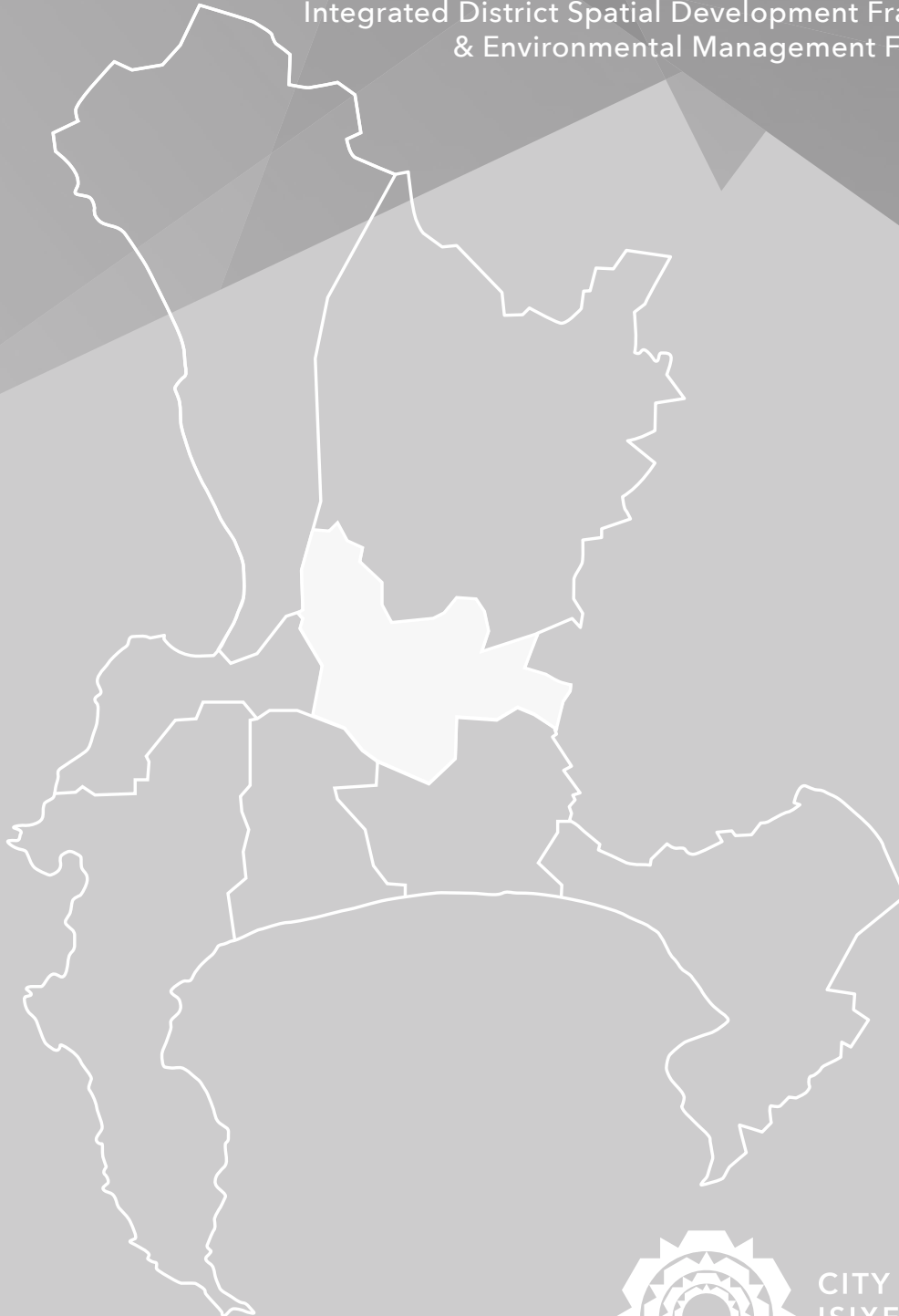


TYGERBERG DISTRICT PLAN

EXECUTIVE SUMMARY

JANUARY 2023

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



CITY OF CAPE TOWN
ISIXEKO SASEKAPA
STAD KAAPSTAD

TYGERBERG DISTRICT PLAN

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

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



MAKING PROGRESS POSSIBLE. TOGETHER.

JANUARY 2023



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1. INTRODUCING THE DISTRICT PLAN

MUNICIPAL SPATIAL DEVELOPMENT FRAMEWORK OVERALL SPATIAL VISION:

A city of hope: A city committed to:

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

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

What is the District Plan and its role?

The District Plan responds to the question:

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

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

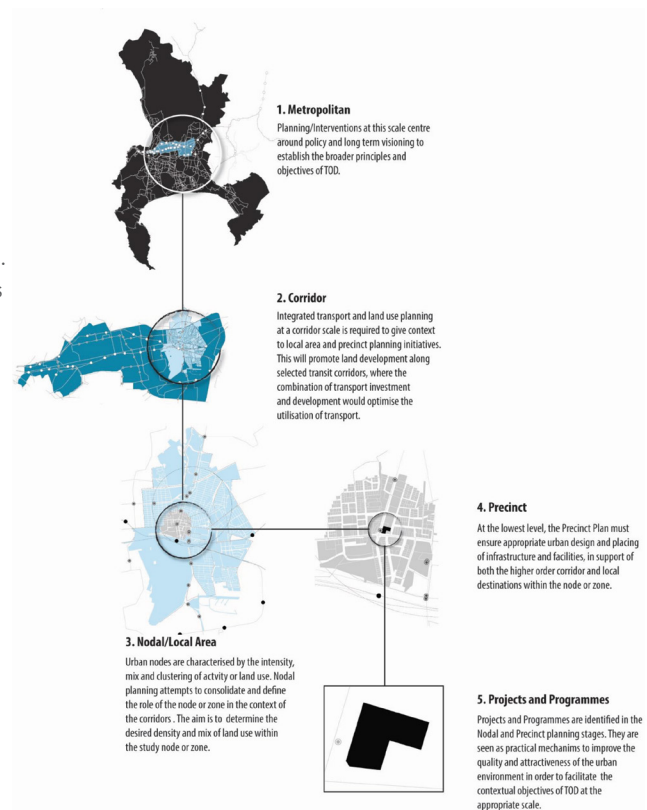


Figure 1: Understanding different scales of planning



VISION STATEMENT

FOR THE TYGERBERG DISTRICT

"A district that is defined by an integrated approach to mixed-use development, including residential and commercial, where targeted densification and intensification are 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 of elements such as river corridors, open spaces of different extent and nature reserves."



