

Helderberg

Integrated district spatial development framework
and environmental management framework

Vol. 2: Draft Technical Report



MAY
2022



CITY OF CAPE TOWN
ISIXEKO SASEKAPA
STAD KAAPSTAD

PREFACE WITH INSTRUCTIONS FOR COMMENTING ON THIS DOCUMENT

1. You are requested to comment on this document that contains the Integrated District Spatial Development Framework (DSDF) and Environmental Management Framework (EMF) for the **HELDERBERG PLANNING DISTRICT**.
2. The Integrated DSDF and EMF suite of documents comprise the following:
 1. Volume 1: Baseline and Analysis Report;
 2. Volume 2: Draft Technical Report (*containing the vision and spatial guidelines*)
 3. Volume 3: Implementation Plan (*containing the prioritisation framework; projects and proposals for spatial restructuring and upgrading*), and
 4. Volume 4: Technical Annexures
3. Also included for comment in the Integrated District SDF and EMF are the proposals in accordance with the National Environmental Management Act, 1998 for the delineation of the Urban Areas.
4. You may submit your comment within the prescribed period **ONLY**. Any comments received after the specified period may be ignored.
5. Comments and queries may be submitted via the online commenting form on the following website link: www.capetown.gov.za/DSDF

Given that the officials are working from home we request that you do not send us letters via the South African Post Office.

6. Please remember that comments on this work is related to 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 focusses 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.

VOLUME 2: INTEGRATED SPATIAL DEVELOPMENT FRAMEWORK

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STRUCTURE OF THE INTEGRATED DISTRICT SPATIAL DEVELOPMENT FRAMEWORK (SDF) AND ENVIRONMENTAL MANAGEMENT FRAMEWORK (EMF) SUITE OF DOCUMENTS

The Integrated SDF and EMF suite of documents and the respective main subordinate categories are shown below.

- 1. Volume I: Baseline and Analysis Report**, comprising:
 - 1.1. State of the population;
 - 1.2. State of the environment;
 - 1.3. State of the built environment;
 - 1.4. State of the economy and property market; and
 - 1.5. Synthesis of the analysis.

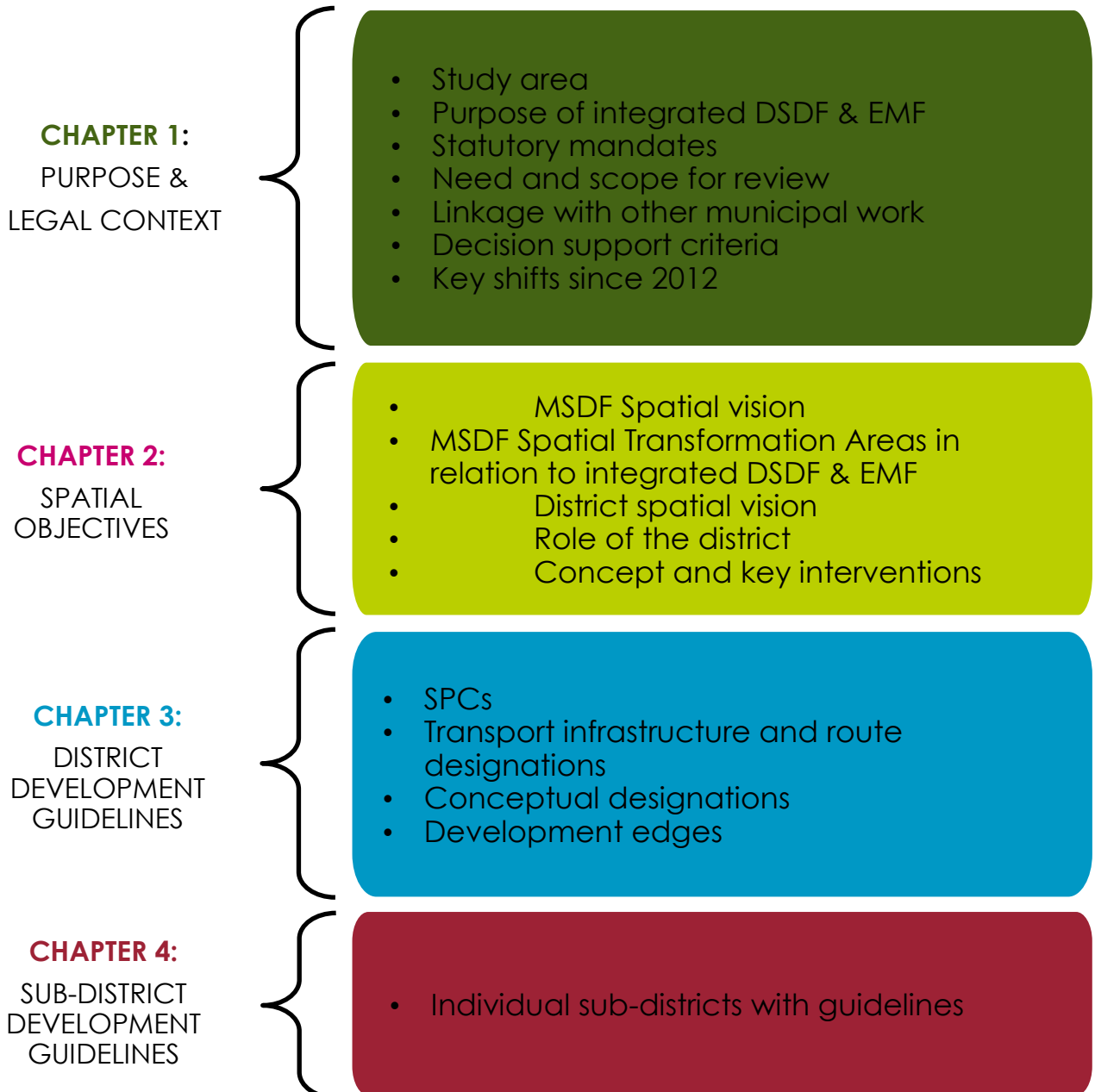
- 2. Volume II: Integrated District SDF and EMF (Spatial Policy and Guidelines)**, comprising:
 - 2.1. Spatial vision, role of the District, spatial concept and key interventions;
 - 2.2. District development guidelines; and
 - 2.3. Sub-district development guidelines.

- 3. Volume III: Implementation Plan**, comprising:
 - 3.1. Proposals for upgrading and restructuring;
 - 3.2. Prioritisation framework;
 - 3.3. Priorities for local area;
 - 3.4. Policies to be reviewed;
 - 3.5. Proposed mechanisms and incentives; and
 - 3.6. Monitoring and Evaluation Framework.

