems and the urban areas • Link between urban areas and Tygerberg Nature Reserve	1. Encourage new development to promote opportunities for linkages between identified structuring open spaces in developed areas through, for example, buildings facing onto green spaces, pedestrian or NMT walkways, location of stormwater channels. 2. Enhance the green infrastructure provisions of linkages between open spaces through developing connections through public space. 3. Maintain and enhance green corridors along rivers/watercourses. 4. Landscaping of developments should consider the enhancement of corridors, and the suitable vegetation types should be considered with endemic vegetation preferred in corridors linking biodiversity areas. 5. Promote the development of NMT networks to align with green corridors to create multifunctional spaces. 6. Where applicable, encourage restoration of canalised river segments and promote landscaping on canal edges. 7. Protect treelined corridors and expand planting to support the movement of species where opportunities arise.
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

NOTE:

Not all green corridors (major or flexible) may be visible on the subdistrict maps, especially where they are co-incident with transportation routes or rivers. It is recommended that the GINet viewer be consulted to view all corridors.



A SOCIAL HOUSING PROJECT IN BELLVILLE SOUTH.

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 - 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. - 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. - Refer to section 3.1.2 for density targets and guidelines applicable to new development areas. - The considerations in section 3.1.2 should be taken into account when applying the density thresholds as indicated in this table. - Encourage mixed land use intensification in nodal areas with the level of intensity guided by the scale of the node, as indicated below. - Encourage residential intensification and clustering of public services dependant on the scale and local context of the node. - Support the development or upgrading of social facilities to be multifunctional to ensure space is utilised optimally. - Support the development of NMT infrastructure to improve accessibility between nodal areas, public transport routes and public facilities/services. - 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 such as De Grendel and Monte Vista, subject to local needs assessments. - Support redevelopment and conversion of areas with underutilised infrastructure to capitalise on existing infrastructure and attract investment.
b) Metropolitan node Example: Bellville	- Encourage mixed land use intensification within a radius of approximately 2,5 km. - Encourage a mix of commercial, recreational spaces, higher-order public facilities appropriate for level 1 civic clusters (refer to figure 12), and high-density residential, including a range of housing typologies and affordable housing. - 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. - Encourage the conversion of functionally obsolete building stock to affordable housing.

c) District node Examples: N1 City, Kuils River	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: Delft Belhar/Unibell Parow Station Elsie's River Station	1. Encourage mixed land use intensification within a radius of approximately 800 m. 2. Encourage a mix of retail, local offices such as medical surgeries and estate agents, low- to medium-density residential, and community facilities appropriate for level 3 to 5 civic clusters (refer to figure 12). 3. Support the integration of medium-density residential typologies on vacant and underutilised land in close proximity to public transport access points (NDAs). 4. Promote development at higher residential densities than those that exist in the surrounding area and encourage net densities ranging between 75 – 150 du/ha, with due consideration of the local context and its urban character and form. 5. Promote micro-enterprises on residential properties at high-accessibility nodes and along local development routes serviced by public transport such as Delft Main and Hindle roads.
e) Neighbourhood node (these would only be indicated at subdistrict scale) Examples: Ravensmead Bonteheuwel Bishop Lavis	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 the 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 estimate the anticipated facility requirements for 2040. Based on this study, a hierarchy of social service nodes (five levels in total) was developed in accordance with figure 12 below.

The ranking of these nodes was based on the intensity of the differential role of each node in the city,

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

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 12 and associated with the guidelines in table 14 below. The civic clusters in the District Plan will be categorised in three levels, namely regional, community and neighbourhood in order to ensure that the level of services provided are integrated at the appropriate scale. Further details pertaining to the methodology and classification, specifically relating to the study referenced, can be obtained in technical annexure 8 in volume 4.

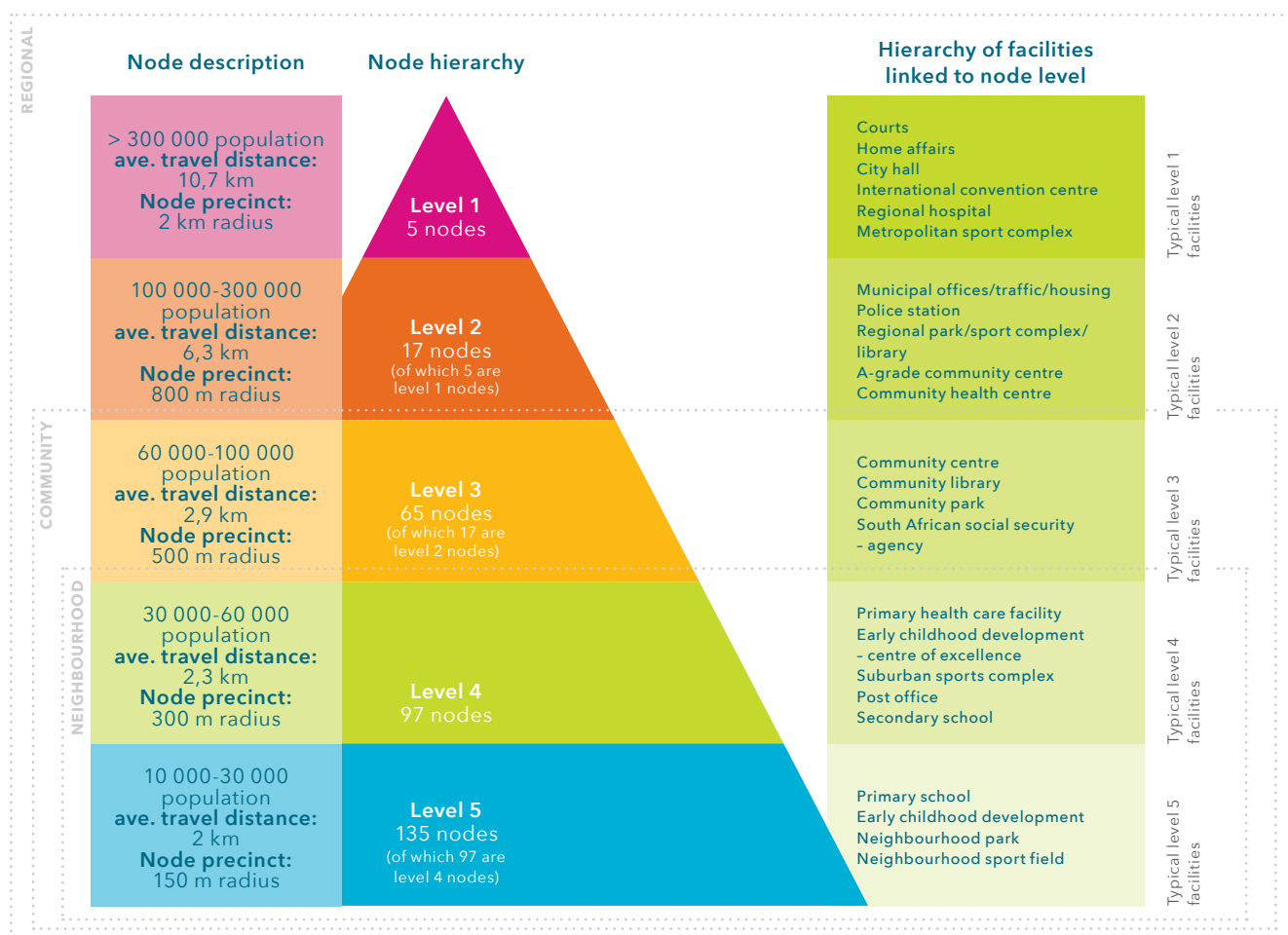


Figure 14: Civic clusters as integrated into District Plan

Table 14: Civic cluster guidelines

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

3.4.4 Destination places

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

Table 15: Destination places guidelines

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

3.5 Guidelines related to development edges

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

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.

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

Aligned with the broad guidance of the MSDF, the Tygerberg DSDF delineates a detailed urban development edge and provides detailed associated development guidelines.

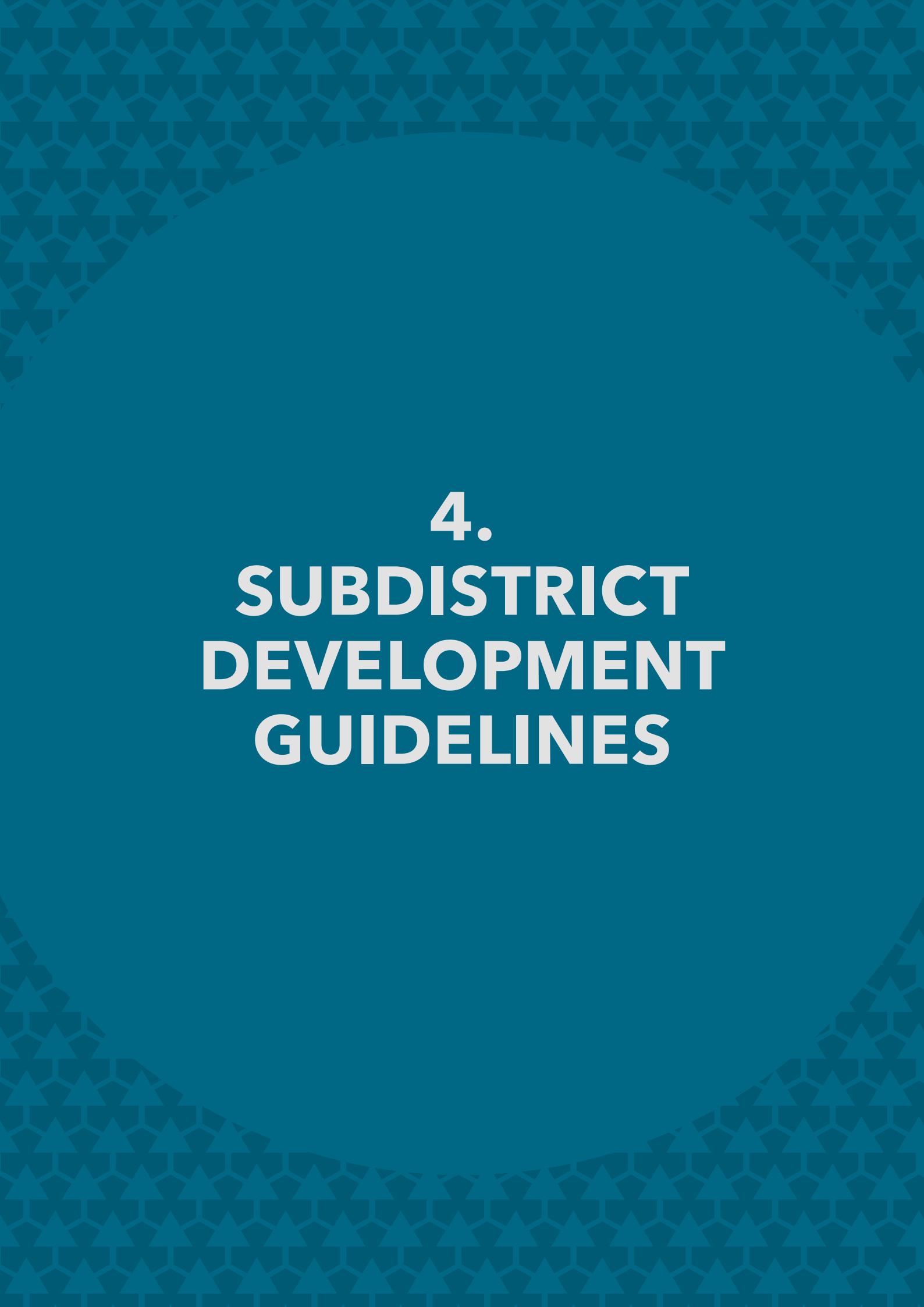
Table 16: Urban development edge and coastal edge development guidelines

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.





CAPE TOWN INTERNATIONAL AIRPORT, SITUATED IN THE TYGERBERG DISTRICT, IS THE MAIN INTERNATIONAL GATEWAY TO THE CAPE TOWN METROPOLITAN AREA, THE SECOND-BUSIEST AIRPORT IN THE COUNTRY AND THE THIRD IN AFRICA.



4. SUBDISTRICT DEVELOPMENT GUIDELINES

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

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

Note as a general rule

- In instances where application is made for the amendment of a site development plan or masterplan (framework plan in package of plans approach), such amendment should be informed by the guidelines in the district and subdistrict plans.
- All development applications need to consider the principles and content of the approved Urban Design Policy as well as any other applicable local spatial development frameworks, policies or directives.

Subdistricts

The Tygerberg District comprises nine subdistricts (see figure 14), namely:

- Subdistrict 1: Richwood, Burgundy Estate, De Grendel, Bothasig, Platteklouf, Edgemoed, Monte Vista, Parow North.
- Subdistrict 2: Goodwood, Parow West, Parow East, Boston, Bellville Central and East, Stikland.
- Subdistrict 3: Voortrekker Road/Durban Road (south of the N1) development corridor.
- Subdistrict 4: Greater Elsies River, Ruyterwacht, Parow Valley, Ravensmead, Epping 2, Bonteheuwel, Bishop Lavis, Malawi Camp.
- Subdistrict 5: Bellville South, Greenlands, Transnet marshalling yard, Parow Industria, Sacks Circle Industria and Saxon Industria, UWC and CPUT, Bellville solid waste.
- Subdistrict 6: Greater Belhar and Delft.
- Subdistrict 7: Cape Town International Airport precinct and Boquinar Industria.
- Subdistrict 8: Greater Kuils River, Bottelary and Polkadraai areas, Zevenwacht, Stellenbosch farms.
- Subdistrict 9: Sarepta, Stellendale, Highbury, Kalkfontein, Kuils River system.