2. INTRODUCING THE TYGERBERG DISTRICT

This district is centrally situated and bordered by 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. It comprises a number of well-established older suburbs such as Goodwood, Elsies River, Bonteheuwel, Bishop Lavis, Parow, Bellville and Kuils River. Newer suburbs such as Delft, Belhar, Bothasig, Panorama, Ridgewood, Platteklouf and Edgemead also fall within the district.

Key elements and interventions

Broader Bellville central business district(CBD) precinct	• Redevelopment of public transport interchange (PTI), unleashing development potential of surrounding properties, and increase accessibility through, inter alia, extension of road linkages and NMT movement, intensification of land use to the north. • 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 underground water sources in the landscaping of public spaces.
N1 City precinct	• 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.
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).
Voortrekker Road corridor (VRC)	• Support redevelopment and intensification of mixed use along the corridor, inclusive of Tygerberg Hospital and Stikland Hospital sites.
Elsies River industrial area	• Support redevelopment for mixed-use development due to low economic growth performance of the industrial area.
Optimisation at rail stations	• Accessibility to all stations should be optimised, e.g. prioritisation at Parow Station with the upgrade of Station Road and redevelopment of underutilised parking areas, inclusive of more affordable housing opportunities.
Kuilsriver Station	• Support infill development of a mixed-use nature in areas close to the stations and other public transport routes such as Van Riebeeck Road.
North of Polkadraai Road	• Limited medium- to higher-density (different typologies) infill development north of Polkadraai Road.
Zevenwacht agricultural areas	• Protection of the Zevenwacht agricultural areas and the linkages with the Bottelary Hills in adjacent Stellenbosch Municipality.

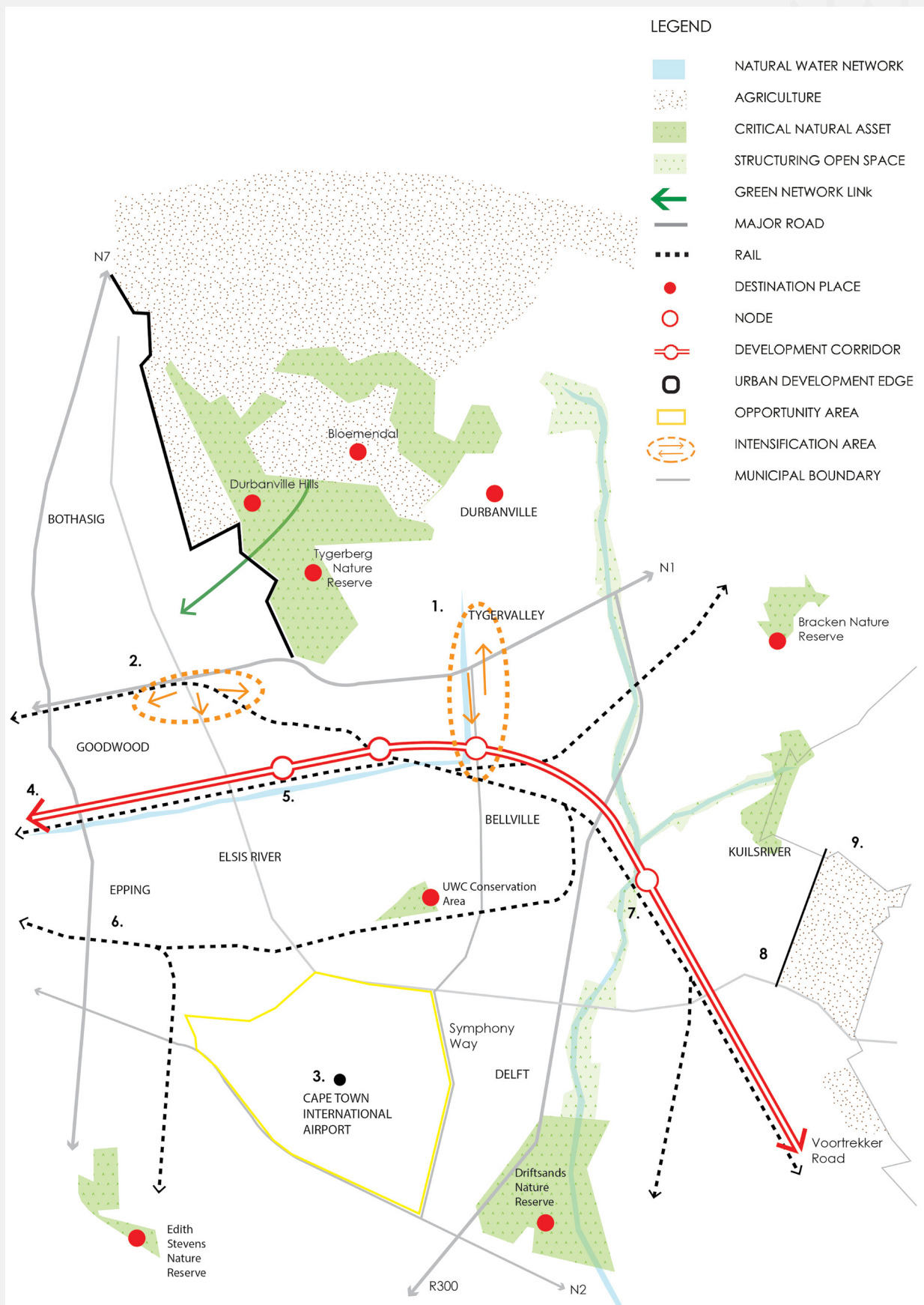


Figure 2: Integrated concept for the Tygerberg district.