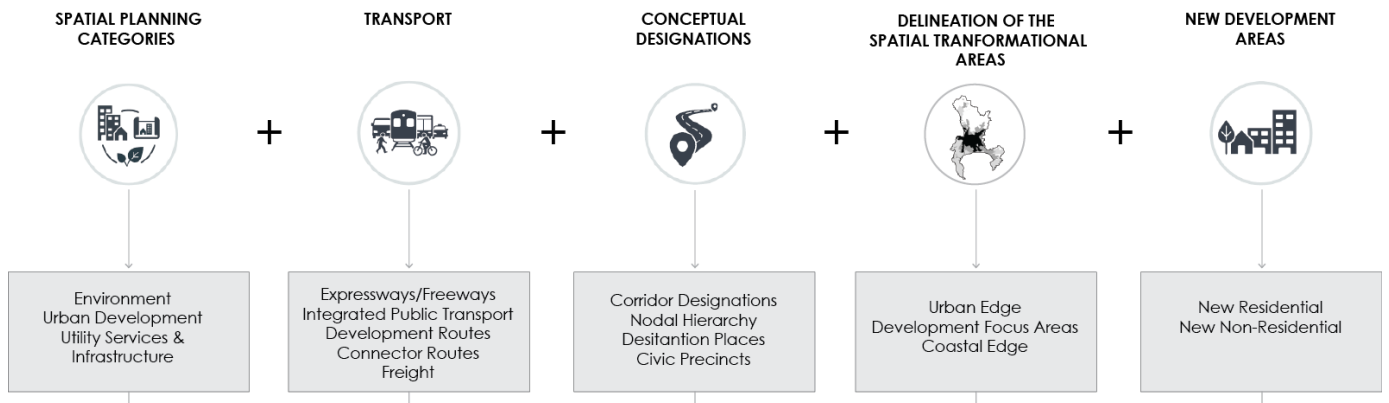
- 4. Volume IV: Annexures**

NAVIGATING THROUGH THE INTEGRATED SPATIAL DEVELOPMENT FRAMEWORK (SDF) AND ENVIRONMENTAL MANAGEMENT FRAMEWORK (EMF)

The Integrated DSDF and EMF Volume 2 document is structured as follows:



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



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

Section	Purpose and focus
1. INTRODUCTION	<ul style="list-style-type: none"> Outline of background and legislative status of SDF and EMF.
2. SPATIAL OBJECTIVES	<ul style="list-style-type: none"> Sets out the overall direction, the principles and strategies governing the guidelines and proposals.
2.1. Spatial vision for 2030 and beyond (MSDF)	<ul style="list-style-type: none"> The key structuring elements or spatial ideas for the structure and focus of interventions of the district. Key spatial strategies of the MSDF and how they are applied to the district.
2.2. Spatial Transformation Areas (MSDF)	<ul style="list-style-type: none"> The four primary Spatial Transformation Areas (STAs) that set out the basis for growth management through public investment.
2.3. District spatial vision	<ul style="list-style-type: none"> Sets out the vision for the district.
2.4. Role of the district	<ul style="list-style-type: none"> Explains the role of the district.
2.5. Integrated district concept	<ul style="list-style-type: none"> Illustrates the main spatial ideas of the integrated SDF and EMF.
2.6. Key Intervention	<ul style="list-style-type: none"> 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. SPATIAL DEVELOPMENT FRAMEWORK AND ENVIRONMENTAL MANAGEMENT FRAMEWORK: DISTRICT DEVELOPMENT GUIDELINES	<ul style="list-style-type: none"> 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 'sub-district land use guidelines' in section 4.
3.1. Spatial planning categories (SPCs)	<ul style="list-style-type: none"> 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 MSDF. Provides development guidance in relation to areas that may present a risk or limits land use or activities in the district (e.g. flood-prone areas, buffers associated with noxious uses).
3.2. Transport infrastructure and route designation	<ul style="list-style-type: none"> 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	<ul style="list-style-type: none"> 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	<ul style="list-style-type: none"> • Provides direction to urban growth in relation to the definition of development edges in the district.
3.5. New Development Areas	<ul style="list-style-type: none"> • Identifies vacant and or under-utilised land for development for residential, industrial, commercial and community facility purposes.
4. SUB-DISTRICT DEVELOPMENT GUIDELINES	<ul style="list-style-type: none"> • Supplements the SDF and EMF: district development guidelines with more detailed 'sub-district 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
<ul style="list-style-type: none"> • Identification of the area to which EMF applies • An indication of the conservation status of the area 	<ul style="list-style-type: none"> • Baseline information and analysis report.
<ul style="list-style-type: none"> • A description of how information was captured 	<ul style="list-style-type: none"> • Baseline information and analysis report.
<ul style="list-style-type: none"> • Identification of information gaps 	<ul style="list-style-type: none"> • Baseline information and analysis report.
<ul style="list-style-type: none"> • 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 	<ul style="list-style-type: none"> • Baseline information and analysis report. • SDF and EMF Report.
<ul style="list-style-type: none"> • Development pressures and trends; opportunities and constraints 	<ul style="list-style-type: none"> • Baseline information and analysis report.
<ul style="list-style-type: none"> • Description of the environmental (management) priorities in the area 	<ul style="list-style-type: none"> • SDF and EMF Report.
<ul style="list-style-type: none"> • 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 	<ul style="list-style-type: none"> • SDF and EMF Report.
<ul style="list-style-type: none"> • Management proposals and guidelines 	<ul style="list-style-type: none"> • SDF and EMF Report.
<ul style="list-style-type: none"> • The desired state of the environment 	<ul style="list-style-type: none"> • SDF and EMF Report.
<ul style="list-style-type: none"> • Revision schedule for the environmental management framework 	<ul style="list-style-type: none"> • Integrated SDF and EMF Report.
<ul style="list-style-type: none"> • A description of the public participation process including issues raised by I&APs 	<ul style="list-style-type: none"> • See Public Participation Report in Volume IV.

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

1. INTRODUCTION AND BACKGROUND

This Integrated District Spatial Development Framework (DSDF) and Environmental Management Framework (EMF) is one of eight spatial plans developed for each of the planning districts of the City of Cape Town (CoCT), all of them informed by amongst others the city-wide Cape Town Municipal Spatial Development Framework (CTMSDF). The Helderberg planning district boundary delineation is explained in Section 1.1.