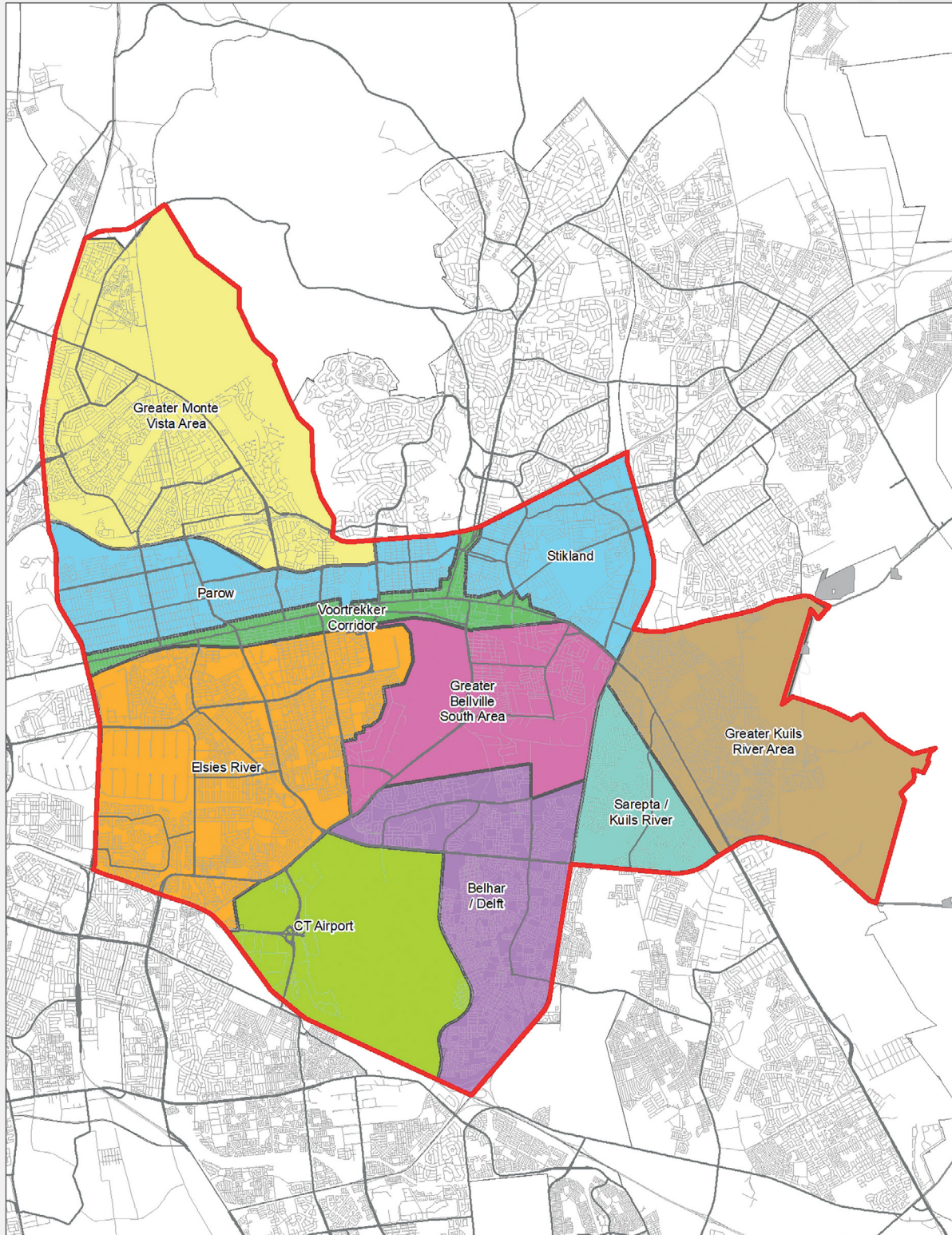


Figure 15: Tygerberg subdistricts

4.1 Subdistrict 1: Richwood, Burgundy Estate, De Grendel, Bothasig, Platteklloof, Edgemoed, Monte Vista, Parow North

This subdistrict is bounded by the N7 freeway to the west; the N1 freeway/Monte Vista rail line/Frans Conradie Drive to the south; Mike Pienaar Boulevard/ the Tygerberg Hills ridgeline to the east; and Tygerberg Road to the north. It is characterised by established suburban areas, predominantly of single residential character with local business clusters, including neighbourhood shopping centres at various locations of

high accessibility (such as Shoprite Centre, Edgemoed Centre, Platteklloof Village, Richmond Corner, Bothasig Centre, De Grendel Centre, The Village Centre and Panorama mixed-use node). The area also includes the emerging retail/light industrial mixed-use area at N7/Platteklloof Road intersection (Richmond) as well as protected natural areas, namely Tygerberg and Bothasig Fynbos nature reserves.

Table 17: Subdistrict 1 development guidelines

SUBDISTRICT 1: RICHWOOD, BURGUNDY ESTATE, DE GREDEL, BOTHASIG, PLATTEKLOOF, EDGEMOED, MONTE VISTA, PAROW NORTH	
LOCAL OBJECTIVES	SUGGESTED RESPONSE/GUIDELINES/POLICY STATEMENTS
a) Discourage the conversion of high-potential agricultural land for urban land use, unless otherwise specified in chapter 3 as well as in the new development areas below. b) Encourage tourist-related uses that can support the agricultural industry. c) Facilitate incremental densification that will promote a denser urban form without detracting from the character of the residential areas d) Protect core residential areas from business creep that may change the character of the areas. e) Facilitate appropriate development along the urban footprint edge and future public transport route (M12) to reinforce and enhance the urban-rural interface. f) Protect conservation areas such as Tygerberg Nature Reserve and ensure an appropriate interface. g) Ensure retention of the rural/ agricultural character of farmlands.	1. Encourage small business development by supporting changes to local business 1 along local activity streets such as Monte Vista Boulevard, Edgemoed Drive, Vryburger Road and De Grendel Avenue, subject to compliance with access requirements and utility service capacity. 2. Local business precincts along these routes should be reinforced through mixed-use development. 3. In instances where the use of a dwelling changes from residential to another use, or where the primary use of the dwelling is no longer residential, street interfaces should be treated in a manner that would not detract from the character of the area. 4. Create an appropriate interface with the Tygerberg Nature Reserve by ensuring that new development is undertaken in a manner that encourages features such as roads to act as a buffer between development and the nature reserve, as opposed to the rear of residential properties. Ensure that vehicular access for firefighting and maintenance purposes is available. 5. Any departures from (especially) rear building lines within the established area of Platteklloof where properties abut the nature reserve, must be considered with caution to minimise veldfire risk to properties. 6. Encourage the retention of green streetscapes and green corridors that link the Tygerberg Nature Reserve with urban areas through continuous maintenance. 7. Ensure adherence to design guidelines, EIA and TIA conditions for approved development applications and, where applicable, ensure management of the basket of rights. 8. Development along Tygerberg Valley Road (e.g. Richmond Park) should avoid the creation of sterile interfaces onto the streetscape. 9. Promote the development of a regional recreation hub at Jan Burger Sports Complex through linkages/integration with the eastern precinct of the Parow Golf Course in order to facilitate multi-use facilities that cater for various formal and informal sporting codes and recreation facilities.

SUBDISTRICT 1: RICHWOOD, BURGUNDY ESTATE, DE GRENDEL, BOTHASIG, PLATTEKLOOF, EDGEMEAD, MONTE VISTA, PAROW NORTH

LOCAL OBJECTIVES	SUGGESTED RESPONSE/GUIDELINES/POLICY STATEMENTS
	De Grendel farm 10. A portion of the De Grendel farm property presents an opportunity for land use intensification. Proposals should include medium-density mixed land uses, inclusive of employment-generating opportunities and different housing typologies of which a portion should be for affordable housing. 11. A development framework should be developed for the area, inclusive of the delineation of the urban development edge (currently indicated by a notional line) on the northeastern side.

Subdistrict 1: New development areas

- a. **Bothasig residential infill sites** (map reference 1 in figure 15)
New medium-density residential development is proposed for the undeveloped erf 23205, owned by the City of Cape Town and zoned open space 2. It is important that new developments are designed to have a positive interface with the existing urban fabric, the existing residential developments and public open spaces.

- b. **De Grendel farm** (map reference 2 in figure 15)
De Grendel farm is located along the future BRT route, Giel Basson Drive, and presents an opportunity for land use intensification as the BRT infrastructure would increase the level of accessibility to the area.

The extent of development to be considered will be determined by the applicable planning processes, inclusive of specialist studies such as environmental impact assessment, traffic

impact assessment, heritage impact assessment, bulk service capacities, etc. It is recommended that the remaining farm portions be retained for agricultural purposes and be consolidated in order to strengthen the integrity of the farm. Furthermore, it should be noted that the buffer area of the PetroSA tank farm may also impact the extent of residential development that can be considered. Any development application would be subject to approval in terms of the Subdivision of Agricultural Land Act, Act 70 of 1970.

- a. **Platteklouf** (map reference 3 in figure 15)
Erf 20907 located between Meyboom Avenue and Oliehouth Street, which is vacant and zoned for general residential purposes, is proposed for infill of low-/medium-density residential development. Any development of the site should be sensitive towards the open space system that is located to the south, thus a positive interface with the open space system should be established.

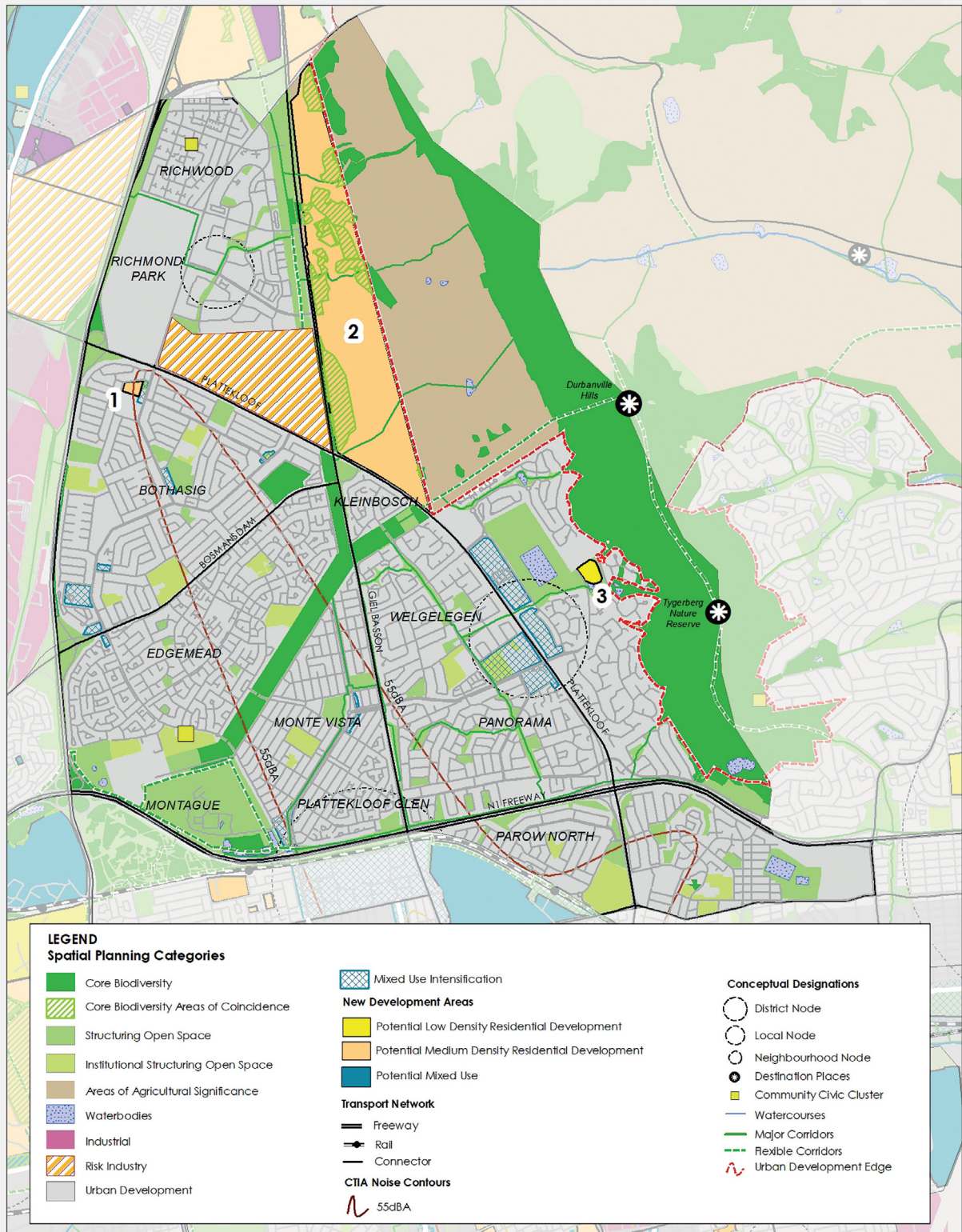


Figure 16: Subdistrict 1: Richwood, Burgundy Estate, De Grendel, Bothasig, Platteklouf, Edgemoor, Monte Vista, Parow North

4.2 Subdistrict 2: Goodwood, Parow West, Parow East, Boston, Bellville Central and East, Stikland (excluding Voortrekker Road corridor)

Subdistrict 2 is bounded by the N7 to the west, Monte Vista rail line, Frans Conradie Drive, Mike Pienaar Boulevard, and the N1 to the north; the R300 to the east; and the transitional area between Voortrekker Road activity corridor and residential areas immediately north. The subdistrict is characterised by transition areas between Voortrekker Road

activity corridor and suburban areas, predominantly residential development with greater diversity of residential typologies, and pressure for land use intensification along Voortrekker Road. Development focus areas identified within this subdistrict include De Grendel Station/Parow Golf Course and Goodwood/Parow/Elsies River industrial area.