3. SPATIAL PLANNING GUIDELINES

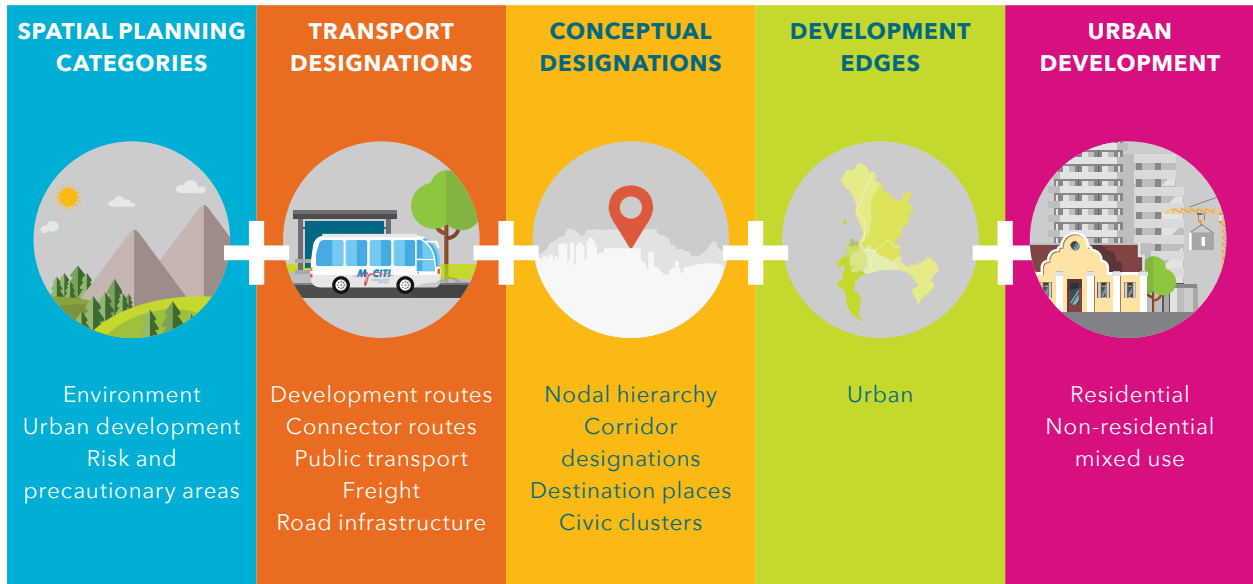


Figure 3: Broad categories that inform relevant spatial development

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

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

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

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

Urban development edge (UDE)	The UDE is a line. The area inside the UDE is considered appropriate for urban development, and the area outside is not. The District Plans allow for the designation of the NEMA urban area to be in line with the approved UDE in these documents. This exempts the need for environmental authorisation of certain trigger activities in terms of the National Environmental Management Act (NEMA).
Development Focus Areas (DFAs)	Areas targeted for urban restructuring and planning focus in the short-medium term that have the highest potential spatial transformative impact with dedicated budget, planning or investment to facilitate development.
Urban support Focus areas (USFAs)	Spatially targeted areas that are faced with a combination of challenges require a coordinated public investment and planning approach in the short to medium term. These challenges include, but are not limited to, infrastructure failure and service delivery challenges, and high socio-economic need and crime rates.
The Environmental Focus Areas (EFAs)	These are areas that are of critical environmental significance, and not necessarily formally protected or conserved. They are outside of formally protected areas and are priority areas for investment and/or protection.
New Development Areas (NDA)	These are identified sites/areas that will inform land pipelines for the City to either release land to the private sector for development purposes, or for the City to develop the land over time, subject to budget availability.



Spatial planning categories mapped:

SPATIAL PLANNING CATEGORIES

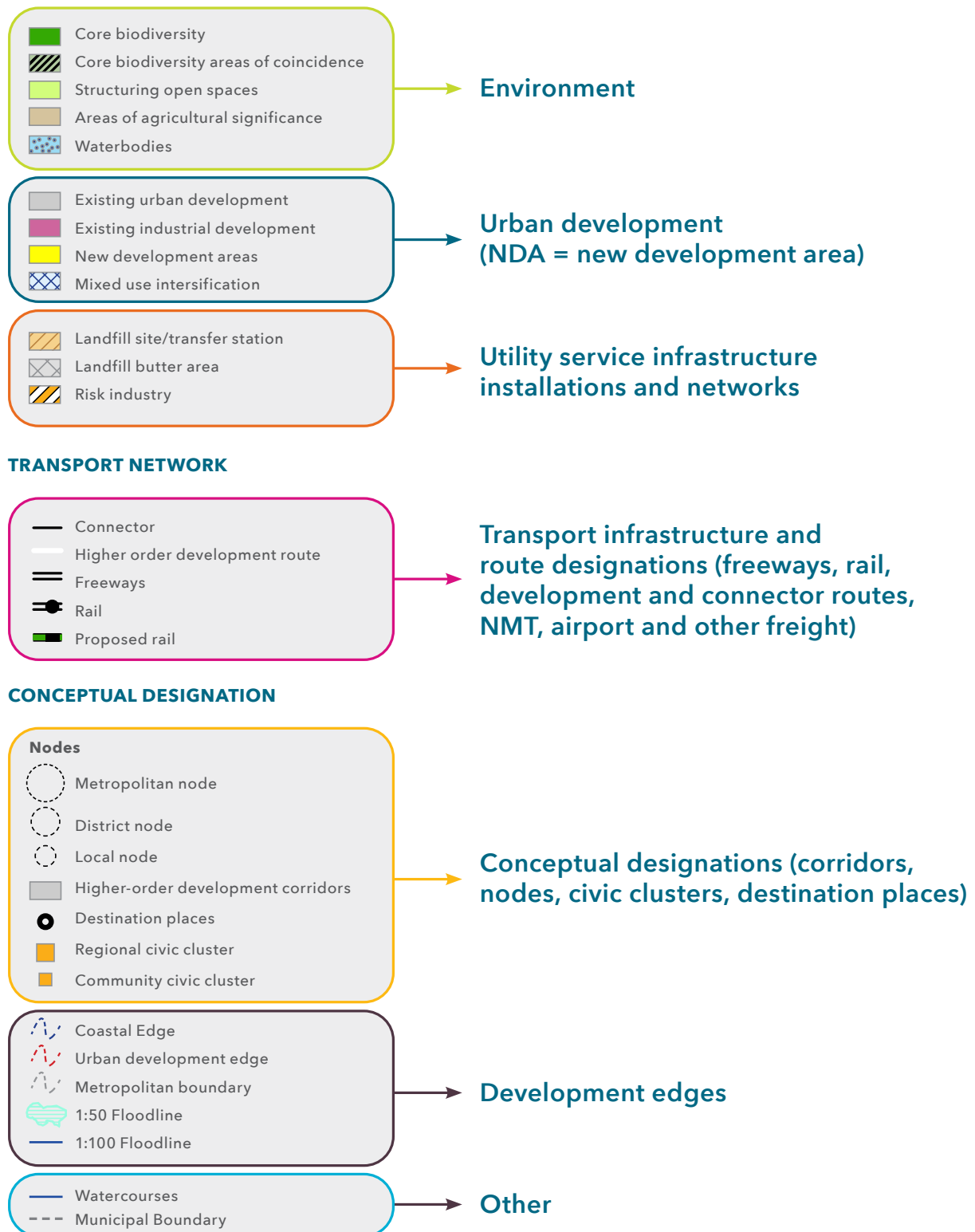


Figure 4: Spatial planning categories mapped:

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

4. ENVIRONMENT, BIODIVERSITY AND HERITAGE MANAGEMENT

ENVIRONMENT SPCs

- Watercourses, flood-risk areas, wetlands, waterbodies and aquifers
- Biodiversity and structuring open space (figure 5)
- Agricultural areas of significance
- Cultural and heritage resources and scenic routes (figure 6)

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.

Areas with similar environmental attributes are categorised and known as environmental impact management zones (EIMZs). The guidelines for these inform planning and decisions regarding activities that require environmental authorisation and planning approvals.

In addition, the green infrastructure network (GINet) identifies green and blue open spaces in the district that are valuable from a green infrastructure perspective. Each site included in the GINet has information for a wide set of attributes such as biodiversity, heritage value, and flood mitigation, etc. This provides detailed information about the attributes of each site that can be considered during a development process. The GINet focuses on the principles of multifunctionality, connectivity, and using nature to solve problems in the built environment. It is an informative layer.

The GINet has informed the structuring open space category, which reflects a desired future state, taking into account existing development proposals and the potential future use of different sites.

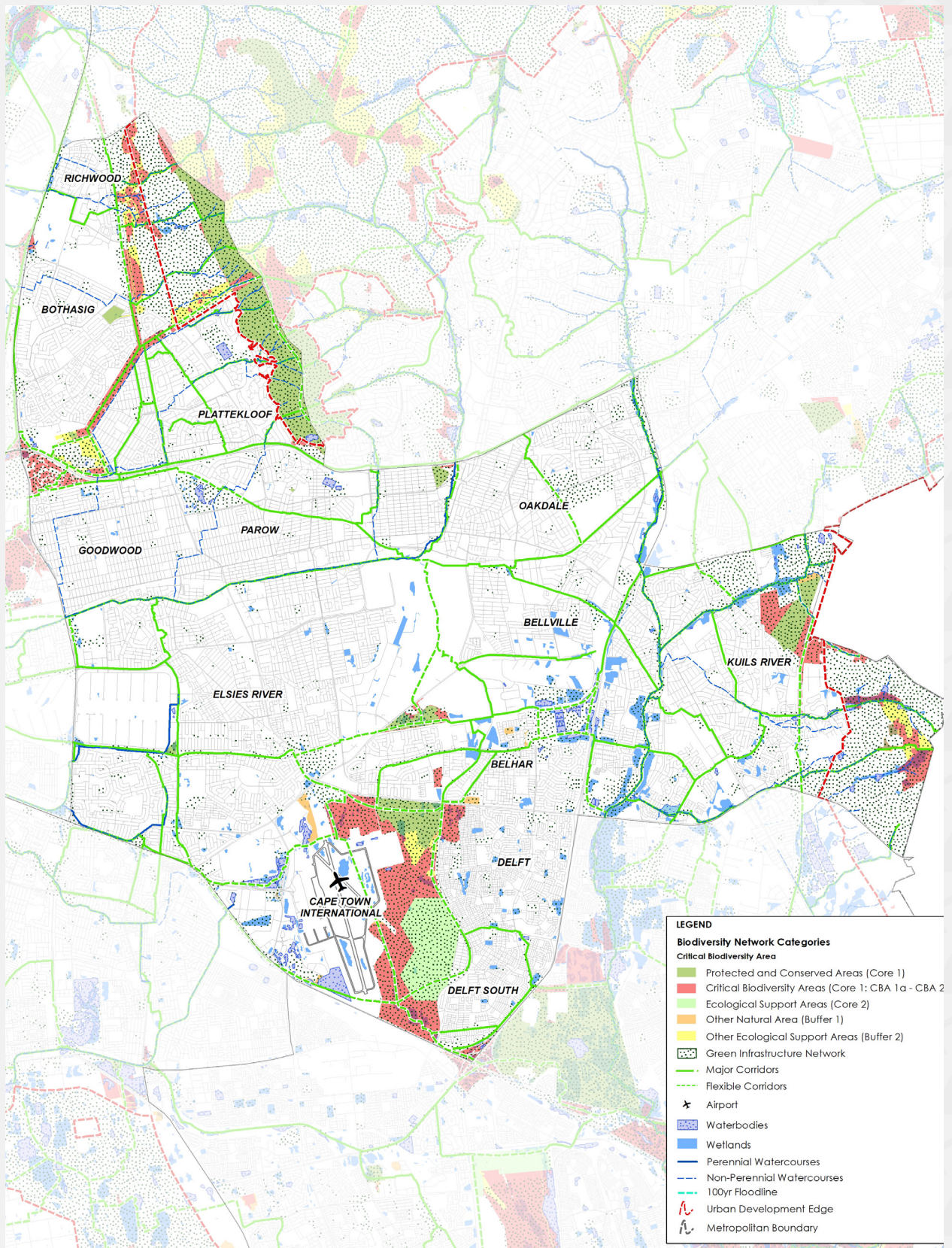


Figure 5: Green infrastructure and biodiversity for Tygerberg district

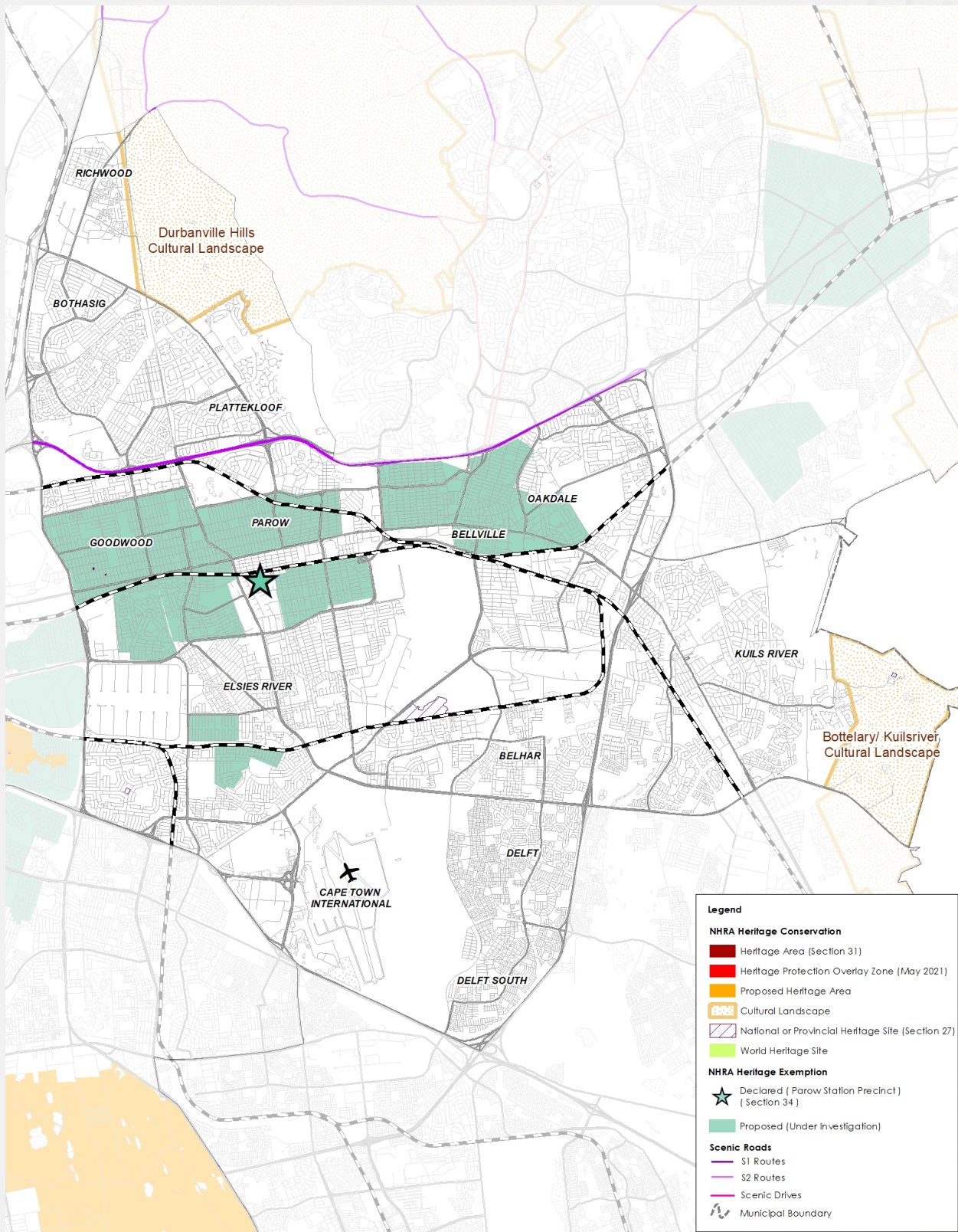


Figure 6: Cultural and heritage resources for Tygerberg district

OTHER KEY SPCs AND RELEVANCE THE TYGERBERG DISTRICT:

Destination places

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

Existing natural destination places:

- Tygerberg Nature Reserve
- Cape Flats conservation area

Existing district parks:

- Jack Muller Park

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.

Examples:

- De Grendel
- Kuils River (Zevenwacht) farmlands

Development edges

For future development, 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.



5. URBAN DEVELOPMENT - HOUSING

URBAN DEVELOPMENT SPCs

- Existing urban development
- Existing residential
 - General
 - Fully and partially subsidised
 - Informal settlement
- New residential - new development areas

The Tygerberg DSDF proposes various types and forms of residential and non-residential development to support the functioning of a sustainable and integrated community.

Existing urban development:

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

Existing residential:

The general guidelines align with the Human Settlements Strategy (HSS) objective to support diverse typologies in high-density areas as well as service provision (iterative basic services and upgrading) where density is not achievable. The guidelines for residential development are categorised as indicated in the table below:

CATEGORIES FOR GUIDANCE FOR RESIDENTIAL DEVELOPMENT RELEVANT TO THE TYGERBERG DISTRICT

General	The general guidelines deal with all types of housing opportunities for low-, medium- and high-income groups in both market (private) and subsidised (public) developments.
Fully and partially Subsidised	Guidelines for fully and partially subsidised human settlements deal with all government-assisted housing projects within the various human settlements programmes, namely the Integrated Residential Development Programme (IRDP) (mixed tenure: BNG, FLISP, mixed-market for household incomes below R22 000), community residential units (CRU), Social Housing and Upgrading of Informal Settlements Programme (UISP).
Informal Settlements (NB: Refer to subdistrict guidelines for detailed area specific guidance)	Guidelines for informal settlements deal with all types of residential informality in the city, e.g. unlawfully occupied land and buildings, temporary relocation areas (TRAs) and incremental development areas (IDAs) [City planned], City-unapproved dwellings in the form of backyard units, main house extension and conversion, etc.

New development:

The quantum of new formal residential opportunities in the district (in order to accommodate the anticipated growth) is estimated to be around 46 983 in main formal dwellings. 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.).

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

GROSS DENSITY TARGETS AND GUIDELINES FOR NEW DEVELOPMENT AREAS	
Density Target	Guideline
Potential low-density development 10-45 du/ha	The achievement of these targets could occur via a range of housing typologies and varying net densities across the area. The development of required community facilities and open spaces should be addressed as part of the development of the area.
Potential medium-density development 45-75 du/ha	
Potential high-density development >75 du/ha	
RELEVANT NEW DEVELOPMENT AREAS	
- De Grendel farm: The 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 through the applicable planning processes, inclusive of specialist studies. - Stikland Hospital precinct: 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. - Unibell Station precinct: 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. - Symphony Way corridor: 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. - De Grendel Station precinct: 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. - Haasendal/Annandale: The undeveloped land parcels along Bottelary Road 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. - Stellenbosch farms (Zevenwacht): Opportunity for medium-density residential development (different typologies) with mixed use, inclusive of commercial along Zevenzicht link road. Broad local planning of the area should be undertaken to prevent the area, which consists of multiple owners, from developing on a cellular basis.	