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

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

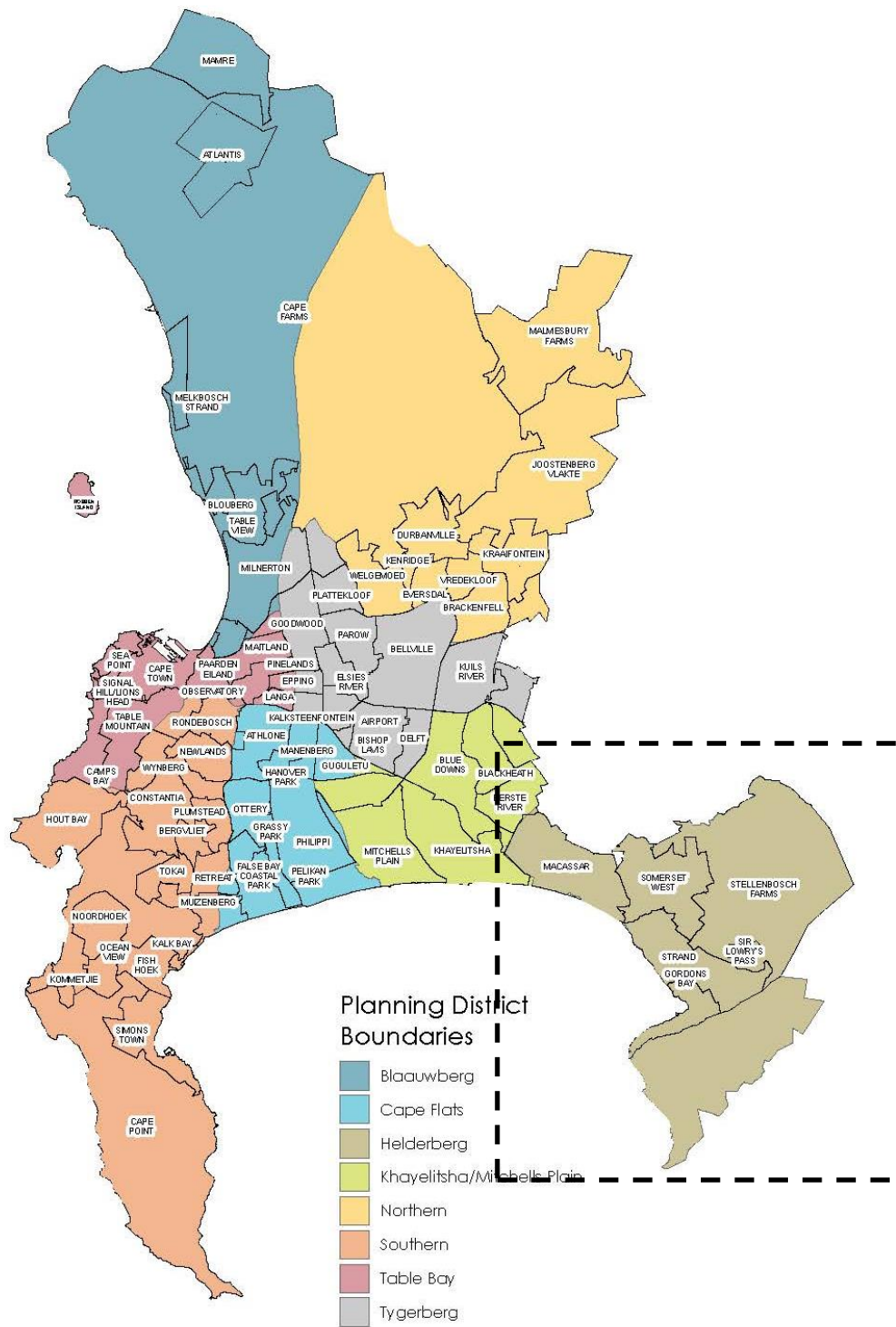
1.1 Integrated SDF and EMF Study Area

The DSDF study area boundaries are based on the planning district boundaries and have not been amended.

The Helderberg District is a visually stunning district with the magnificent Hottentots Holland and Helderberg mountain ranges as a backdrop located approximately 45k from Cape Town CBD area and covers 33 191 ha (329km²) in extent.

It is made up of the towns of Macassar, Faure, Firgrove, Somerset West, Strand, Nomzamo, Lwandle, Sir Lowry's Pass, Gordon's Bay, and is within easy driving distance from Stellenbosch and Hermanus. The Helderberg district study area boundaries are along the Baden Powell Drive to the north-west and boundaries of the jurisdictional area of CoCT.

In general, the district is characterised by low-density residential suburbia, while higher-density housing developments are evident along the False Bay coast (Strand and Gordon's Bay) and in the lower-income areas of Macassar, Nomzamo and Lwandle, as well as Paardevlei (Heartlands) and south of Somerset Mall (De Velde, etc.).




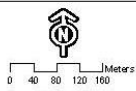
 <p>CITY OF CAPE TOWN ISIXEKO SASEKAPA STAD KAAPSTAD</p>	<p>Compiled by :</p> <p>Urban Planning & Design Department</p> <p>Date: April 2019</p>	<p><small>Notes:-</small></p> <p>- Every effort has been made to ensure the accuracy of information on this map at the time of publication.</p> <p>- The spatial data provided in this map is for general information and specific use should be made by the user. The user is responsible for the interpretation of these data.</p> <p>- The City of Cape Town does not accept any liability for any loss or omission connected therewith.</p>	 <p>0 40 80 120 160 Meters</p> <p>1:300 000</p> <p>Transverse Mercator Projection, Central Meridian: 19° East, WGS84 datum using the Hotelling datum of 4 Datum</p>	<p>District Boundaries</p>
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Figure 1: Helderberg District Study Area

1.2 Purpose of the Integrated District SDF AND EMF

The Integrated DSDF and EMF aims to respond to the question:

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

The spatial vision, supported by the spatial development framework that includes the policy objectives and principles; provides spatial development guidelines and implementation actions (restructuring and upgrading proposals) and mechanisms that set out how to achieve this spatial vision given the challenges and opportunities that the district face.

Therefore, the integrated DSDF and EMF is a medium term plan (developed for a +/- 10 year planning horizon) that will guide spatial development processes within the district that provides policy direction for the nature and form of development in each district and guides land use and environmental decisions – by means of a greater level of detail than the MSDF as reflected in chapters 3 and 4.

The Integrated DSDF and EMF also inform strategic public and private investment initiatives as well as the development priorities for more detailed local area planning as is captured in Volume 3.

Given that the integrated DSDF and EMF 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.

Overall intent of the integrated DSDF and EMF 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. of the Spatial Planning and Land Use Management Act, 2013 (Act No. 16 of 2013 (“SPLUMA”).

The integrated DSDF and EMF 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 DSDF is integrated with the EMF and aims to achieve a single policy document for planning and environmental decisions 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 integrated DSDF and EMF 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 like the Densification Policy and the Urban Design policy.

1.3 Statutory mandates to prepare and status of an Integrated District SDF and EMF

The District SDF that provides greater level of detail, is a sub-plan of the MSDF and is provided for in the City of Cape Town Municipal Planning By-Law (MPB-L, 2015). According to Section 11 (1) (Chapter 3 Part 3) of the MPB-L, the District SDFs may be adopted and must/may provide at least elements listed under Appendix 3 of Annexure 2.

The components of the integrated DSDF and EMF (statutory policy sections) that would be used to evaluate the suitability of an application for development, i.e. consistency with policy, include:

- Chapter 3: The Spatial Development Framework: District Development Guidelines; and
- Section 4: Sub-district Development Guidelines.

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, 1998 (Act No. 107 of 1998 "NEMA").

Lastly, the approval of the integrated DSDF and EMF includes an implementation plan that directs the prioritisation of private/public investment and execution of projects (generally by the public sector) to support the roll out of the districts' vision and can be found in Volume 3.

1.4 The need for and scope of the review

1.4.1 Current review of the 2012 District Plans

The approval of the 2018 MSDF and the fact that the current District Plans (now called DSDFs) are almost ten years old, amongst others, gave rise to the need to review the 2012 District Spatial Plans to ensure alignment with the MSDF.

The grounds for the Integrated District SDF and EMF review are further to provide refinement and more detailed proposals to align with legislative and national/provincial policy changes as well as City of Cape Town strategies and policies that were approved since 2012.

The Integrated District SDF and EMF review is also needed to respond to the City and the respective districts' and local areas' changing contexts and circumstances and the implications thereof; and to ensure that the policy context proposed appropriately responds to these. These changes could include aspects such as development trends, population changes and overarching external factors, e.g. macro-economic and other drivers.

Given that the EMF was approved along with the District Spatial Plans in 2012, the review of the District SDF will include a review of the EMF and will result in an Integrated District SDF and EMF. Furthermore, the updates/amendments received during the 2019/2020 and the 2021 public engagement processes have initiated a technical review of the MSDF in order to ensure alignment between the MSDF and Integrated DSDFs and EMFs. The

relationship between these plans is shown in Figure 3, hereunder. These will be approved by Council as a suite of inter-related documents.

The detailed scope and overview of the drafting process of the District SDF Review is included in Annexure 2.