Table 18 : Subdistrict 2 development guidelines

SUBDISTRICT 2: GOODWOOD, PAROW WEST, PAROW EAST, BOSTON, BELLVILLE CENTRAL AND EAST, STIKLAND	
LOCAL OBJECTIVES	SUGGESTED RESPONSE/GUIDELINES/POLICY STATEMENTS
a) Facilitate land use intensification (density and diversity) along high-accessibility routes and in close proximity to public transport. b) Facilitate densification that will promote a denser urban form without detracting from the character of the residential areas. c) Protect core residential areas from business creep that will change the character of the areas. d) Maintain and improve the quality of existing open space systems and the interfaces.	De Grendel Station precinct (including Parow Golf Course and N1 City node) 1. Support land use intensification within the De Grendel precinct and the N1 City commercial node. 2. Encourage further investigations/prefeasibility studies/development options for the Parow Golf Course. These investigations and studies should identify and test future development options, including a scenario to retain (a major portion of) the golf course as a golf course and recreational precinct with development limited to a portion of land adjacent to the station. The investigations and studies should also provide guidelines for land use mix, housing typologies, densities, building heights, etc. once approved. 3. Support the consolidation of the eastern precinct of the golf course (AJAX/Vasco soccer clubs) together with the Jan Burger Sports Complex north of De Grendel Station and promote it as a regional recreation hub that facilitates multi-use facilities for various formal sporting codes and informal recreation facilities. Tygerdal, Goodwood, Boston, Parow (inclusive of Tygerdal solid waste drop-off site and N1 City and Parow Golf Course site) 4. Support development of the Tygerdal solid waste drop-off site for higher-density residential development, including more affordable housing with the opportunity for localised business located closer to the station side. A gross density of 60 du/ha can be considered for the site. Consideration should also be given to encourage development of NMT routes between the station and the employment opportunities that exist at the N1 City centre. 5. Encourage redevelopment for mixed land uses and high-density residential development along high-accessibility streets such as Vasco Boulevard, Hugo Street and McIntyre Road.

6. Mobility structuring routes such as Milton Road and Frans Conradie should remain predominantly residential except at certain nodal intersections where appropriately scaled, mixed-use activities can be permitted in a manner that does not undermine the mobility function of the route. The desirability of such nodal developments will further be reliant on functionality, design and its potential impact on the public environment.
7. Other local structuring routes where business conversions have already taken place (e.g. Boston and Lincoln streets in Boston) should be actively managed so that these land use changes do not adversely impact on the residential character of the area.
8. Small-scale densification can be considered.
9. Medical and related uses may be considered along Broadway Street (between Voortrekker Road and Frans Conradie Drive) dependent on access management, parking requirements, etc.
10. In instances where the use of a dwelling changes from residential to another use, or where the primary use of the dwelling is no longer residential, street interfaces should be treated sensitively in order to remain complementary to the residential environment.
11. Encourage the activation of Jack Muller Park around its edges with low-intensity complementary land uses in order to stimulate additional recreational activity within the park. The existing buildings related to park operations could possibly accommodate additional activities, such as restaurants, children's play equipment and other amenity facilities. Any proposed complementary land uses should take into consideration the biodiversity agreement of the Jack Muller Conservation Area.
12. The Elsieskraal River system to the west of Durban Road is to be reinforced as a high-quality public recreation area, providing relief from the urbanised environment of the Bellville CBD. Encourage the development of a pedestrian network between the various recreation facilities forming part of the Bellville integrated recreation facility.

Stikland

13. High-density, mixed-use development (excluding industrial) to be considered along the Old Paarl Road portion of the Stikland Hospital site. A range of housing typologies should be provided, including more affordable housing (GAP housing, social housing or any other appropriate housing typology).
14. Encourage redevelopment for mixed land uses and high-density residential development along high-accessibility streets such as De la Haye Avenue and Old Paarl Road.
15. The redevelopment for high-density residential development should be restricted to properties situated on Vermeer Street and De La Haye Avenue in the De La Haye area (portion between Old Paarl Road and Vermeer Street, outskirts of the De La Haye area in close proximity to the railway line and the Stikland Hospital grounds). Appropriate interfaces should be ensured, especially with adjoining single residential development. The redevelopment of properties outside of the abovementioned areas for general residential purposes should be selectively considered. The form and structure of such developments must also blend in with the character of the surrounding area.

SUBDISTRICT 2: GOODWOOD, PAROW WEST, PAROW EAST, BOSTON, BELLVILLE CENTRAL AND EAST, STIKLAND

LOCAL OBJECTIVES	SUGGESTED RESPONSE/GUIDELINES/POLICY STATEMENTS
	16. Structuring routes such as Maree and Barnard streets should remain predominantly residential except at certain nodal intersections where appropriate mixed-use activities of a neighbourhood scale can be permitted. 17. Support incremental densification in the form of subdivision of larger erven. 18. In instances where the use of a dwelling changes from residential to another use, or where the primary use of the dwelling is no longer residential, street interfaces should be treated sensitively in order to remain complementary to the residential environment. 19. Any development between the R300 and existing development to the west should be done in a manner that is sensitive to the Kuils River corridor and does not undermine the integrity thereof.

Subdistrict 2: New development areas

- a) **Tygerdal solid waste drop-off site** (map reference 4 in figure 16)
The Tygerdal utilities and refuse drop-off site situated directly adjacent to the Monte Vista railway station, measures approximately 7,14 ha in extent. It is proposed that the site be redeveloped to accommodate medium- to high-density residential development. The transit-oriented

development potential of the site in relation to its proximity to the Monte Vista Station and future BRT route along Frans Conradie Drive should be optimised. The image to the right illustrates a possible development scenario for optimal use of the site and capitalising on its location advantage in relation to public and private transport, economic opportunities and social facilities.



Figure 17: Layout of proposed development scenario Tygerdal

b) **Stikland Hospital** (map reference 5 in figure 16)

The Stikland Hospital precinct comprises two distinct land portions, separated by Old Paarl Road. The Stikland Psychiatric Hospital is situated south of Old Paarl Road on a ± 140 ha precinct under the management of the Western Cape Government: Department of Health (WCG: DoH). The portion north of Old Paarl Road comprises ± 26 ha and is under the ownership and management of the Western Cape Government: Department of Transport and Public Works (WCG: DTPW).

The precinct provides an opportunity for extensive urban restructuring and development for mixed-use development in the form of commercial/office/residential development. It is important that new developments are designed to integrate and have a positive interface with the existing urban fabric, i.e. the existing residential developments and public open spaces.

The following factors impact on the development potential of the hospital precinct:

- i. The precinct of ± 140 ha provides a significant opportunity for redevelopment and infill through the rationalisation of the existing footprint of hospital buildings.
- ii. The precinct is considered to be underutilised due to the highly dispersed pattern of existing hospital buildings.
- iii. Many buildings require renovation and utility services require substantial upgrading. Development will require extensive investment in utility services and road access.
- iv. Stikland Hospital abuts Old Paarl Road, which connects directly with Voortrekker Road, La Belle Road and the R300 freeway. Stikland Station is situated within walking distance.

The WCG has indicated intent to develop the site and has conducted an assessment of bulk service infrastructure provision with regard to various development proposals. The following is proposed as appropriate for the site, should development be realised in future:

- i. Consolidation and redevelopment of the psychiatric hospital into a smaller, more manageable and less extensive area. Redevelopment/consolidation of current hospital buildings may occur in vacant portions of the precinct north of Old Paarl Road and in parts of the precinct south of Old Paarl Road (preferably the area along the Kraaifontein railway line).
- ii. Mixed-use development in the form of commercial/office/residential development along portions abutting Old Paarl Road.
- iii. Residential components should include a range of housing typologies, including more affordable and inclusionary housing.
- iv. Medium- to high-density residential development on portions of the precinct that are available for development. Portions of land fronting onto De La Haye Avenue should be considered for residential development, thereby creating a development link from Old Paarl Road to Stikland Station.

c) **La Belle Triangle mixed-use precinct** (map reference 6 in figure 16)

The La Belle Triangle precinct (erf 13601) is located at the intersection of La Belle Road and Strand Road. This land provides an opportunity for mixed-use development in the form of service industrial, commercial and office land uses.

Although the site can potentially accommodate residential development, this would not be an ideal location given the locational benefits available for business intensification. It should be noted that the existing access road from La Belle Road is not a formalised access road. With the redevelopment of the site, a new access road will need to be constructed at the mid-point between the Bottelary intersection onto La Belle Road, and the Voortrekker Road/Strand Street intersection. Existing access at Ampere Street into the adjacent industrial area will need to be closed and access be taken from the new access.



THE NORTHERN DISTRICT IS SERVED BY A NETWORK OF METROPOLITAN ROUTES.

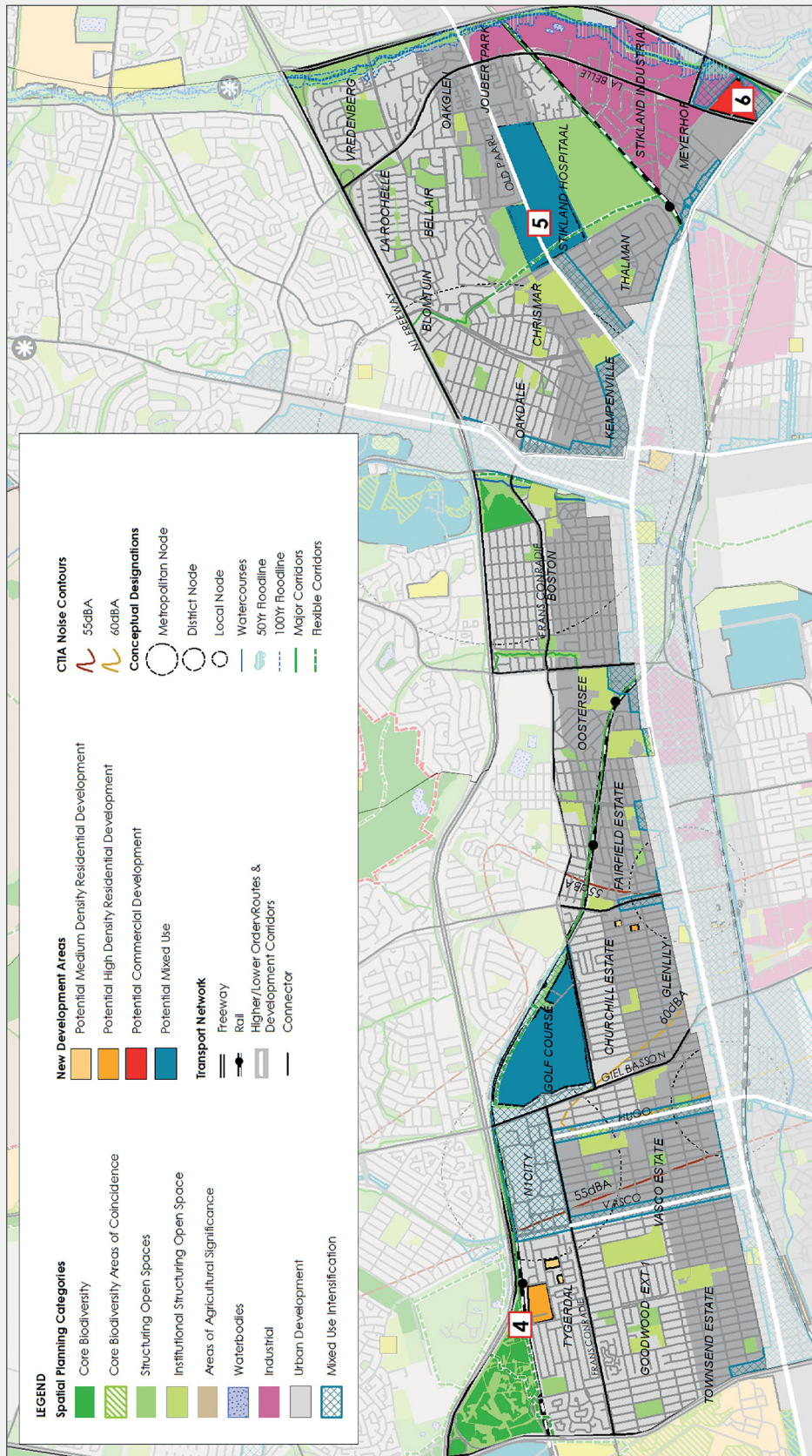


Figure 18: Subdistrict 2: Goodwood, Parow West, Parow East, Boston, Bellville Central and East, Stikland

4.3 Subdistrict 3: Voortrekker Road/ Durban Road (south of the N1) development corridor

Subdistrict 3 is made up by the Voortrekker Road corridor (VRC) stretching from Jakes Gerwel Drive up to the intersection of Strand Road and the Bellville-Kraaifontein rail line. It is bordered by the Bellville-Cape Town rail line to the south and includes a few blocks north of Voortrekker Road. The Durban Road activity corridor south of the N1 linking to Voortrekker Road is included and is bound by the Elsieskraal River system to the west and the Durban Road (Robert Sobukwe) realignment servitude to the east.

The Bellville metropolitan node includes the Bellville CBD, area around the station including portions of the Transnet marshalling yard, Tyger Valley to the north, the SU Business School, Galleria and Transnet properties. It further includes the Elsieskraal open space system running parallel to Durban Road, Hardekraaltjie campsite and the area along Voortrekker Road to the east of the Bellville Civic Centre. A portion of the metro node (i.e. Voortrekker and Durban Road stretches) falls within this subdistrict.

The subdistrict is characterised by areas of high-density, high-intensity mixed-use activity to be reinforced as the economic 'backbone' of the city. General issues experienced within the subdistrict include a general lack of architectural, urban design and land use guidance regarding development along Voortrekker Road, and conflict between commercial and residential land uses abutting the corridor area. Development focus areas identified for prioritised public investment within this subdistrict include the portions of Parow, the existing Elsies River industrial area north of the railway line and portions of the Bellville metro node, including the Bellville CBD and Durban Road corridor. Refer to volume 3: spatial targeting framework for prioritising public investment, section 1.3.2 (tables 8 and 9) to view the necessary capital projects to support the developments proposed in this DFA.