6. INFRASTRUCTURE

KEY OVERALL OBJECTIVES IN RELATION TO MOVEMENT AND DEVELOPMENT

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

TRANSPORT SPCs INCLUDE:

- Freeways and rail
- Development routes
- Connector routes
- NMT routes - higher and lower
- Development corridors - higher and lower order
- Airports and other freight hubs

INFRASTRUCTURE SPCs INCLUDE:

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

Transport

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

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

KEY TRANSPORT SPCs AND RELEVANCE TO THE TYGERBERG DISTRICT			
Freeways	N1 and N2	N7	R300 (Kuil River Road)
Rail	Monte Vista line	Bellville-Strand line	Bellville-Kraaifontein line
Development routes	Higher order - high-frequency and -volume public transport routes within MSDF development corridors - e.g. IRT trunk routes - Voortrekker/Strand/Van Riebeeck roads - Durban Road		
	Lower order - high-frequency, low-volume public transport routes - Symphony Way - Delft Main/Belhar Road - Hugo Street/Halt Road - Vasco Boulevard - Old Paarl Road - Connaught Road		
Connector routes	- Giel Basson (north of N1)/Jan van Riebeeck/35th Street/Stellenbosch Arterial - Mike Pienaar Road - Plattekloof Road - La Belle Road	- Avonwood/Francis van Zijl Drive - Frans Conradie Drive - Valhalla Avenue - De La Rey Road - The future Okavango bypass route - Robert Sobukwe Road	- Bottelary Road - Polkadraai Road - Amandel - Saxdowns Road - Langverwacht/Zevenzicht link road
NMT routes	High order ('destination' closed streets, promenades, cycle routes that are high attractors from across the metro) Lower order: District-attractor walkways (e.g. around major parks); high-attractor (submetro) cycle routes		
Development corridors	Higher order Voortrekker Road	Lower order - Halt Road - Symphony Way - Old Paarl Road - Delft Main/Belhar Road - Hugo Street - Vasco Boulevard	
Airports and other freight hubs	- Cape Town International Airport - Belcon		
RELEVANT NDA TO NOTE			
CTIA: 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, should be promoted and encouraged.			

Utility service infrastructure installations and networks

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

KEY UTILITY SPCs AND RELEVANCE TO THE TYGERBERG DISTRICT	
Precautionary areas and utility service infrastructure installations	District elements
Noise exclusion zones	- CTIA noise zones (2025 ultimate scenario) - Airport obstacle limitation surfaces (AOLS)
Risk Installations	Environmental conditions related to these installations should be monitored to assess the need for appropriate buffer areas around risk activities/installations. - Bellville landfill site - Petro SA tank farm
Wastewater treatment works (WWTW)	- Potsdam WWTW - Bellville WWTW
Cemeteries	- Stikland Cemetery - Belhar Cemetery - Kuils River Cemetery - Delft Cemetery
Broadband /IT/WiFi cabling	All areas – but primarily the following: - All nodes - All development corridors

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

7. ECONOMY

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

KEY SPCs RELATING TO THE ECONOMY:

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

The Tygerberg District Plan promotes land use intensification that implies a greater mix of residential and non-residential land uses (diversification) through the increased use of space, both vertically and horizontally (densification). This should be encouraged in locations with good public transport access, concentrations of employment, commercial development and other amenities, or where such accessibility and concentration is planned. It provides for a vast range of employment opportunities along the Voortrekker corridor, Bellville CBD (that also accommodates the second largest PTI in the city), and the 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.

Urban nodes

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





KEY NODAL DESIGNATIONS IN THE TYGERBERG DISTRICT

Metropolitan (these have similar characteristics and only the scale at which they operate differs) Example: Bellville	District node Examples: - N1 City - Cape Town International Airport - Kuils River	Local node Examples: - Delft - Belhar/Unibell Station - Parow Station - Elsies River Station - Platteklouf Road	Neighbourhood node (these would only be indicated at subdistrict scale) Examples: - Burgundy Square - Bonteheuwel - Bishop Lavis - Ravensmead
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Mixed-use intensification areas

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

KEY SPCs AND RELEVANCE THE TYGERBERG DISTRICT:

Mixed-use intensification areas	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). 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 is planned. These include developed or partially developed areas where further intensification and diversification of existing land uses are supported or where appropriate redevelopment to a mix of land uses is actively encouraged. It should be noted that a mix of land use for both new development areas and intensification areas refers to an appropriate combination of either • residential and non-residential uses or • non-residential uses (i.e. industrial, commercial, institutional or public service).	Areas to note • Voortrekker Road corridor • N1 City/De Grendel Station • Platteklouf Road • Kuils River Station/CBD • Stikland hospital precinct • Tygerberg Hospital site • Halt Road • Delft Main Road • Reuter Road
Mixed-use new development area	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).	
Industrial: Existing and new development areas (NB: Refer to subdistrict guidelines for detailed area specific guidance)	General industrial areas should be supported in industrial designated areas and allowances should be as per the Municipal Planning By-law. Support the prioritisation of public- private sector investment in identified growth areas within the industrial nodes, ports and primary freight infrastructure.	Existing areas to note • Sacks Circle • Parow • Stikland • Airport Industria • Epping 2 • Kuils River Industria • King Air Industria

RELEVANT NEW DEVELOPMENT AREAS

- CTIA: Opportunity for mixed-use development around the airport, including industrial, commercial and residential.
 - Voortrekker Road corridor: Characterised by areas of high-density, high-intensity mixed-use activity to be reinforced as the economic 'backbone' of the city with opportunity for mixed-use development intensification and diversification.
- (NB: Refer to subdistrict guidelines for detailed area-specific guidance.)