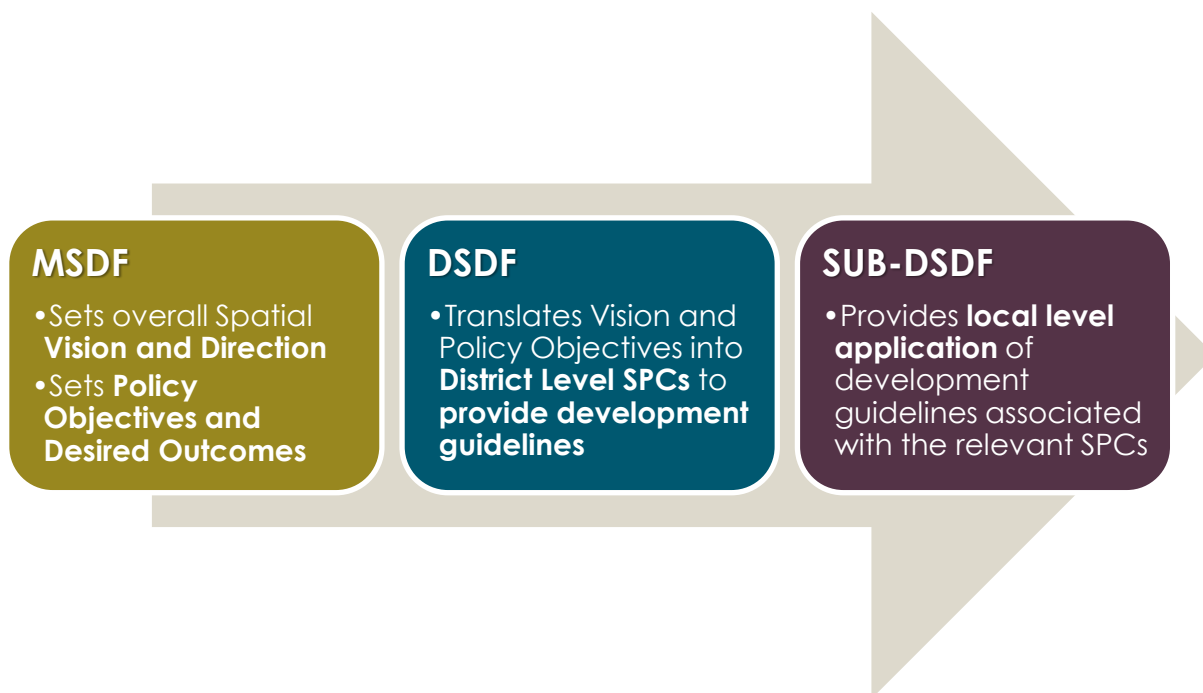


Figure 2: District SDF in relation to the MSDF and Sub-district guidelines

1.4.2 Future Review of the District SDF

It is envisaged that the integrated DSDF and EMF 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 integrated DSDF and EMF that will require amendment or review as summarised below.

Component of district plan	Scope of review	Period
Integrated District SDF and EMF	Comprehensive	10 years
Spatial development framework plan: district development guidelines	Limited, focussed on urban edge line.	5 years (or annually to coincide with the annual IDP and MSDF technical reviews)
EMF (EIMZ)	Limited to components that are potentially dynamic (e.g. biodiversity network)	5 years (or Annually)
Implementation plan for urban restructuring and upgrading	Comprehensive	Annually (if required)
Local area planning priorities	Comprehensive	5 years (may be updated more frequently as progress made with local area planning initiatives)

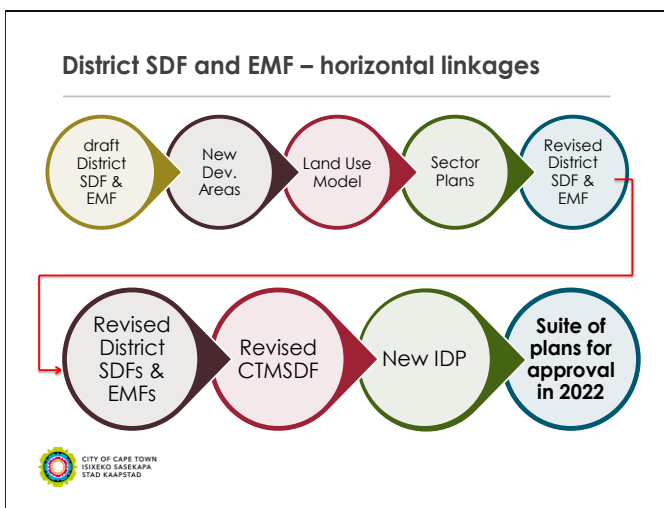
Table 1: Schedule for review of the SDF

Where guidelines are linked to dynamic elements, e.g. coastal setback lines, floodlines, and 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 Integrated SDF and EMF and be automatically included as part thereof.

1.5 Linkages to other Municipal Work

Figure 3 shows the inter-relationship between the Integrated District SDF and EMF, 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 Municipal Systems Act, states that the SDF attached to the council approved IDP, serves as the principle strategic spatial planning instrument to guide and inform planning and development in the municipality. The MSDF provides overarching spatial direction for the integrated district SDFs and EMFs.



The draft Integrated District SDF and EMF proposed New Development Areas considered to be suitable for residential, industrial and commercial development and related development. These areas were worked into a land use model that gave us an output yields of potential accommodation opportunities and related bulk for industrial, commercial and retail, distributed in space.

These yields of potential future development will then influence the sector plans, e.g. for, community facilities, housing infrastructure structure service, etc. Once

Figure 3: Relationship with other municipal planning instruments

these sector plans are completed, they will be subject to an alignment process with the Integrated District SDF and EMF, New Development Areas and Land Use Model to produce a development scenario for which the services are aligned with the proposed new development.

The draft SDF and EMF have been aligned with the MSDF and the revision of the new IDP and will be submitted for simultaneous approval to ensure alignment between these documents.

1.6 Decision Support Criteria

1.6.1 Amendments and deviations

The MPB-L Section 99(2), outlines the criteria for deciding an application. While the MSDF is the principal spatial policy tool for evaluating applications, the District SDF is one of the relevant considerations when deciding an application as outlined in section 99(2).

1.6.2 Consistency principle

The Integrated District SDF and EMF 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 Integrated District SDF and EMF and any related lower order/local plan 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 Helderberg District SDF requires first a policy consistency assessment in relation to the (higher order) MSDF.

In the MSDF the following spatial designations and associated policy statements should be assessed for the site, i.e. its relationship to:

1. Precautionary Areas (Map 5a);
2. Biodiversity network and Marine Protected Areas (Map 5b);
3. Agricultural areas of significance and aquifers (Map 5c); and
4. Consolidated spatial plan concept (Map 5d).

When considering the consistency of the proposed development of a site in relation to the Integrated District SDF and EMF, consideration **must** be given to the following:

1. The District SDF map (Figure 11);
2. The relevant sub-district maps which replicates the SDF map but includes additional (more local area) detailed spatial designations; and
3. As discussed above under section 1.3, Chapter 3 and 4 of the integrated District SDFs and EMFs, i.e. the district and sub-district level development guidelines, respectively.

Non-alignment with the spatial designations applicable to any particular site on either of the above maps, evaluated in terms of the spatial development guidelines applicable to that spatial designations or the sub-district guidelines, will trigger a policy consistency cautionary and the response and justifications as per section 16 of the MPBL.

Only if a site development proposal passes through the above without constraints (triggers or cautionary) can it be considered consistent with the Integrated District SDF and EMF. To assist with interpreting the nature and degree of alignment with policy and/ or the spatial designations, **should** consideration also be given to the following:

1. The two (2) Environmental Significance maps;
 - i. Green Infrastructure and Biodiversity (Figure 10)
 - ii. Culture and Heritage (Figure 11)

In accordance with section 99(3) of the MPB-L, 2015, current practice in 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 Integrated District SDF and EMF aims to achieve spatial transformation by aiming to accommodate to the backlogs related to past growth and the estimated future growth.