Table 19: Subdistrict 3 development guidelines

SUBDISTRICT 3: VOORTREKKER ROAD/DURBAN ROAD (SOUTH OF THE N1) DEVELOPMENT CORRIDOR (INCLUDING BELLVILLE CBD)	
LOCAL OBJECTIVES	SUGGESTED RESPONSE/GUIDELINES/POLICY STATEMENTS
a) Facilitate land use intensification (density and diversity) along high-accessibility routes and in close proximity to public transport. The Bellville Local Spatial Development Framework, which is currently under way, identifies a primary and secondary CBD area that will provide guidelines for determining building heights, land use mix and densities, to be considered once approved. b) Ensure the establishment of a mix of land uses, including commercial, community, residential and recreation in the corridor area.	1. Promote high-intensity development with mixed land use intensification, including higher-density residential development along Voortrekker Road and Durban Road and between Voortrekker Road and the Bellville railway line. 2. Promote the development of a mix of high-density residential and commercial uses in areas around railway stations. 3. Promote the provision of a range of housing typologies, inclusive of more affordable housing (GAP housing, social housing or any other appropriate housing typology) within areas of focused public sector investment in order to increase opportunities closer to public transport and economic opportunities. 4. Optimise use of land closer to public transport interchanges and access points. 5. Promote the provision of minimum onsite parking in high-intensity developments where the sites are located in close proximity to public parking areas with low to moderate utilisation levels and within zero-rated public transport zones. 6. Encourage appropriate street interfaces along Voortrekker and Durban roads to activate the streetscapes.

c) Maintain and improve the quality of existing open space systems and the interfaces. d) Support the upliftment and renewal of the area through public investment, where possible.	7. Support and initiate opportunities for general upgrading and renewal of the corridor area, especially in semi-industrial areas such as in Elsies River and Parow East north of the railway line. 8. Where general residential development abuts single residential development, the design of the building, its footprint and height should be considered in such a manner not to negatively impact on the adjacent residential fabric. 9. Pursue heritage exemptions in areas between Voortrekker Road and the Bellville railway where non-significant buildings with heritage protection status stifle densification potential. Refer to volume 3, section 1.6.6.b for heritage exemption areas under investigation. 10. Support informal street-front retail activity in informal economy nodes such as public transport interchanges and activity streets, subject to the City's Informal Trading Policy and Informal Trading By-law, 2009. Informal trade activity located along the sidewalks of Voortrekker Road, Charl Malan Street, Kruskal Avenue/Blanckenberg Street, Durban Road (south of Voortrekker Road), Station Street and Halt Road should not encroach upon pedestrian movement. Bellville CBD 11. The vision for Bellville CBD is to develop it over the long term as a high-intensity, integrated nodal area that provides a wide range of opportunities and services that support the PTI, tertiary education, medical facilities and other uses. 12. The extension of the future BRT trunk route of Robert Sobukwe Road to link with Durban Road (south of the N1) is likely to have a major impact on land uses along this part of the corridor. The area between the existing Durban Road and the proposed realignment is proposed as a mixed-use intensification area. The intensity and scale of redevelopment is envisaged to be similar to that located along Durban Road north of the N1 freeway (Edward Street). The total bulk for redevelopment and access management is still to be determined. Therefore, in the interim, each application for intensification/ redevelopment will need to be considered on its own merits. 13. Promote the establishment of high-density general residential development in the Belgravia area between Voortrekker Road/Strand Road, Old Paarl Road and Link Road as well as between Voortrekker Road and 2nd Avenue/Davies Avenue/De Lange Street/Maree Street to act as a buffer between the high-density, mixed-use development directly adjacent to the spine and single residential development to the north. 14. The Belrail Residential Estate to the east of Robert Sobukwe Road represents a strategic redevelopment opportunity for residential densification (high density) within close proximity to the Bellville CBD and transport interchange. Limited mixed-use activity should be permitted on the ground floors of residential buildings in more accessible locations, such as along Reed Street.
---	---

SUBDISTRICT 3: VOORTREKKER ROAD/DURBAN ROAD (SOUTH OF THE N1) DEVELOPMENT CORRIDOR (INCLUDING BELLVILLE CBD)

LOCAL OBJECTIVES	SUGGESTED RESPONSE/GUIDELINES/POLICY STATEMENTS
	15. Erf 26364 (Paint City site, cnr. Charl Malan Street, Belrail Road and Robert Sobukwe Road) provides an opportunity to provide a high-density, mixed-use development inclusive of high-density, affordable residential opportunities within the Bellville CBD. 16. The Hardekraaltjie site should be protected for the provision of public facilities as part of the Bellville integrated recreation facility in order to serve the expected future increase in residential activity in the corridor. Elsieskraal green belt 17. Maintain and improve the opportunities for recreation created along the open space system between the adjacent parks along the Elsie'skraal River such as Jack Muller Park (to the north) and Elizabeth Park (to the south). Reconnecting the open spaces in this belt will aim to facilitate the integration of natural systems with the surrounding urban environment. 18. Promote the development of the open space system linking Jack Muller Park and Elizabeth Park through provision of appropriate recreation activities. 19. Encourage NMT along this route, which could also serve as an alternative to the primary activity spine along Durban Road. 20. Support appropriate economic retail activities such as restaurants, dedicated market spaces, etc. that would activate the space and create more passive surveillance at appropriate locations. Parow 21. Promote the establishment of high-density general residential development through redevelopment between Voortrekker Rd and 1st Avenue/Williams Street to act as a buffer between the high-density, mixed-use development directly adjacent to the spine and single residential development to the north. 22. Promote the development of more affordable housing in the form of social housing on the identified City-owned properties located around Parow Station. Buildings to be a minimum of three storeys, and some form of onsite recreation and opportunities for urban greening on the edges and corners should be encouraged. Opportunities to use ground-floor space for ancillary uses should be explored. 23. Support the formalisation of informal trading spaces along Station Street Arcade in order to enhance the streetscape and support urban management. 24. Encourage appropriate development, inclusive of adequate provision of pedestrian movement routes that would strengthen a potential linkage between Station Street Arcade and the Parow Market.

	Elsies River Industria 25. Support the redevelopment for mixed land uses, inclusive of more affordable and higher-density residential, commercial and service industrial uses. Further investigation is required to identify specific areas suitable for residential development in order to mitigate any negative impact that industrial operations may have on such residential development. 26. Encourage the inclusion of more affordable and higher density residential above the ground floor. Ensure that provision is made for recreation space in such instances. Appropriate interfaces to be introduced between existing industrial development and new housing developments to provide for sufficient mitigation to alleviate potential conflict between land uses. 27. Promote the development of smaller service industries. 28. No noxious industries should be considered. 29. Service industrial use that will not negatively impact on nearby residential developments should also be promoted. Goodwood 30. Promote the establishment of high-density general residential development through redevelopment between Voortrekker Road and Dingle Road to act as a buffer between the high-density, mixed-use development directly adjacent to the spine and single residential development.
--	---

Subdistrict 3: New development areas

Social housing opportunities

The Parow Prioritised Local Areas (PLA) Social Housing Programme identified precincts where public land has been targeted for the delivery of social housing. Three of these precincts, namely Elsies River, Parow and Tygerberg stations, are located within this subdistrict. All the sites within these precincts are located within an approximate radius of 500 m of a rail station.

The sections below will highlight properties that have been identified for further investigation to be developed as part of the abovementioned programme in the short to medium term.

a) Elsies River Station

Four sites have been identified in the precinct surrounding Elsies River Station that could yield around 2 200 units at an average gross density of 540 du/ha across the precinct.

- i. Erf 40077 – the site is partially developed with an unfinished residential structure, which could be fast-tracked for development. The site abuts the Elim Night Shelter (City-owned property) and the inclusion thereof as part of a cluster provides an opportunity for a transitional/social housing development.

- ii. Erf 40076 – the site has been cleared and is appropriately zoned for fast-tracking development of social housing.
- iii. Erven 8563-RE, 8565, 13756-13758, 19139 – partially developed site in ownership of PRASA and zoned general business 4. Engagements with PRASA to be prioritised to realise the development potential. Located within 500 m of two rail stations (Elsies River and Vasco) and situated on Voortrekker Road development route. Provides an opportunity for mixed-use development with commercial on first to third floors and high-density affordable residential above ground floor. Development should ensure an active street interface along Voortrekker Road.
- iv. Erf 36583 – the site provides an opportunity for high-density residential development even though limited if developed on its own. Further investigations to be undertaken in order to purchase additional properties/ link with development of the PRASA-owned properties north of the railway line, as described above.

b) **Parow Station**

The three sites in the precinct surrounding Parow Station that have been identified for further investigation are listed below. Although the initial screening identified five sites, two of these were found not suitable due to it being located within the Elsieskraal River floodplain.

- i. Erven 9445, 9444-RE, 9448-RE, 9458, 9446-RE, 9447, 9449 – provide an opportunity for

mixed-use development with commercial on ground floor and high-density residential above ground floor.

- ii. Erven 9505, 9510, 9515, 9514, 9512, 9513-RE, 9511-RE – the site provides an opportunity for high-density residential development.
- iii. Erven 9494-RE, 9496, 9493-RE, 9495 – provide an opportunity for mixed-use development.



Figure 19: Vision for social housing possibilities around Parow Station

c) **Tygerberg Station**

Two sites have been identified in the precinct surrounding Tygerberg Station that could yield around 690 units at an average gross density of 590 du/ha across the precinct.

- i. Erven 7720-RE, 7721, 7722, 7732 – provide an opportunity for mixed-use development with

commercial on ground floor and high-density residential above ground floor.

- ii. Erven 22550, 14272-RE – provide an opportunity for high-density residential development.

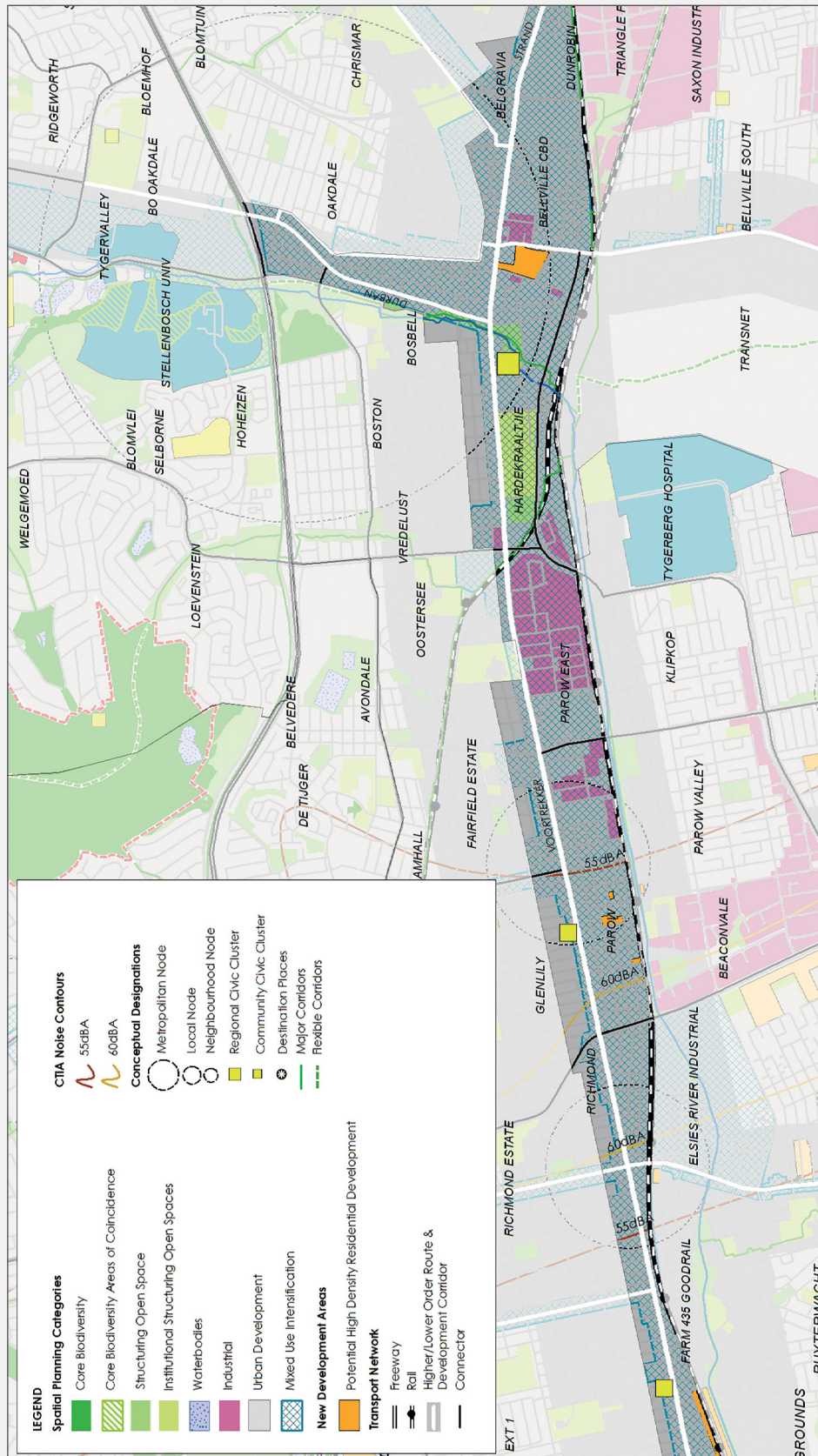


Figure 20: Subdistrict 3: Voortrekker Road/Durban Road (south of the N1) development corridor (including Bellville CBD)

4.4 Subdistrict 4: Greater Elsies River, Ruyterwacht, Parow Valley, Ravensmead, Epping 2, Bonteheuwel, Bishop Lavis, Malawi Camp

Subdistrict 4 is bounded by Jakes Gerwel Drive to the west, the Bellville-Cape Town railway line to the north; Tygerberg Hospital, Ravensmead and De La Rey Road to the east and Robert Sobukwe Road and the N2 freeway to the south (and includes the suburb of Monte Video). The subdistrict comprises a mix of residential suburbs, industrial areas and high-intensity, mixed-use areas; medium- to high-density residential areas with greater diversity of residential typologies, a large proportion of Council rental housing stock, and a significant amount of backyard

dwelling. Most of the subdistrict experiences a poor-quality urban environment.

Development focus areas identified within this subdistrict include Goodwood/Parow/Elsies River industrial area. Urban support focus areas identified within this subdistrict include Bonteheuwel, Nooitgedacht, Valhalla Park and Uitsig. Refer to volume 3: spatial targeting framework for prioritising public investment, section 1.3.2 (table 9) to view the necessary capital projects to support the developments proposed in these USFAs and DFA.