8. INTEGRATION, EQUITY AND SOCIAL JUSTICE

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

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

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

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

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

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

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

9. TYGERBERG SPATIAL DEVELOPMENT FRAMEWORK DISTRICT MAP



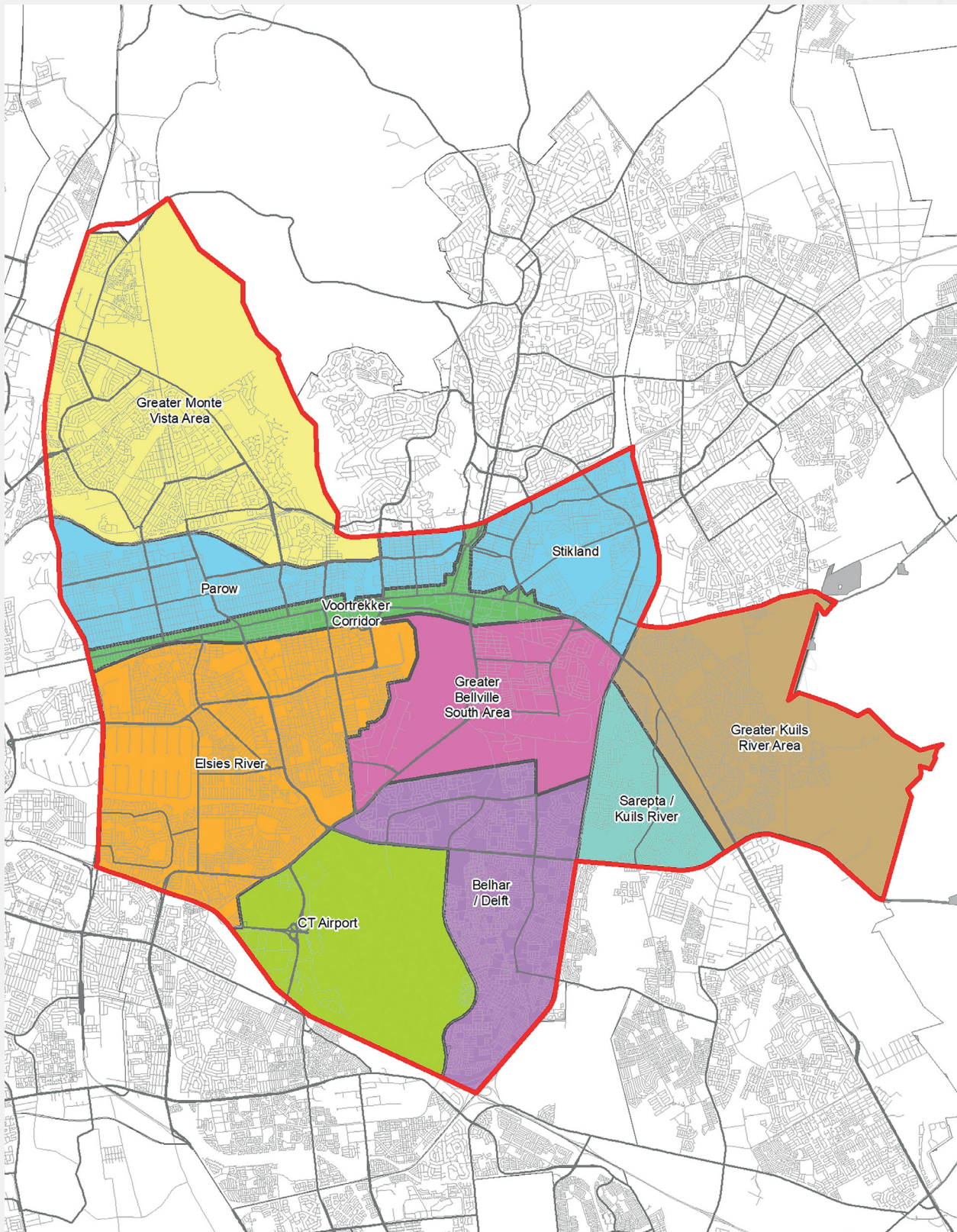


Figure 7: Tygerberg district subdistrict demarcation

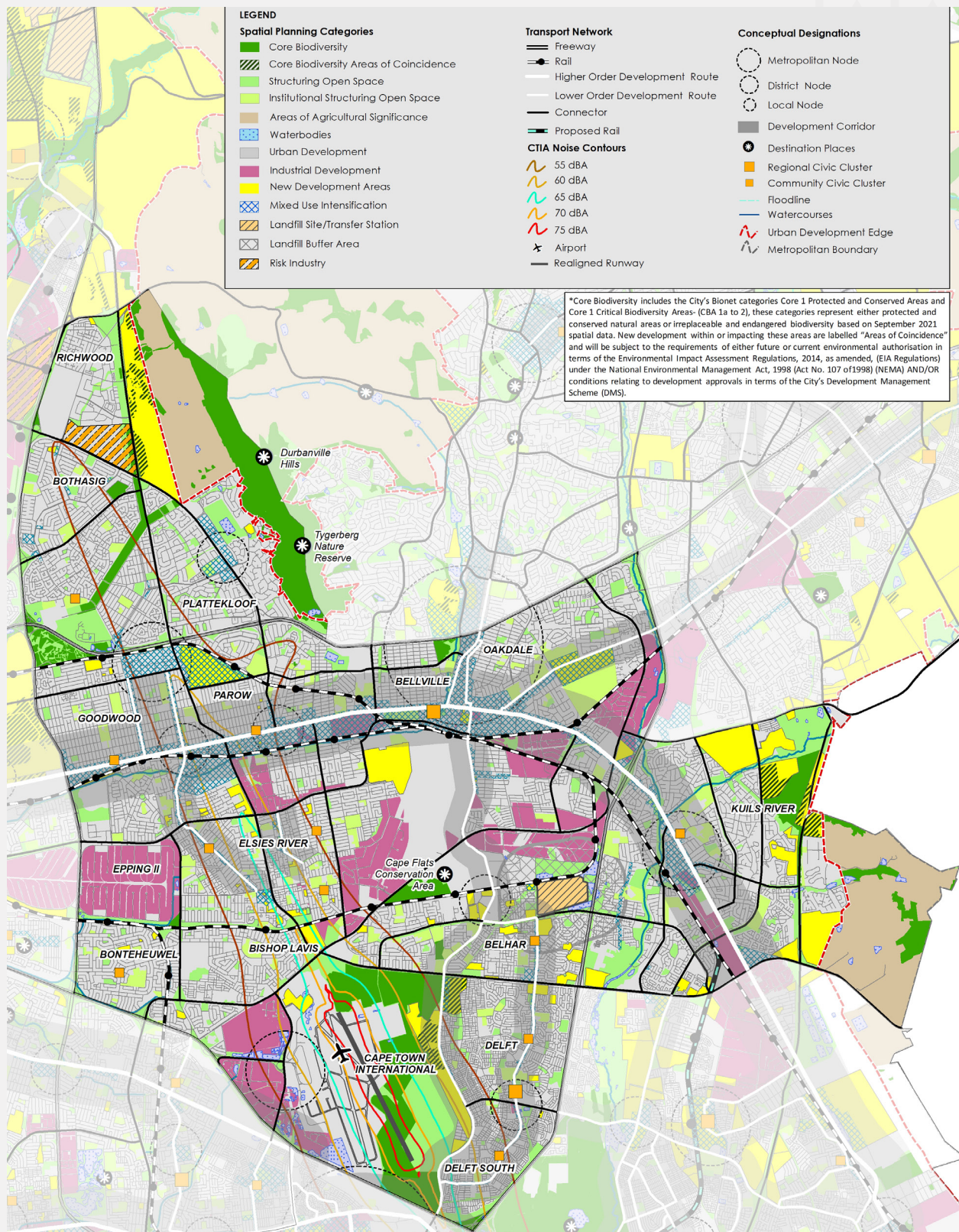
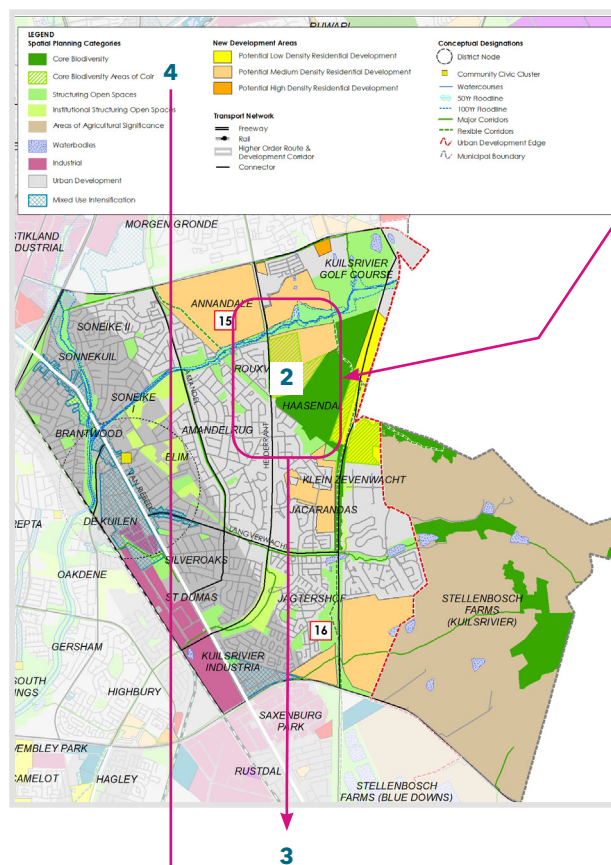


Figure 8: Tygerberg District Spatial Development Framework map

10. HOW TO READ THE DOCUMENT

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



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

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

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

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

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

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

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