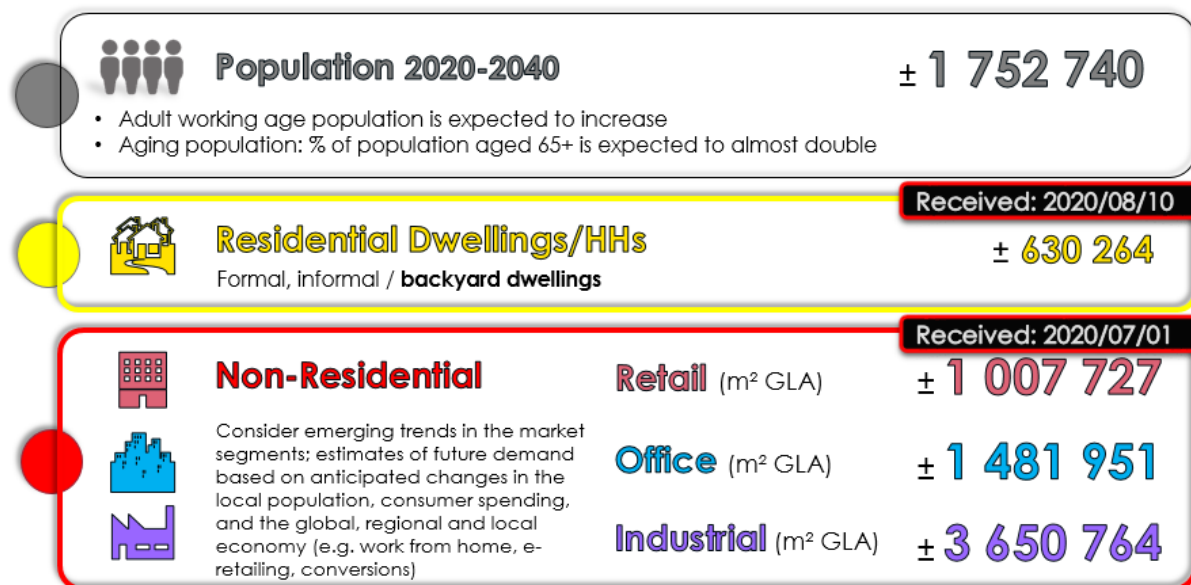


Figure 4: Projected additional land use quantum required for 20 years

Some of the main departure points between the City's early 2015 Land use Modelling and the updated 2020 Land Use Model are as follows:

<p>Residential departure points</p>	<ul style="list-style-type: none"> • More low-income households will need to be accommodated with less government funding for housing provided • Sub-letting of land for income generation will become even more prevalent • Significant increase in the growth of informality – 1200Ha of new informal settlement areas assumed & new boarding house typologies included • Most new residential developments will likely be multi-storey • Residential in-fill 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)
<p>Non-residential departure points</p>	<ul style="list-style-type: none"> • The inertia and limited relocation potential of non-residential land use is 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 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

Table 2: Residential and Non-Residential departure points

Given the above needs (backlog and future growth), the current land use model projections show that the new development areas identified through the Integrated District SDFs and EMFs, as explained above, (all eight combined) can potentially accommodate more than 630 000 new housing opportunities, 1 million m² retail and 3.6 million m² industrial and 1,5million m² office development.

To accommodate the future growth the Integrated District SDF and EMF 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 development edges (urban development edges and coastal development edges). 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 identified outer urban boundaries of the City. The above yields suggest that there is no need to expand the urban footprint beyond the proposed development edges as the provided sites can technically adequately address the estimated need.

As a result, to achieve a higher level of efficiency and boost the sustainability, equity and spatial justice of the City, i.e. create spatial transformation, the Integrated District SDF and EMF 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 immediately adequately

possible, (ii) to improve access to the public transport. These are underpinned by the overarching principles of contained in SPLUMA: spatial justice, spatial sustainability, spatial resilience, efficiency and good administration.

The above two overarching strategies work hand-in-hand and are not mutually exclusive in a well-function City. Both strategies are needed because of the inequitable structure of the City, most obviously observed in the disjuncture, as shown in Figure 4, between where the majority of the poor are located, on the periphery, in relation to where the major concentrations of opportunities (esp. economic opportunities) are, i.e. in the inner core areas of the City.

By carefully locating new land use opportunities where the people are located, the Integrated District SDF and EMF proposes to create a greater mix of land uses locally. This approach, although not yet fully introduced all over the city, proved to be very useful during Covid-19 where people required services locally, i.e. where they stay 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. Refer to figure 5 Transit Oriented Development.

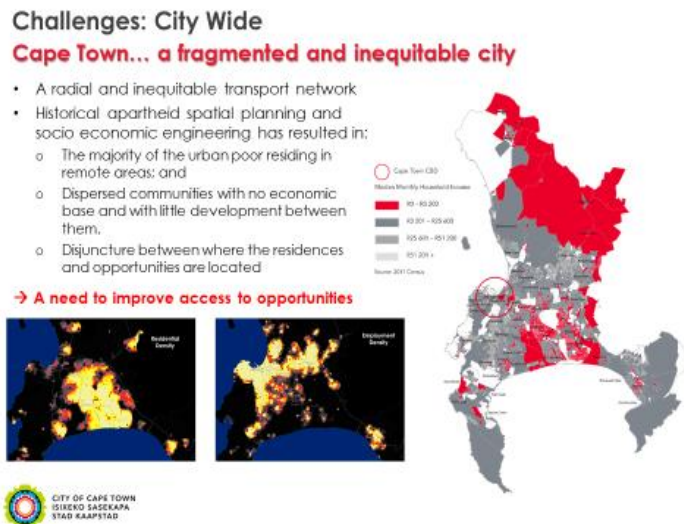


Figure 5: City of Cape Town challenges

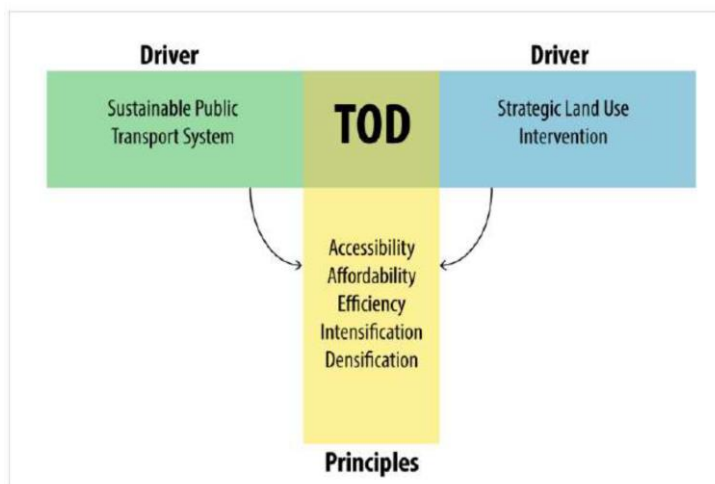


Figure 6: Transit Oriented Development

TOD has to some extent been compromised as the TOD approach is promised on the availability of well-functioning public transport whilst we do not have a well-functioning public transport system, especially with the challenges on the PRASA rail service that moved the majority of commuters and challenges in sustainable bus and taxi services.

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 Covid19, the integrated district SDF and EMF identifies areas to focus on economic recovery, i.e. how to speed up the resuscitation of the economy and how to spread that more widely through the City. Here the Development Focus Areas (DFAs) and the Urban Support Area (USAs), through a process of spatial targeting help to identify areas in need or of opportunity for development. Various mechanisms for facilitating development, e.g. exclusions from processes or incentivising developments are investigated. The above spatial targeting is also used to help create a prioritisation framework for implementation, i.e. what areas are priorities for interventions. These targeted areas and mechanisms are explored in more detail in Volume 3.

The review of the District Plans aims to promote ease of use of the spatial vision in the integrated district SDFs and EMFs for decision making. To achieve this, the full integration of the SDF and the EMF has been pursued.