Table 20: Subdistrict 4 development guidelines

SUBDISTRICT 4: GREATER ELSIES RIVER, RUYTERWACHT, PAROW VALLEY, RAVENSMEAD, EPPING 2, BONTEHEUWEL, BISHOP LAVIS, MALAWI CAMP	
LOCAL OBJECTIVES	SUGGESTED RESPONSE/GUIDELINES/POLICY STATEMENTS
a) Facilitate land use intensification (density and diversity) along high-accessibility routes and in close proximity to public transport. b) Encourage land use transformation, where appropriate and feasible, in derelict industrial areas that will be a catalyst for urban regeneration (e.g. in proximity of Elsies River Station). c) Facilitate safer pedestrian access across railway lines and high-order mobility routes. d) Promote opportunities for business activities in close proximity to public transport routes, transport interchange precincts and services. e) Identify opportunities for the establishment and support of SMMEs. f) Reinforce industrial activities in industrial areas to promote employment within the district. g) Support the upliftment and renewal of the area through public investment, where possible.	1. Promote high-intensity development with mixed land use intensification, including higher-density residential development in areas surrounding the railway stations. 2. Facilitate opportunities for commercial and higher-density development along high-order and public transport routes (e.g. along Jan van Riebeeck Road/35th Street and Halt Road) dependent on access management. 3. Enhance pedestrian movement routes between the public transport interchanges such as Parow, Elsies River and Vasco stations and places of employment. 4. Promote the development of appropriately located vacant land in closer proximity to public transport access points for higher-density residential development, which may include an element of commercial development. 5. The opportunity for local business development at the corner of Valhalla Drive and Angela Street should be pursued. Any prospective developments would benefit from pedestrian movement to and from Netreg Station. 6. Encourage local business development along local streets displaying existing local business energy or the potential to accommodate local business development, where business activity can be reinforced, such as Owen Road, Halt Road, Connaught Road, Epping Avenue and Market Street. This type of activity usually occurs where access and direct erf frontages are allowed. 7. Ensure appropriate interfaces of i. commercial activities with residential areas and ii. interfaces with places of amenity such as parks. 8. Encourage incremental densification through the subdivision of larger properties. 9. Support the incremental upgrading and formalisation of areas where informal units are prevalent.

h) Maintain and improve the quality of existing open space systems and the interfaces.	10. Encourage and support the delivery of affordable housing (GAP housing, social housing or any other appropriate housing typology) within areas of focused public sector investment. 11. State-subsidised housing programmes should include innovative and alternative typologies and design to support the City's densification and sustainability targets. 12. Facilitate upgrade of public facilities in local civic precincts such as Bonteheuwel CBD, Bishop Lavis, Nooitgedacht, Uitsig and Ravensmead local nodes. Encourage the development of small-scale mixed land uses in these precincts. 13. Support the development of small-scale ECD facilities that would serve the local residents on residential properties. These should not detract from the residential character and street interfaces of the areas. The streetscape should be treated sensitively in order to remain complementary to the residential environment. 14. Promote the development of multifunctional public facilities in order to optimise use of space and enhance safety and management thereof. Cognisance should be taken of the priority need identified to facilitate the provision of neighbourhood parks, secondary school and sportsgrounds to accommodate future growth in this subdistrict. Refer to volume 3: urban restructuring and upgrading – public facilities and public space (table 5: 2020 top areas of need). 15. Investigate opportunities for increased usage of the Epping 2 railway sidings. This is dependent on the future of rail-based freight transport at a citywide scale. However, the drive to improve freight rail operations seems to be gaining momentum. Until such time as a clearer direction is resolved in this regard, applications for closure of rail sidings should be considered with caution, and short-term leases should be considered rather than the sale of portions of the rail sidings. 16. Applications for commercial uses, including legal taverns/shebeens, should be considered along local activity streets and other structuring routes subject to the applicable City by-laws and legislation relating to the sale of liquor. Where embedded in residential areas, careful consideration should be given to whether the use is appropriate, especially with regard to impacts on surrounding uses (e.g. crèches and other education facilities, churches, etc.) as well as onsite considerations. 17. Assist with the identification of solutions for accommodation of the horse-and cart-industry.
---	---

Subdistrict 4: New development areas

- a. **Jan van Riebeeck Drive/35th Street, Elsies River**
(map reference 7 in figure 19)
The vacant sites comprising erven 36600 – 36601, 36603 – 36604, 39820, 15237, 11217 and 11218 are proposed for new higher-density, mixed-market residential development. The location of these undeveloped properties along Jan van Riebeeck Drive/35th Street provides proposed development with a high level of accessibility to public transport. High-density affordable residential development along this future IRT

trunk route would have significant locational benefits of minimising travelling and creating employment opportunities closer to residential development.

Erf 19787 is an undeveloped public open space abutting 35th Street, which is a high-order mobility route. The location along 35th Street provides the proposed development with a high level of accessibility to public transport along this future IRT trunk route. This would have significant

locational benefits of minimising travelling and creating employment opportunities closer to residential development and, due to limited size, provides opportunities for publicly assisted medium- to higher-density housing. It is important that with any development of the site, adequate open space be developed to serve the high-density residential properties on the western edge. Pedestrian desire lines should also be retained as far as is possible.

Portions of erf 12792 is an undeveloped open space site, and is proposed for mixed-use development. Parts of the site are also prone to seasonal stormwater inundation. Access to the site from 35th Street is a constraint, except for the possibility of a left-in-left-out access. Access will therefore need to be taken from Connaught Road.

Although residential development is discouraged due to the site being located within the 65-dBa airport noise contour, the site is listed as being a site identified for GAP housing in terms of the City of Cape Town's housing pipeline. However, non-residential mixed uses would be preferable, given

this constraint. The site is therefore proposed for mixed-use development in the form of service industrial/commercial/office development. Development is restricted to non-residential uses due to airport noise regulations (land within the 65-dBa noise contour).

b. **Modderdam Triangle (mixed-use development)**
(map reference 8 in figure 19)

It should be noted that a large portion of the site (comprising, inter alia, portions of erven 178031 and 113420, Cape Town) consists of an old solid waste dumpsite as well as some wetland areas. A detailed geotechnical study will be required to determine the extent of land available for development. Mixed-use development is proposed on the developable land located south of the rail line and between 35th Street and Robert Sobukwe Road. This land provides an opportunity for mixed-use development in the form of service industrial/warehousing/commercial/office development. Development is restricted to non-residential uses due to the noise regulations (land within the 65-dBa noise contour of the existing airport runway).

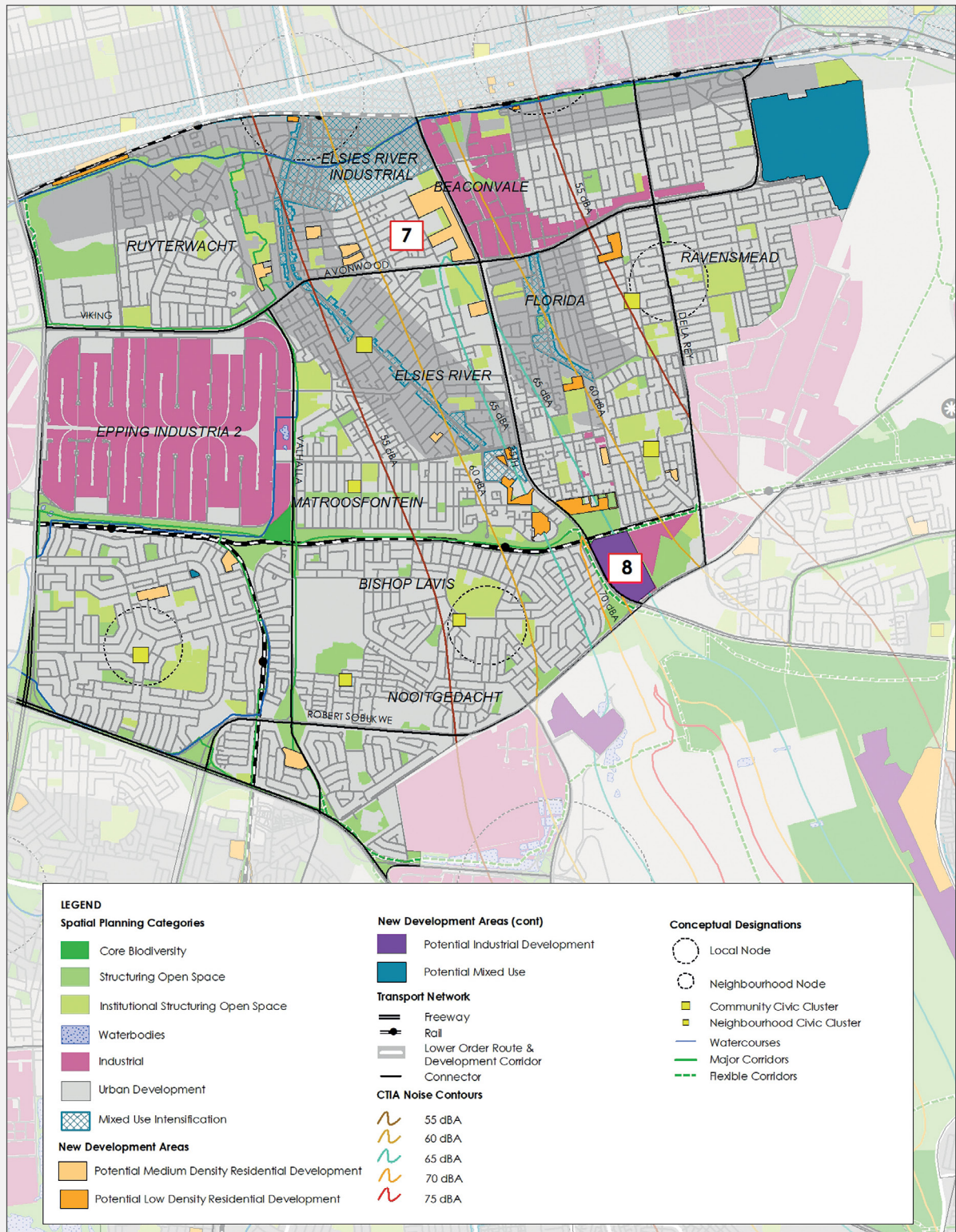


Figure 21: Subdistrict 4: Greater Elsies River, Ruyterwacht, Parow Valley, Ravensmead, Epping 2, Bonteheuwel, Bishop Lavis, Malawi Camp

4.5 Subdistrict 5: Bellville South, Greenlands, Transnet marshalling yard, Parow Industria, Sacks Circle Industria and Saxon Industria, UWC and CPUT, Bellville solid waste

Subdistrict 5 is bound by the Bellville railway line and Strand Road to the north; R300 freeway to the east; Bellville landfill, the Sarepta railway line and Robert Sobukwe Road to the south; and De La Ray Road, Parow Industria and the Transnet marshalling yard to the west. The subdistrict comprises predominantly industrial areas with significant freight movement oriented around the Transnet marshalling yard. A

small, established contingent of single residential households exists. The UWC and CPUT tertiary education hub is located within this subdistrict and is a major generator of movement within the Tygerberg District. Typical issues within the subdistrict include conflict between residential and industrial uses, decay of industrial areas and the establishment of non-industrial uses within industrial areas.

Table 21: Subdistrict 5 development guidelines

SUBDISTRICT 5: BELLVILLE SOUTH, GREENLANDS, TRANSNET MARSHALLING YARD, PAROW INDUSTRIA, SACKS CIRCLE INDUSTRIA AND SAXON INDUSTRIA, UWC AND CPUT, BELLVILLE SOLID WASTE	
LOCAL OBJECTIVES	SUGGESTED RESPONSE/GUIDELINES/POLICY STATEMENTS
a) Promote opportunities for business activities in close proximity to public transport routes, transport interchange precincts and services. b) Identify opportunities for the establishment and support of SMMEs. c) Reinforce industrial activities in industrial areas to promote employment within the district. d) Ensure development of quality environments. Ensure maintenance of appropriate interfaces with residential and other developments. e) Support incremental densification and home occupations.	Industrial 1. Ensure that, where possible, the development of portions of the Transnet marshalling yard produces a positive interface along appropriate sections abutting Robert Sobukwe Road. 2. Investigate opportunities for increased usage of the Sacks Circle railway sidings. This is dependent on the future of rail-based freight transport at a citywide scale (especially the Transnet marshalling yard). 3. Facilitate development of industries, and ensure that the abutting residential communities are not negatively impacted. Ensure appropriate interfaces with residential areas by considering lower impact uses on the fringes between industrial and residential areas. 4. Facilitate the selective establishment of non-industrial-related opportunities within these areas that are necessary to ensure availability of services to workers and industrialists without compromising the functioning of the area as an industrial estate. Residential and commercial 5. Support the development of medium- to high-density residential development where appropriate. State-subsidised housing programmes should include innovative and alternative typologies and design to support the City's densification and sustainability targets. 6. Support appropriate land use intensification initiatives along Robert Sobukwe and Kasselsvlei roads. 7. Encourage incremental densification through subdivision of larger properties. Higher density and more affordable housing typologies should be encouraged in the area. 8. Support the development of small-scale ECD facilities that would serve the local residents on residential properties. These should not detract from the residential character and street interfaces of the areas. The streetscape should be treated sensitively in order to remain complementary to the residential environment.