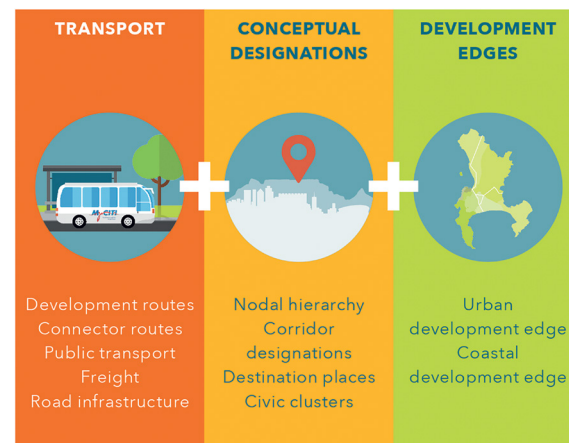
a) Urban development - general (applicable to all areas)	1. These areas should be considered for a wide variety of urban uses such as housing development, public open spaces, community facilities, mixed use/business development (where appropriate), but should not include noxious industrial uses.
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Refer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

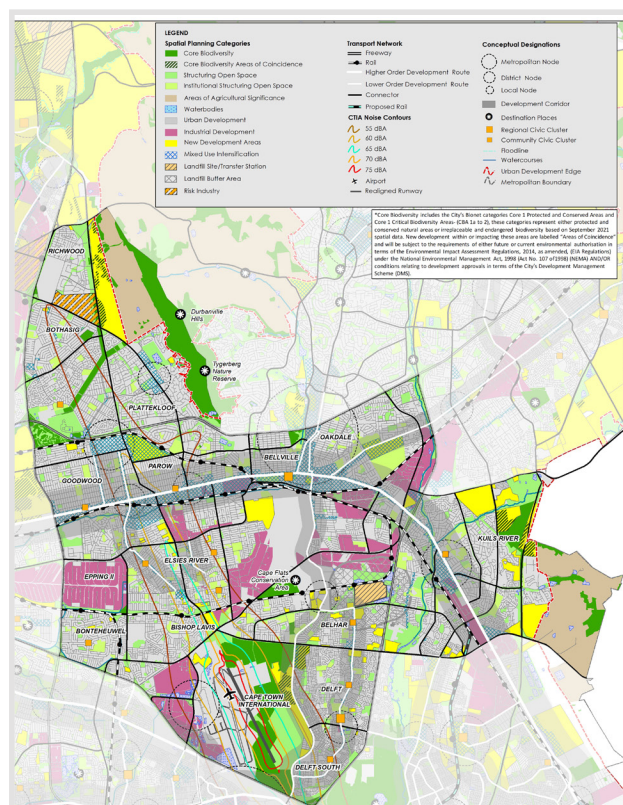
BIODIVERSITY AND STRUCTURING OPEN SPACES	COMPONENTS AND DISTRICT ELEMENTS	GUIDELINES AND MANAGEMENT PRIORITIES
3.1.5 CONSERVATION AND BIODIVERSITY PRIORITY ZONE (Full extent together with GINet shown in figure 11)		
f) Structuring open spaces	Parks, sports fields and other	16. Road and rail reserve sites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

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

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



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



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

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

HOW TO GET HOLD OF US

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