The Integrated SDF and EMF focusses 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 SDF and EMF. Ways to fast track land for housing development is also being investigated through the provision of amongst others overlay zones and temporary use of land for housing.

The integrated SDF and EMF responds to the City IDP objectives as follows:

#	Objective	Integrated district SDF and EMF Response
1	Creating new jobs by making Cape Town the easiest place to do business in Africa.	Identified areas for economic development including appropriate facilitative policies and mechanisms
2	Make public transport work by fighting for control over railways and funding to expand the MyCiti bus service;	Supports the public transport operations by promoting TOD, favouring the location of new development and higher densities of development in in highly accessible areas, including public transport corridors and nodes.
3	Release state-owned land so the private sector to deliver more affordable housing.	Identifies land for development including state owned land promotes spatial justice through the identification of land in all areas and promoting the use of highly accessible first for urban for development.
4	Clean up Cape Town's public spaces, streets and waterways	Policies relating to the environmental elements promotes the protection of these sensitive elements including waterways.

		The TOD approach also promotes the creation of liveable environments, which presuppose well-functioning and managed local areas, including streets and public spaces.
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Table 3: Integrated DSDF and EMF response to IDP objectives

Lastly, the integrated SDF and EMF aims to facilitate the appropriate development in the appropriate locations. Therefore, the outcomes sought as a result of this Integrated District SDF and EMF are the appropriate mechanisms, allowed by the various legislation, to fast track appropriate development. These include the application of exclusions from having to comply with Environmental Impact Assessment (EIA) trigger processes through the use of environmental instruments to guide “compliant” developments; the designation of the environmental urban area; the designation of overlay zones with enhance development rights and various other incentives as unpacked more fully in the Implementation Plan (Volume IV) to be approved with the Integrated District SDF and EMF.

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, role, 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:

"The City is intent on building – in partnership with the private and public sector – an inclusive, integrated, vibrant and healthy city. A resilient City that meets sustainability obligations and proactively responds to social, economic, climate and resource shocks and stresses. A city that is committed to addressing spatial injustice, inequality and avoids the creation of new structural imbalances in the delivery of services, 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."*

A new spatial transformation agenda has emerged in the planning legislation 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: Build an Inclusive, Integrated and Vibrant and Healthy City
- Spatial Strategy 2: Manage a Sustainable form of Urban Growth and Create a Balance Between Urban Development and Environmental Protection
- Spatial Strategy 3: Plan for Employment and Improve Access to Economic Opportunities

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 DSDFs refined the UIC through identifying Development Focus Areas (DFA) which are targeted areas for urban restructuring that have the highest potential spatial transformative impact where dedicated budget/planning/investment is, 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 DSDFs.

2) Incremental Growth and Consolidation Areas (IGA)

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

3) Discouraged Growth Areas (DGA)

- The DSDFs refined 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 areas where new conventional urban development area are discouraged.

4) Critical Natural Areas (34%)(CNA)

- The DSDFs translated the CNA 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 co-incides with areas of biodiversity importance, it has been indicated on the DSDF maps.

The local application of the STAs identified at the metro scale has been contextualised through spatial concepts at district scale which translated into localized 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 sections 3 & 4 of the DSDF.

SPATIAL TRANSFORMATION AREA(STA)		RELEVANT DSDF SPC / DESIGNATION
1. URBAN INNER CORE		<ul style="list-style-type: none"> • Rail & stations • Roads (Freeway/Express, connector, development) • Scenic routes • Airports & Harbours • Major Rivers & 1:50yr floodline • Waterbodies • Smallholdings • Existing urban dev • Mixed use intensification • Industrial • NDAs(densities and use) • Cemeteries • Landfill sites • WWTW
Principle	Emphasis/Desired outcome	
City is committed to spatially targeting investment and development to spatially transform and integrate city form		
2. INCREMENTAL GROWTH AND CONSOLIDATION AREAS		<p>CONCEPTUAL DESIGNATIONS</p> <ul style="list-style-type: none"> • Higher (& lower) order dev corridor • Nodes (M; D; L; N) • Civic clusters (Reg; Comm; Neighb) • Destination place
Principle	Emphasis/Desired outcome	
City is committed to servicing existing communities. New development subject to capacity		
3. DISCOURAGED GROWTH AREAS		<ul style="list-style-type: none"> • Urban Edge • Areas of agricultural significance <p>CONCEPTUAL DESIGNATIONS</p> <ul style="list-style-type: none"> • Destination place
Principle	Emphasis/Desired outcome	
No investment from City		
4. CRITICAL NATURAL ASSETS		<ul style="list-style-type: none"> * Protected and Critical Biodiversity * Urban edge * Coastal edge <p>CONCEPTUAL DESIGNATIONS</p> <ul style="list-style-type: none"> • Destination place
Principle	Emphasis/Desired outcome	
City is committed to servicing, protecting, enhancing and extending critical natural assets.		