	9. Promote the development of multifunctional public facilities in order to optimise use of space and enhance safety and management thereof. 10. Encourage appropriate levels of land use intensification along activity streets such as Kasselsvlei Road displaying existing local business energy or the potential to accommodate local business development, where business activity can be reinforced. 11. Ensure appropriate interfaces of commercial activities with residential areas.
--	--

Not a new development area – information for contextualisation Transnet marshalling yard (the Belcon site)

a) The following contextual information is provided in relation to the Belcon Site:

- i. The precinct has a position of high accessibility at the convergence of a number of significant routes, including the Voortrekker Road corridor, Robert Sobukwe Road, Symphony Way and the Cape Town-Bellville and Monte Vista rail lines. The Belcon site derives considerable exposure and accessibility from its location. However, increasing competition for road space between freight transport vehicles and commuter traffic in the vicinity of the Belcon site is increasing the danger of choking access to and from the site for freight movement.
- ii. Currently, the precinct acts as a substantial 'mono-functional' buffer. The precinct forms a constraint to the southern extension of the Bellville CBD and spatially reinforces the barrier effect of the rail line by preventing access to and from the south of Bellville Station. It further hampers the development potential for east- west integration between Ravensmead and Bellville South, including the redevelopment of the Tygerberg Hospital site.
- iii. The surrounding local and regional context includes important regional community facilities such as Tygerberg Hospital, the University of the Western Cape (UWC) and the Cape Peninsula University of Technology (CPUT).
- iv. The UWC proposes/envisages the development of a science park on the precinct, thus forging a development link towards Bellville Station and Tygerberg Hospital.
- v. The Elsieskraal River drains along the northern portion of the site.

Should it be established that the relocation of Transnet's Belcon freight operations is a viable option in the long term, the site would provide significant opportunity for redevelopment and restructuring of the built environment in the Bellville South area. However, the possibility exists for limited portions of the precinct to be released for development within the short to medium term. It is anticipated that development opportunities would be limited to the areas abutting Robert Sobukwe Road and to the north of the proposed westward extension of Caledon Street in order to mirror the urban development associated with the Bellville CBD and PTI.

- b) Should portions of the precinct become available for (re)development, suitable development opportunities can be regarded as a combination of the below mentioned proposals:
 - i. Transit-oriented development that supports the proposed IRT system along Symphony Way-Robert Sobukwe Road would reinforce the functionality of the Bellville CBD metropolitan node.
 - ii. Establishing mixed-use, affordable medium- to high-density residential and commercial development incorporating service industrial/ commercial/office uses and regional public facilities.
 - iii. Investing in institutional development to support the UWC. Complementary land uses to UWC include the development of a precinct for student accommodation, sports facilities, environmental conservation and education.
 - iv. Maintain structured open space, supporting a continuous link from the Elsieskraal River system to the Cape Flats Nature Reserve at UWC.



THE UNIVERSITY OF THE WESTERN CAPE IN
BELLVILLE WAS ESTABLISHED IN 1959.

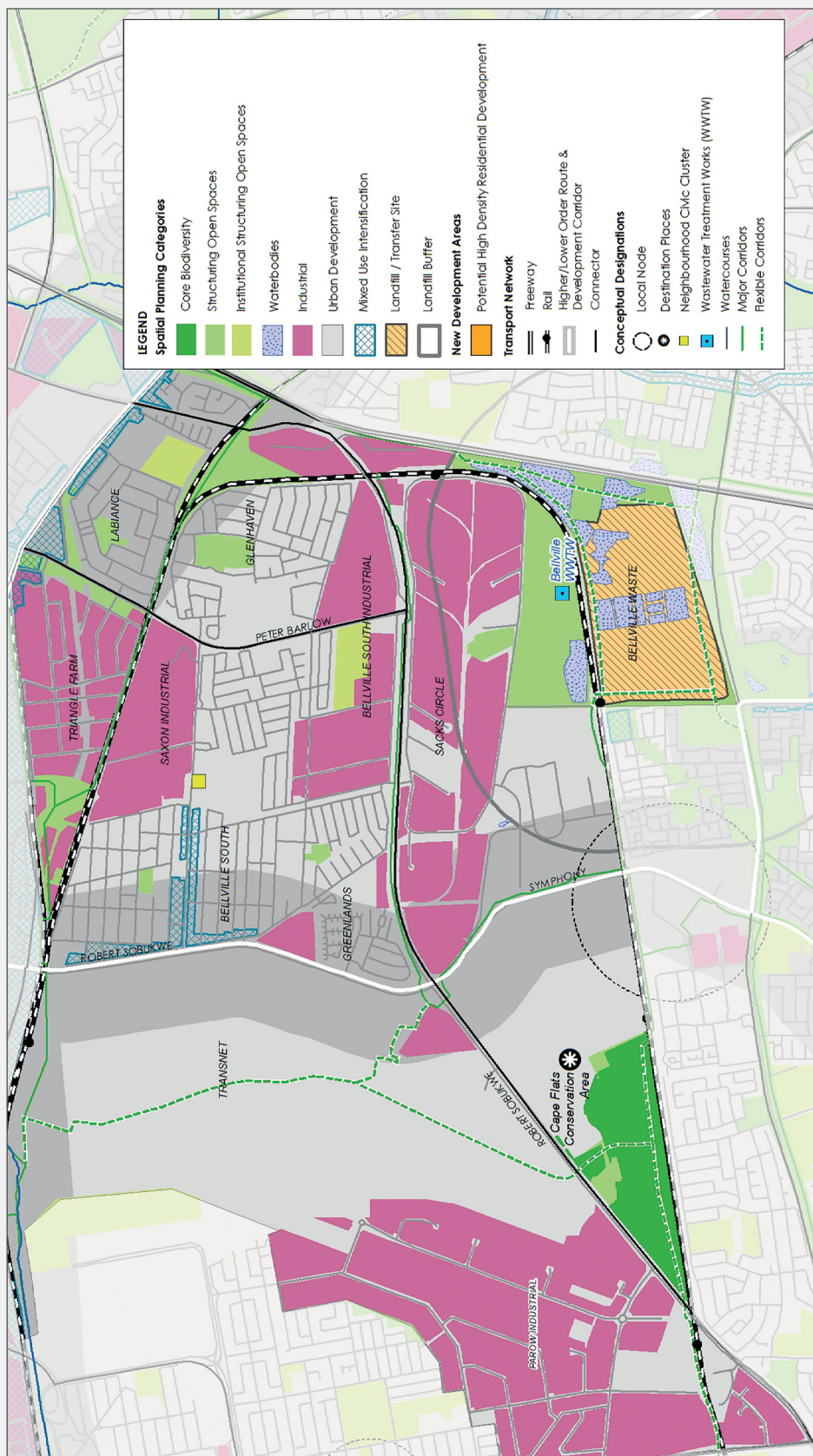


Figure 22: Subdistrict 5: Bellville South, Greenlands, Transnet marshalling yard, Parow Industria, Sacks Circle Industria and Saxon Industria, UWC and CPUT, Bellville solid waste

4.6 Subdistrict 6: Greater Belhar and Delft

Subdistrict 6 is bounded by Robert Sobukwe Road, the Sarepta railway line and the Bellville landfill site to the north; the R300 freeway to the east; the N2 freeway to the south; and Symphony Way, Stellenbosch Arterial to the west. The subdistrict comprises predominantly residential development, including medium-density development in the original part of Belhar, increasing in density moving towards Delft South with growing accommodation of 'backyard' structures. Increased business activity has occurred along Belhar Drive between Stellenbosch Arterial and Erica Drive, with the potential for additional commercial activity to be developed around the Unibell Station precinct.

Development focus areas identified within this subdistrict include the site located on the corner of Stellenbosch Arterial and Symphony Way that is prioritised for public investment. Urban support focus areas identified within this subdistrict include Delft, which has also been identified as one of the top 10 areas in need of community facilities within the city. Refer to volume 3: spatial targeting framework for prioritising public investment, section 1.3.2 (tables 8 and 9) to view the necessary capital projects to support the developments proposed in this DFA and USFA.

Table 22: Subdistrict 6 development guidelines

SUBDISTRICT 6: GREATER BELHAR AND DELFT	
LOCAL OBJECTIVES	SUGGESTED RESPONSE/GUIDELINES/POLICY STATEMENTS
a) Promote opportunities for business activities and higher-density residential development in close proximity to public transport routes, transport interchange precincts and services. b) Increase the development and economic potential of the area by facilitating increased connectivity and integration with surrounding areas. c) Identify opportunities for establishment and support of SMMEs, including informal trading. d) Facilitate opportunities for densification in a manner that will benefit and uplift the area. e) Ensure development of quality environments.	1. Promote mixed land uses and higher-density residential development in high-accessibility nodes such as around Unibell Station, Delft Main/Hindle Road intersection and Belhar Drive/Stellenbosch Arterial intersection. 2. Support the implementation of the extension of Erica Drive across the R300 freeway into Sarepta to facilitate integration between communities. 3. Facilitate opportunities for densification, especially around Unibell Station as well as along routes of public transport, such as Erica Drive, Symphony Way, Belhar Drive, Delft Main Road and Hindle Road, where access is possible. 4. Any development within the buffer area of the Bellville/Belhar landfill site should consult the City's Environmental Health branch to ensure that appropriate guidance is provided in order to mitigate any potential impacts and to determine the appropriate type of development. 5. Densification of the area in general can be achieved through subdivision of larger properties and construction of second (and third) dwelling units. 6. Support the development of vacant City-owned/provincial land for infill development. 7. Support the incremental upgrading and formalisation of areas where informal units are prevalent. 8. Encourage and support the delivery of affordable housing (GAP housing, social housing or any other appropriate housing typology) within areas of focused public sector investment. 9. State-subsidised housing programmes should include innovative and alternative typologies and design to support the City's densification and sustainability targets.

	10. Encourage local business development along local activity streets displaying existing local business energy or the potential to accommodate local business development such as Erica Drive, Symphony Way, Belhar Drive, Delft Main Road and Hindle Road, where access and direct erf frontages are allowed. 11. Create and promote opportunities for the establishment of SMMEs within appropriate areas that will uplift the area. Where feasible, Council-owned vacant land located along Delft Main Road should be investigated for development of informal trade areas such as markets and related trade uses. 12. Informal trade activity located along the sidewalks of Delft Main Road should not encroach upon pedestrian movement. 13. Streets near/adjacent to social facilities, civic clusters and local nodes such as Delft Main Road should prioritise NMT design considerations. 14. Facilitate upgrade of public facilities in local civic clusters such as Delft and Belhar local nodes. 15. Promote the development of multifunctional public facilities, where possible, in order to optimise use of space and enhance safety and management thereof. Cognisance should be taken of the priority need identified to facilitate the provision of the following facilities to accommodate future growth in this subdistrict: i. Belhar: Neighbourhood parks and secondary school ii. Delft: Neighbourhood parks, sportsgrounds and schools (refer to volume 3: urban restructuring and upgrading – public facilities and public space, table 7: education facilities pipeline). 16. Applications for commercial uses, including legal taverns/shebeens, should be considered along local activity streets and other structuring routes subject to the applicable City by-laws and legislation relating to the sale of liquor. Where embedded in residential areas, careful consideration should be given to whether the use is appropriate, especially with regard to impacts on surrounding uses (e.g. crèches and other education facilities, churches, etc.) as well as onsite considerations. 17. Assist with the identification of solutions for accommodation of the horse-and-cart industry. 18. Land disposals (City property). Care should be taken not to dispose of property where potential purchasers (be it for church or commercial purposes) will develop only a fraction of the property.
--	---

Subdistrict 6: New development areas

a. **Unibell Station mixed-use node** (map reference 9 in figure 21)

Mixed-use development is proposed on the undeveloped land located south and east of Unibell Station. This precinct offers significant opportunity for transit-oriented development in close proximity to Unibell Station local transport interchange to be developed around the station precinct. Mixed-use development in the form of commercial/office/community/residential (medium and high density) development is encouraged. The site also provides opportunities

for accommodation for the students attending UWC and CPUT north of the railway line.

Available state-owned land should be investigated for GAP and social housing. Care should be taken that provision is made for adequate non-motorised movement to and from the station. Adequate provision for public facilities should be made and open space should also be incorporated where large portions of the sites are proposed for high-density housing development.

b. **Belhar area residential infill sites** (map reference 10 in figure 21)

- i. Erf 27040 is public open space that has not been developed. The site was identified for sports field development. However, the Symphony Way Sports Complex is considered sufficient to accommodate the sporting demands of the area and surrounds. To this end, the development of medium- to high-density housing with a mixed-use edge fronting onto Belhar Main Road to reinforce activity street development along Belhar Main Road is proposed for the site.
- ii. Erf 22118-RE is an undeveloped open space site. Its location within an established residential suburb in close proximity to a future IRT trunk route (Symphony Way) as well as along the Belhar Main Road increases its accessibility in terms of public transport. It is proposed for medium- to high-density housing development, which could partially address the housing need within the Belhar community for different forms of housing provision.
- iii. Erf 27661 is a vacant surplus school site and has been reserved for human settlement development. The site is proposed for development of medium-density infill housing.
- iv. The vacant land adjacent to the existing school on erf 20112 Belhar will be used for the development of a new school.

c. **Delft area** (map reference 10 in figure 21)

- i. Mixed-use development is proposed on the undeveloped land located south of

Stellenbosch Arterial and adjacent to Delft Main Road. This land provides an opportunity for mixed-use development in the form of service industrial/commercial/office/residential development. Erven 3493 and 3494, located to the east of Delft Main Road, comprise a commercial site and a school site. Erf 4465, located to the west of Delft Main Road, is zoned as limited use and is still vacant. The above properties represent the main access point and gateway into Delft. High-density residential development with some form of commercial and community activities on the ground floor should be supported. Development should encourage an active street interface on Delft Main Road.

- ii. Erven 4902, 1981 and 7202 are vacant sites and proposed for medium- to high-density residential development mixed with community facilities, where possible. Properties located along Delft Main Road should support the development of small-scale home enterprises that could activate the street interface.
- iii. Erf 24019 (map reference 12 in figure 21) is located in a position of high accessibility at the intersection of Stellenbosch Arterial and Symphony Way. The site is identified for high-density residential development. Some commercial development may also be considered in more exposed and accessible locations on the site.
- iv. The vacant land adjacent to the existing school on erf 3715 Delft will be used for the development of a new school.

4.7 Subdistrict 7: Cape Town International Airport precinct and Boquinar Industria

Subdistrict 7 is bounded by Modderdam Road and Stellenbosch Arterial to the north; Symphony Way to the east; the N2 freeway to the south; and the Airport approach road and the western boundary of King Air Industria to the west. Large-scale investment in airport infrastructure has resulted in increased desirability to locate industrial activity within this precinct.

Development focus areas identified within this subdistrict include precincts around the Cape Town internal airport including King Air Industria and the precinct located along Symphony Way. Refer to volume 3: spatial targeting framework for prioritising public investment – section 1.3.2 (tables 8 and 9) to view the necessary capital projects to support the developments proposed in this DFA.

Table 23: Subdistrict 7 development guidelines

SUBDISTRICT 7: CAPE TOWN INTERNATIONAL AIRPORT AND BOQUINAR INDUSTRIA	
LOCAL OBJECTIVES	SUGGESTED RESPONSE/GUIDELINES/POLICY STATEMENTS
a) Identify alternative housing opportunities for informal settlements and support initiatives to improve access of communities to basic services, including engineering services, health services and education. b) Reinforce the location of the airport as a major economic generator within the city. c) Ensure the long-term sustainability of the Cape Town International Airport in terms of impact on surrounding community and infrastructure. d) Promote economic development around exposed locations on the accessibility grid. e) Ensure the retention of unique environmental assets that exist on land around the airport (northern boundary). f) Facilitate increased connectivity and integration with surrounding areas.	1. Facilitate the development for infill industrial and mixed-use development on the northern and eastern boundary of CTIA. 2. Encourage the development of small-scale industrial hives west of Symphony Way to provide access to economic opportunities and employment to the local residents. 3. Facilitate and encourage the relocation of residents of Freedom Farm and Malawi Camp informal settlement to an area suitable for human habitation. 4. Encourage the relocation of the Blikkiesdorp temporary residential area (TRA) to an area suitable for human habitation as a substantial portion of the settlement is located within the 65-decibel noise contour of the realigned airport runway. 5. Ensure adherence of development to the noise restrictions applicable to the airport and that future extensions to the airport recognise potential impact on the surrounding residential community. 6. Ensure that development proposals take cognisance of unique environmental assets, including Symphony Way conservation area, that exist within the area, taking care to provide open space linkages through portions earmarked for development. 7. Prioritise the realignment of Borchers Quarry Road with New Eisleben Road over the N2 freeway.

Subdistrict 7: New development areas

Development is proposed on the undeveloped land surrounding the CTIA owned by Airports Company South Africa (ACSA). ACSA is pursuing commercial development on land not required for aviation purposes.

- a. **Symphony Way corridor** (map reference 13 in figure 22)
Symphony Way has been identified as a development corridor creating a north-south link. This corridor primarily has a mobility function with opportunities for land use intensification at appropriate locations along the route.

This linear strip of land provides an opportunity for high-density residential development and industrial development in the form of service industrial/warehousing/commercial development or aviation-related development on the undeveloped land located on the eastern airport extent and west of Symphony Way (figure 22). According to the Department of Environmental Affairs and Development Planning: Noise Pollution Department, the 65-dBa airport noise contour is the limit where residential use can be permitted (SANS code 10103:2003).

Furthermore, it is understood that the subject properties are/were owned by the National Housing Board, and are/were to be transferred to ACSA on condition that the land be utilised for aviation and related purposes. Therefore, should land be developed for industrial or other uses that are not related to the aviation function, the issue regarding the mentioned condition will need to be resolved, if not resolved at the time. Furthermore, any new development should have a positive interface with Symphony Way (and not back onto it), should provide for pedestrian

access, and should also strive to incorporate opportunities for smaller enterprises.

- b. **Airport northeast precinct** (map reference 13 in figure 22)
The Airport north-east precinct is proposed to accommodate substantial mixed-use and industrial development on the ACSA-owned land (precinct 3), including portions of the land being set aside for residential development to accommodate the relocation of the residents of Freedom Farm. In addition, various City-owned land parcels located along Stellenbosch Arterial and Symphony Way are also available to accommodate mixed-use development (potentially some residential development). The development of this precinct will reinforce the role and purpose of these routes, which in its current state sterilises a large section of Stellenbosch Arterial.
- c. **CTIA northern mixed-use node** (map reference 14 in figure 22)
New mixed-use (industrial and commercial) development is proposed on the undeveloped land located east of the Borchers Quarry/Robert Sobukwe Road intersection and the undeveloped land located south of Stellenbosch Arterial. This land provides an opportunity for mixed-use development in the form of service industrial/warehousing/commercial development. ACSA proposes this site as a cargo and logistics node, making use of its central location within the city. Pick n Pay and Massmart have located their Western Cape distribution centres within this node. Development rights are in place to provide approximately 80 000 m² of GLA within this node, some of which has already been taken up.



VOORTREKKER ROAD, BELLVILLE. THIS IMPORTANT ROAD TYPIFIES THE BUSINESS CENTRE OF THE TYGERBERG DISTRICT AND COVERS A DISTANCE OF 54 KM IN A NORTH-SOUTH DIRECTION.

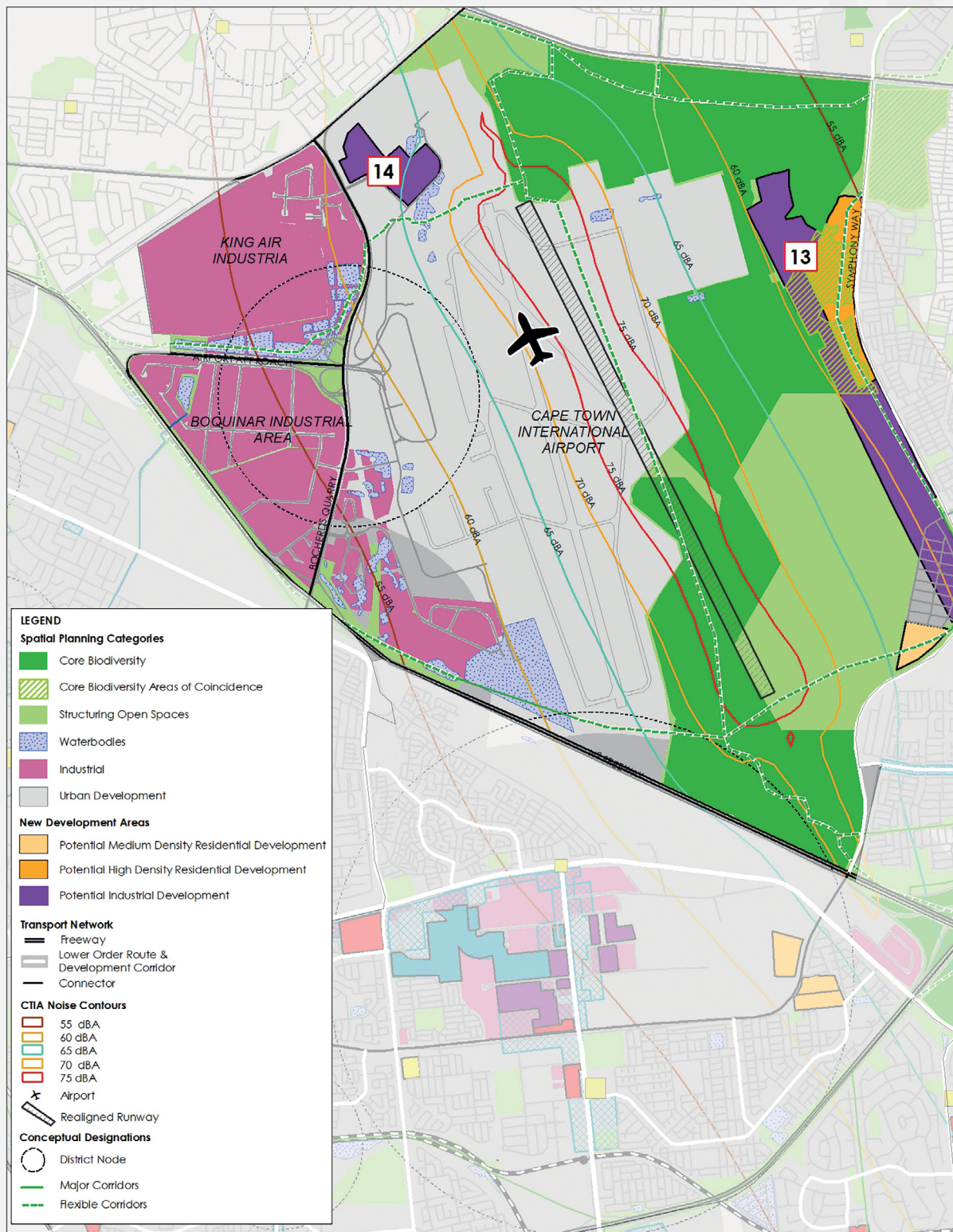


Figure 24: Subdistrict 7: Cape Town International Airport and Boquinar Industria

4.8 Subdistrict 8: Greater Kuils River, Bottelary and Polkadraai areas, Zevenwacht, Stellenbosch farms

Subdistrict 8 is bound by Bottelary Road to the north; the City of Cape Town jurisdictional boundary to the east; Polkadraai Road to the south; and the Strand railway line and the R300 freeway to the west. The area is largely suburban in character, abutting the Stellenbosch farms, but increasing in density and diversity in residential typology in certain areas towards Van Riebeeck Road. Large-

scale new development is envisaged in this area. Issues typically experienced within the area include a lack of integrated planning and development leading to cellular/internalised development, as well as inappropriate development interfaces with open spaces. Development focus areas identified within this subdistrict include the area identified for public investment around Kuils River Station.

Table 24: Subdistrict 8 development guidelines

SUBDISTRICT 8: GREATER KUILS RIVER, BOTTELARY AND POLKADRAAI AREA, ZEVENWACHT, STELLENBOSCH FARMS	
LOCAL OBJECTIVES	SUGGESTED RESPONSE/GUIDELINES/POLICY STATEMENTS
a) Promote opportunities for business activities and higher-density residential development in close proximity to public transport routes, transport interchange precincts and services. b) Increase the development and economic potential of the area by facilitating increased connectivity and integration with surrounding areas. c) Facilitate opportunities for densification in a manner that will not detract from the character of the area. d) Encourage creation/provision of tourist attractions into high-and medium-potential agricultural areas. e) Ensure appropriate interfaces between the urban and rural hinterlands.	General 1. Promote high-intensity development with mixed land uses, including higher-density residential development along high-accessibility routes such as Van Riebeeck Road, the area south of New Nooiensfontein Road between Van Riebeeck Road and the Strand railway line as well as around Kuils River Station. 2. Support informal street-front retail in line with and subject to the City's Informal Trading Policy and Informal Trading By-law, 2009 along Van Riebeeck Road in a manner that does not encroach upon pedestrian movement. 3. Promote the development of multifunctional public facilities, where possible, in order to optimise use of space and enhance the safety and management thereof. Cognisance should be taken of the priority need identified to facilitate the provision of a primary school and community park to accommodate future growth in this subdistrict. 4. Promote the provision of a range of housing typologies, including more affordable housing (GAP housing, social housing or any other appropriate housing typology) closer to public transport and economic opportunities and areas of focused public sector investment. 5. Average residential densities ranging between 45 - 75 du/ha (gross) and building heights of four to five storeys could be supported for new developments with due regard for the character of the receiving environment. 6. Support incremental densification in the established residential areas through subdivision of larger properties or group housing, where appropriate. 7. In instances where the use of a dwelling changes from residential to another use, or where the primary use of the dwelling is no longer residential, street interfaces should be treated sensitively in order to remain complementary to the residential environment.

8. Support and initiate opportunities for general upgrading and renewal of the Kuils River corridor area to serve as a high-quality natural amenity for surrounding communities.
9. Develop locally appropriate interface guidelines for new development where they abut/integrate with the Kuils River, Bottelary River, overhead powerlines and as well as with rural areas.

Kuils River station and district nodal area

10. Support mixed land uses, including residential, commercial, community facilities and light industrial uses.
11. Encourage the provision of a range of housing typologies and higher densities.
12. Support the development of offices and medical surgeries at an appropriate scale along Lang Street.
13. Several vacant land parcels owned by the City as well as other institutions exist within proximity of Kuils River Station on either side of the rail line. Therefore, the development potential of these land parcels should be investigated in more detailed local area planning for the Kuils River CBD and environs. Care should be taken to dispose of the land parcels earmarked for the proposed bypass route north of the station.
14. Facilitate upgrade of public facilities in local civic precincts such as Kuils River node.

Kuils River industrial area

15. No noxious industrial uses to be permitted in the Kuils River industrial area. Any development east of Kuils River Industria should firstly consult City Environmental Health in order to ensure that the potential impacts are mitigated through, e.g. determining of appropriate buffer zones in accordance with noise and dust impact assessments, prior to any development proposal being developed.

Jagtershof

16. Encourage the development of a multipurpose educational precinct in the Jagtershof area (along future Saxdowns Road link) and promote NMT routes to facilitate connection with the surrounding areas.

Stellenbosch farms east and west of Zevenzicht Link Road

17. Potential for higher-density infill development, as well as employment-creating land uses along the link road.
18. Encourage the development of a range of housing typologies.
19. A development framework will have to be done for the total site east of the link road to ensure planning is done in an integrated manner, being cognisant of the bigger picture. Development applications will still be subject to the Subdivision of Agricultural Land Act, Act 70 of 1970 and the input from the provincial Department of Agriculture, Rural Development and Land Reform when considering applications.
20. Create an appropriate interface between urban development with the Stellenbosch/Kuils River farmlands to discourage further urban invasion, to ensure appropriate architectural character and to improve fire maintenance and safety.

Subdistrict 8: New development areas

- a. **Annandale/Haasendal** (map reference 15 in figure 23)

The undeveloped land parcels along Bottelary Road (also known as Bottelary farms) as well as the remainder of Annandale located to the south offer opportunity for medium-to higher-density residential development. Affordable housing opportunities should also be pursued in this area to promote mixing of income groups. Locally appropriate and sensitive interfaces to be included in design along the river corridor and the inclusion of recreational facilities such as mountain bike tracks and pedestrian walkways to be included. The linkages to the Haasendal conservation area and the Bottelary Hills in Stellenbosch Municipality should be retained as important faunal corridors.

Care should be taken that the floodplain area of the Bottelary River is preserved, enhanced in quality, and incorporated into any detailed planning of the area as a feature of development.