Table 4: Spatial Transformation Areas

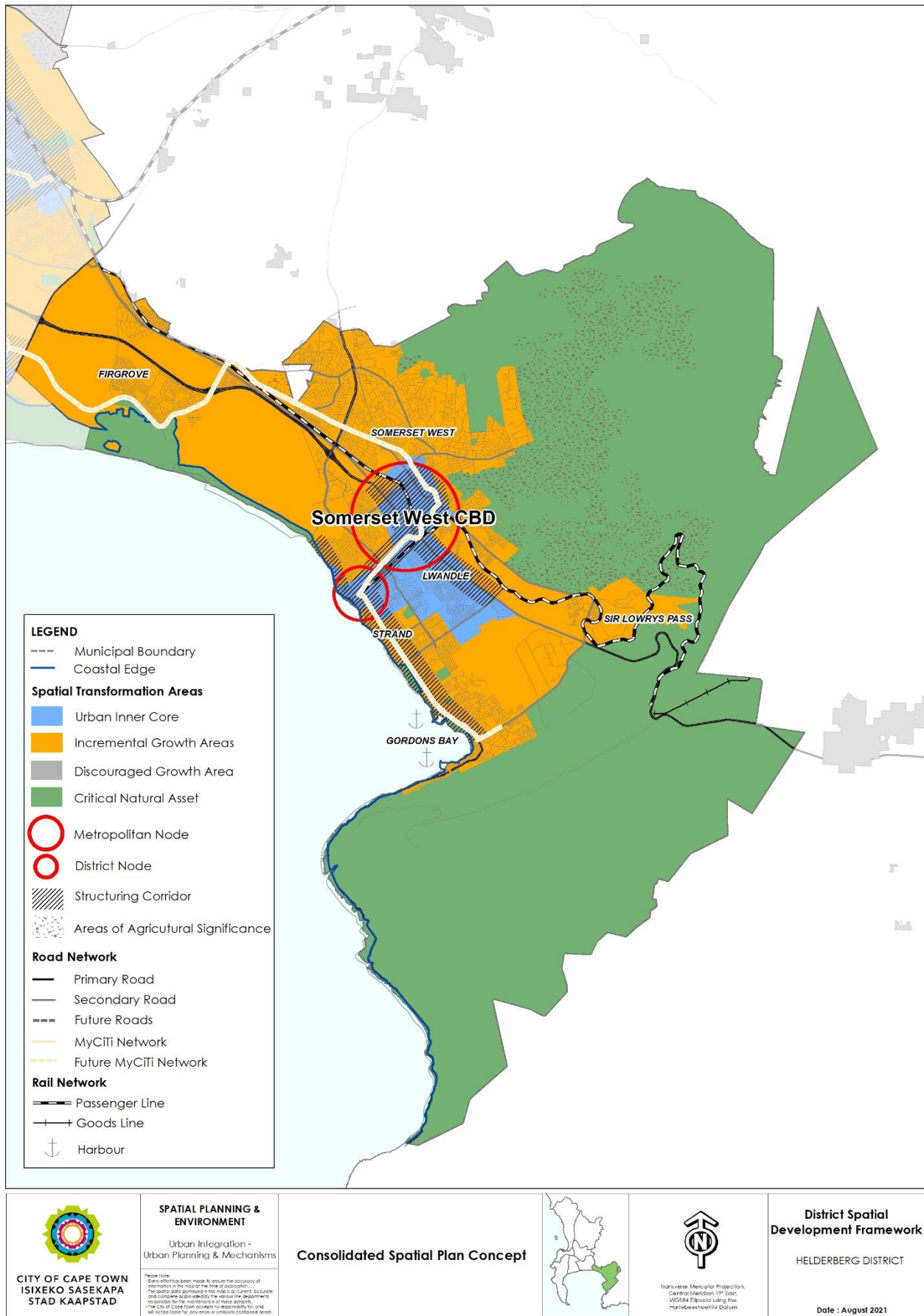


Figure 7: Consolidated Spatial Plan Concept

2.2.1. Delineation of the Urban Inner Core (UIC)

The Urban Inner Core was framed by the conceptual designation of high order nodes and land use intensification corridors and underpinned by the IPTN trunk routes (rail and MyCiTi). The delineation of the Urban Inner Core will remain as a backdrop (shading) as the long-term goal should continue to focus on achieving the aforesaid objectives. However, for the timeframe of the District Plans and in particular at this scale of planning, the spatial designation of the UIC planning will be narrowed down to areas of 'development focus', i.e. Development Focus Areas (priority) with the highest level of accessibility and highest transformative impact, where dedicated funding for planning investigations and or infrastructure capacity and budget is required 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.

[All the areas referred to above should be prioritised for dedicated planning investigation and or infrastructure capacity and budget in order to enable the appropriate type and form of development proposed in the relevant District Spatial Development Plans]. Note that in certain instances, the focus may only be on planning investigations in order to determine and or test options/potential for future development, and should not be construed as giving rise to implementation without due process being followed.

Development focus area	Site characteristics and development opportunity	Development guidelines
Paardevelei Precinct	Paardevelei is an emerging node that offers an opportunity for infill industrial and mixed-use development with medium to high residential development. Paardevelei is approximately 700 ha in extent. The site location and scale are strategically important given its proximity to the southern confluence of the Blue Downs and Metro South-East Integration Zones and, from a regional perspective, the urban linkages and urban/rural interface between Somerset West and Stellenbosch.	1. Table 17

Table 5: Development focus areas

2.2.2. Delineation of Incremental Growth and Consolidation Area (IGCA) and Discouraged Growth Area (DGA)

The IGA 'rounds off' the limit of the urban footprint of the City, i.e. where land use rights have been granted and or implemented. The emphasis regarding the investment rationale is to ensure that infrastructure is maintained and upgraded to ensure efficiency and sustainability of the existing settlement pattern, but also to allow for infill development and incremental growth.

The focus will be on the demarcation of the outer limits of the urban footprint (now being referred to as the 'urban development edge'). It needs to be recognised that the demarcation of the boundary between the IGA and DGA is conceptual in the MSDF, i.e. 4 ha polygons. It is also acknowledged that since the approval of the MSDF, clarity has been sought in this regard, and in certain instances smaller properties, such as smallholdings, were confirmed to be located in the IGA.

By introducing the urban development edge as the outer limit of urban development, it is argued that no urban development should be considered outside of the edge line. The introduction of an overlay zone or particular conditions in this regard, is to be further investigated.

Urban edge	Site/area characteristics and development opportunity	Development guidelines
Casa Maris development	The Casa Maris development is located on the far eastern portion of the district.	<ol style="list-style-type: none"> 1. Applications for development in this area are to be motivated in terms of contribution to the unique qualities of the site in question and in relation to the broader area context. These qualities can include a prevailing rural and natural character or scenic qualities. 2. Applications should include, inter alia, consideration of the landscape character, the visual impact of development, heritage aspects and agricultural potential
Firgrove station	The area around the Firgrove station poses potential for upgrade as there are underutilised parcels of land. The proximity of these land parcels to the rail station, Main Road and Old Main Road presents an opportunity for mixed use development intensification.	<ol style="list-style-type: none"> 1. Support the development for mixed land uses including residential, commercial, light industrial, social/institutional development 2. Provision for inclusionary housing should be considered. 3. Visual impacts on the surrounding urban fabric and potential development frontage onto Main and Old Main Road should be considered in terms of height, scale, intensity, interfaces etc. 4. Development proposals should take into consideration any potential negative

		<p>impacts on the residential pocket directly south of Old Main Road.</p> <p>5. The guidelines provided in the Firgrove Train Station Catalytic Precinct Project should form the base for consideration of development applications and upgrades to the core area.</p>
Helderberg College	<p>The built-up area of the Helderberg College is currently located outside the urban edge. This built-up area and associated facilities are zoned for institutional purposes and should be located within the urban edge. This portion of land provides an opportunity for social and economic investment for the district.</p>	<p>1. The farmland and natural areas to the east of the built-up areas, although also zoned institutional, should remain outside the urban edge with future zoning of these areas to be appropriate.</p>

Table 6: Description of urban development edge

2.3. District Spatial Vision

The overall spatial vision for the Helderberg district takes its cue from the MSDF spatial vision for the city as a whole, but focusses and responds to the more uniquely specific informants within the Helderberg 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 Spatial Development Framework (SDF).

The vision statement for the Helderberg District is:

'A district that is defined by its pristine natural assets and a spectrum of social, economic and cultural opportunities. A district that encourages appropriate land use intensification within core areas, such as the Paardevlei Precinct, in order to accelerate economic growth, create vibrant hubs and moreover, sustain the livelihoods of its inhabitants. A district that maximises connectivity for all by minimising the distance between places of residence, work, leisure and public facilities. A district that offers a range of high standard healthcare facilities and also one which serves as a great place for leisure pursuits.'

The raw beauty of the district is displayed through its stretch of coastal land, array of mountainous regions and its greenbelt network. These natural components are managed efficiently, and where appropriate, enhanced in order to catalyse the tourism sector, enable the establishment of new businesses and promote job employment.'