- b. **Stellenbosch farms** (map reference 16 in figure 23)

The Stellenbosch farms (cnr. Polkadraai Road and Okavango Bypass) accommodating some vegetable and other farming activities, may in future be considered for medium-density residential development (different typologies). Mixed use inclusive of commercial along Zevenzicht Link Road should be included. It is essential that broad local planning of the area be undertaken to prevent the area, which consists of multiple owners, from developing on a cellular basis.

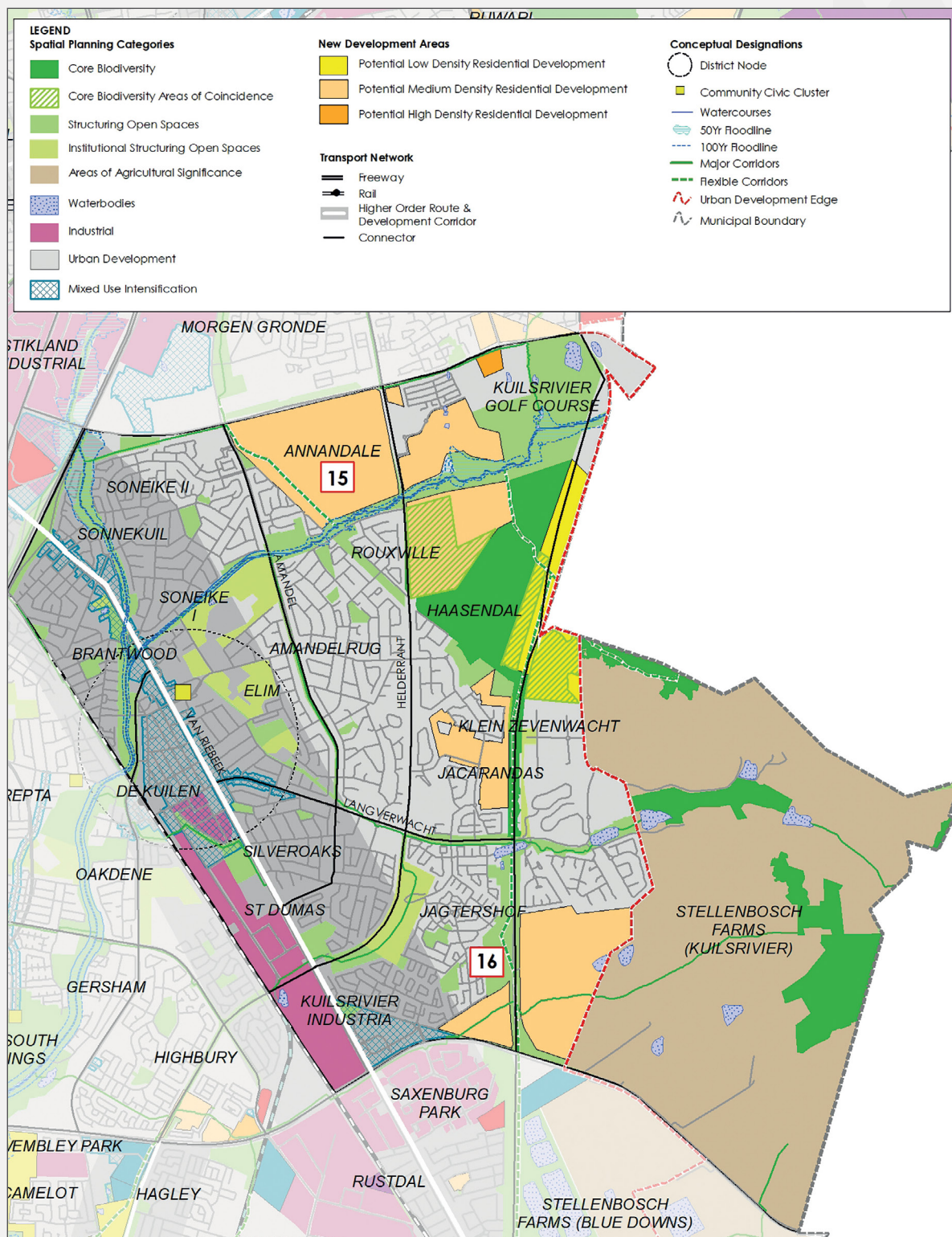


Figure 25: Subdistrict 8: Greater Kuils River, Bottelary and Polkadraai area, Zevenwacht, Stellenbosch farms



ELSIES RIVER LIBRARY PROVIDES FREE ACCESS TO INFORMATION, EDUCATION, CULTURAL AND RECREATIONAL RESOURCES AND SERVICES TO THE COMMUNITY.

Elsies River
Public Library
IThala leeNcwadi loluntu
Openbare Biblioteek
Making progress possible. Together.



4.9 Subdistrict 9: Sarepta, Stellendale, Highbury, Kalkfontein area, Kuils River system

Subdistrict 9 is bounded by the Strand railway line to the east, Stellenbosch Arterial to the south, and the R300 freeway to the west. The area is largely suburban in character, but contains a diverse range of housing typologies and comprises a range of income groups in older established areas, newly developed/developing areas, as well as publicly assisted housing areas and informal settlements. Typical issues experienced within the area include a lack of

appropriate integration with surrounding areas due to the barrier effects of mobility routes and railways, as well as service delivery and quality public open space. Development focus areas identified within this subdistrict include the area identified for public investment around Kuils River station. Urban support focus areas identified within this subdistrict include Kalkfontein.

Table 25: Subdistrict 9 development guidelines

SUBDISTRICT 9: SAREPTA, STELLENDALE, Highbury, KALKFONTEIN AREA, KUILS RIVER SYSTEM	
LOCAL OBJECTIVES	SUGGESTED RESPONSE/GUIDELINES/POLICY STATEMENTS
a) Promote opportunities for business activities and higher-density residential development in close proximity to public transport routes, transport interchange precincts and services. b) Increase the development and economic potential of the area by facilitating increased connectivity and integration with surrounding areas. c) Identify opportunities for establishment and support of SMMEs, including informal trading. d) Facilitate opportunities for densification in a manner that will benefit and uplift the area. e) Ensure development of quality environments that would promote the general upliftment of the area. f) Facilitate opportunities to enhance the quality of the urban environment by improving the quality of open space and natural structuring elements.	General 1. Create and promote opportunities for establishment of SMMEs within appropriate areas (e.g. around Kuils River Station). 2. Facilitate commercial development in demarcated areas where commercial activities can be established (i.e. around Kuils River Station, sections along New Nooiensfontein Road where access is permitted). 3. Assist with the identification of solutions for accommodation of the horse-and-cart industry. 4. Promote high-density residential development on appropriately located vacant land parcels in close proximity to public transport and economic opportunities. Such development should be undertaken in a manner that does not detract from the character of the area and that will consider the maintenance of an appropriate interface between the development and especially single residential uses within the area. Promote the provision of a range of housing typologies, including more affordable housing (GAP housing, social housing or any other appropriate housing typology) closer to public transport and economic opportunities and areas of focused public sector investment. 5. State-subsidised housing programmes should include innovative and alternative typologies and design to support the City's densification and sustainability targets. 6. Encourage incremental densification in the established residential areas through subdivision of larger properties. 7. In instances where the use of a dwelling changes from residential to another use, or where the primary use of the dwelling is no longer residential, street interfaces should be treated sensitively in order to remain complementary to the residential environment. 8. Promote the upgrade/development of public facilities to be multifunctional, where possible, in order to optimise use of space and enhance the safety and management thereof.

Sarepta/Kalkfontein

9. Promote the extension of Erica Drive (Belhar Road) across the R300 freeway into Sarepta to facilitate integration between communities.
10. Promote mixed-use development along Reuter Road through Sarepta and Kalkfontein to improve economic opportunities. The extension of Reuter Road in Kalkfontein across the Kuils River to link up with Highbury Road intersection should be encouraged.
11. The land parcel located on the corner of Stellenbosch Arterial and the R300 freeway provides an opportunity for mixed-use development in the form of service industrial, commercial and some residential development. Any proposals should be sensitive to the interface with the Kuils River as well as interfaces between residential and non-residential land uses. Kalkfontein has been identified as a USFA for prioritised public investment. Refer to volume 3: spatial targeting framework for prioritising public investment, section 1.3.2 (table 9) to view the necessary capital projects to support the development proposed in this DFA.

Kuils River green belt

12. Support and initiate opportunities for general upgrading and renewal of the Kuils River corridor area to serve as a high-quality natural amenity for surrounding communities.
13. Support the development of recreation and community facilities along the Kuils River corridor through identifying key focal points along its course for public investment, such as the area around the Sarepta neighbourhood civic cluster, the western riverbank at Kalkfontein, and the 1:100-year floodplain at Highbury.
14. Encourage complementary uses that will promote a more active edge along the Kuils River. The existing informal soccer fields in the Kalkfontein area should be formalised and upgraded as part of the Kalkfontein Phase 3 housing project.
15. Develop locally appropriate interface guidelines with the Kuils River system into new developments and encourage the use of these as recreation spaces.

Kuils River Station

16. Support mixed land uses including residential, commercial, community facilities and light industrial uses.
 17. Encourage the provision of a range of housing typologies and higher densities.
 18. Several vacant land parcels owned by the City as well as other institutions exist within proximity of Kuils River Station on either side of the rail line. Therefore, the development potential of these land parcels should be investigated in more detailed local area planning for the Kuils River CBD and environs. Care should be taken to dispose of the land parcels earmarked for the proposed bypass route north of the station.
-

Highbury/Stellendale

19. Investigate the unlocking of the landlocked triangular-shaped land between the Strand railway line, the Stellenbosch Arterial and the future Blue Downs railway line, as well as appropriate land uses (such as light industrial) on portions not affected by environmental features/wetlands.
20. Support the development of medium- to higher-density residential development through a range of housing typologies, including more affordable housing on the land parcels abutting Stellenbosch Arterial. Cognisance should be taken to ensure appropriate interfaces are created with the adjacent residential areas as well as the arterial.
21. Prioritise the completion of Saxdowns Road link through Highbury to increase connectivity to surrounding areas.



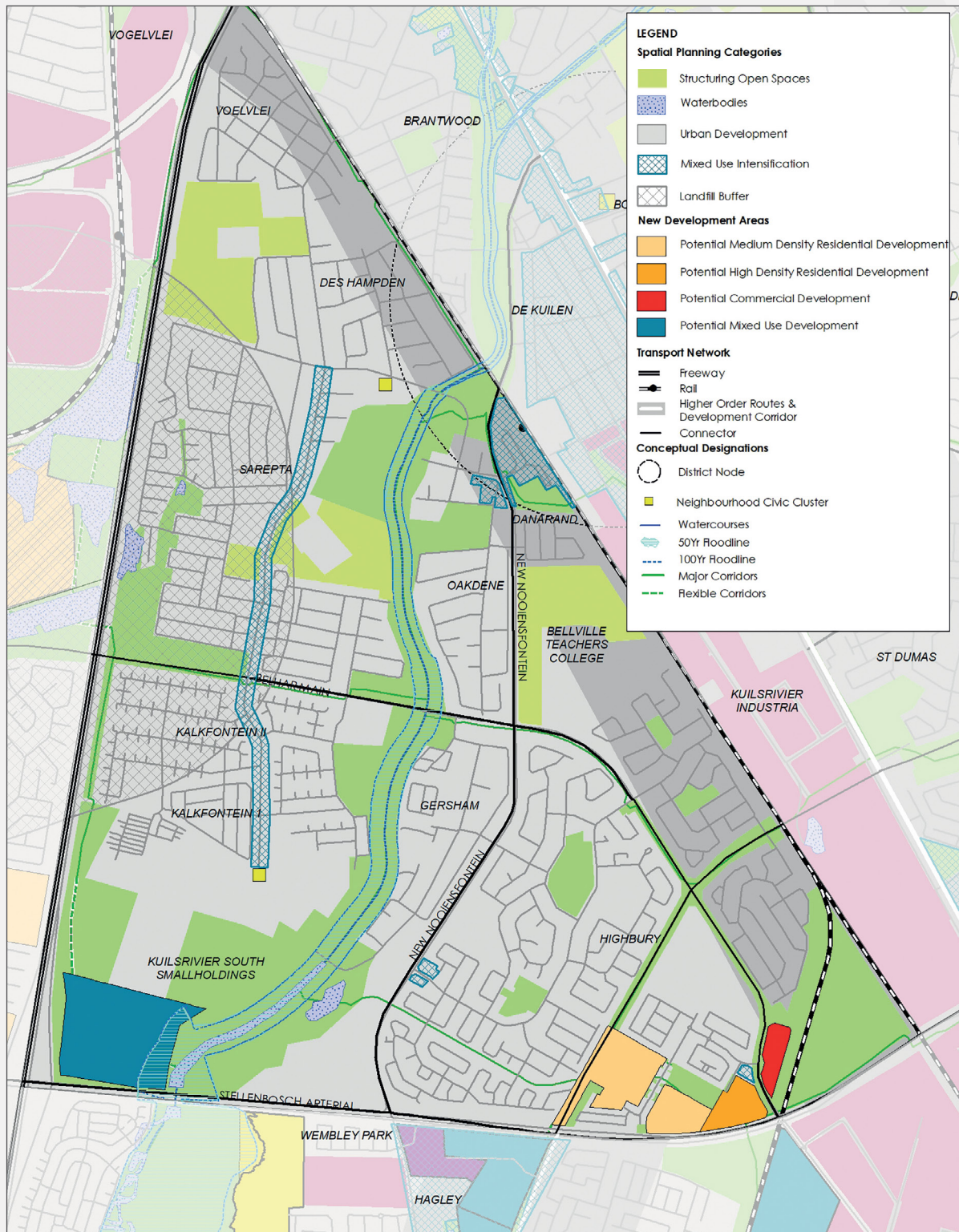


Figure 26: Subdistrict 9: Sarepta, Stellendale, Highbury, Kalkfontein area, Kuils River system

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 subdivisonal 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.



A BUSY TRANSPORT INTERCHANGE.



CITY OF CAPE TOWN
ISIXEKO SASEKAPA
STAD KAAPSTAD