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

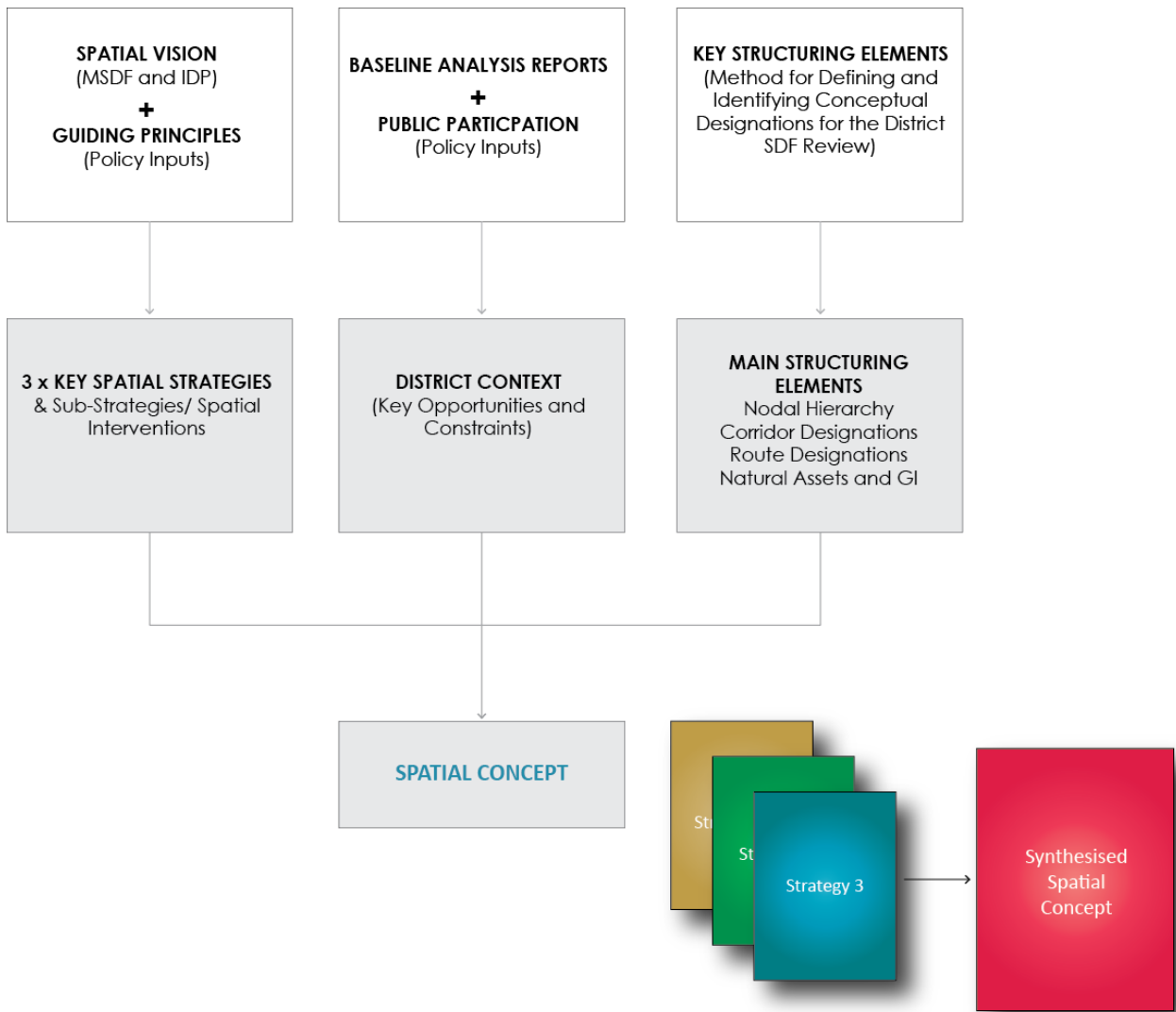


Figure 8: Spatial Vision Informants

2.4. ROLE OF THE DISTRICT

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

- **Leveraging unique economic opportunities to a maximum:** This district has distinct potential economic advantages in healthcare facilities, tourism and recreation, marine economy and defence, and the tech economy. It is important that these advantages are appropriately exploited (i.e. maximised without compromising other key roles such as conservation, etc.).
- **Accommodating growth through targeted intensification:** This is primarily and almost exclusively in Faure Marine Drive, Main Road, Old Main Road, Sir Lowry's Pass, a section of the Victoria Street, Broadway Boulevard, future T2 and N2. The district has an important role in providing access for as many people as possible to living, economic, and social opportunities that are more attractive than most other parts of the city, and indeed most urban areas nationally. The Main Road corridor has arguably been the greatest potential in the district, and nationally, to support intensification in quality urban environments with good supporting movement infrastructure.
- **Conserving threatened habitats:** The Helderberg district reflects a range of district environment assets, including pristine nature reserves such as Helderberg Nature Reserve, Hottentots Holland Nature Reserve, Macassar Dunes East Conservation Area and Steenbras Nature Reserve. They play a significant role in bringing economic development to the district in terms of tourism opportunities. The natural assets should be enhanced and safeguarded from urban development to ensure the protection of valuable cultural landscapes and environment contains (more than any other district in most respects) large tracts of nature reserves, beaches and rocky shores, vleis and inshore marine areas, and high potential agricultural areas in close proximity to tourism routes and urban development. This includes many international, national, and regional high attraction destination areas of high economic potential. Environmental assets need appropriate protection and management in perpetuity to maximise associated benefits. All of these assets also need good access for users within the district, from elsewhere in the city and from further afield, nationally and internationally.
- **Providing a range of housing and job opportunities:** In light of rapid urbanisation, the district has an important role to play in addressing the CoCT housing backlog by providing an integrated range of housing opportunities. This is especially important given its contribution historically in this respect. Moreover, in relation to this, a key role in this district is to provide adequate and appropriate support in identified urban crisis areas. The district has a key role in providing a wider range of living environments than cannot be found in most other urban areas. This is attributable to the high visitorship potential in relation to tourism economy attractions, the ability to provide living opportunities that can accommodate significant numbers of high net worth individuals nationally and internationally, the ability to churn redevelopment of more updated living types to meet changing needs (e.g. smaller higher quality units) due to high real estate values.

2.4.1. Principal Risk Factors in the District

- **Economic stagnation risk**
 - **Weak economic conditions/cycles.** Being experienced currently; resulting in little significant new development to support economic growth or population growth.
 - **High unemployment.** Resulting in the alienation from formal work, residential, movement, and lifestyle opportunities.
 - **NIMBYism ('Not in my backyard').** Resulting in severe limitations on development and economic growth processes.
 - **Bureaucratic (red-tape) hindrances.** Unnecessary regulatory requirements (e.g. road widening schemes, heritage or environmental processes) in areas where this could have been avoided.
- **Bio-physical risks**
 - **Increasing threat of coastal processes.** Certain areas are already at risk and significant further areas are predicted to be at risk. These are mainly low-lying urban areas on the False Bay coastline.
 - **Other climate change-related impacts.** Growing urban heat island effects, impacts on surface and groundwater, etc.
 - **Fire:** These are closely associated with the life-cycles of fynbos vegetation and their propensity (and necessity) to burn regularly. Mountain slopes and strong south-east winds result in some urban areas being particularly vulnerable to wildfire events. Mainly at risk are dense settlements with significant informal structures (in which fire is already a threat due to inadequate cooking/lighting facilities) and poor access for fire-fighting services, etc.
- **Social discord risks**
 - **Crime and grime.** Resultant securitisation and isolationism (e.g. with higher boundary walls).
 - **Land invasion.** Medium to longer-term risk of economic and social collapse.
 - **Exclusionary development and activity.** Increasing social and economic polarisation due to the increase in security estates, NIMBY actions, etc.

Thus, the key consideration of the revised district SDF is the extent to which it is able to address the above, broadly in relation to better supporting urban growth, environmental sustainability, and spatial integration and overall quality of life for all inhabitants.

2.5. Integrated District Concept and key interventions

The District Concept, as presented below, represents a synopsis of the strategic development strategies, as described and unpacked in section 2 above, and the application thereof, at a conceptual level. It provides some of the key interventions that need to be realised in order to achieve the desired end-state.

2.5.1. Key Interventions

1. Encourage appropriate mixed land uses and medium to higher density development along high accessibility and local activity streets such as Main Road, N2 and Broadway Boulevard.
2. Firgrove: Allow greater intensification of land use, including mixed-use development, along highly accessible, but under-performing sections of Main Road.
3. Paardevlei Precinct: Support land use intensification within the precinct at the commercial node. Encourage the multi-functional use of social facilities, recreational spaces and public institutions.
4. Intensification along Sir Lowry's Pass Corridor: Support redevelopment and intensification of mixed use along the corridor.
5. Support further intensification of the Broadlands industrial area by providing various opportunities for mixed-use light industrial and limited retail development.
6. Somchem Industrial area: Support redevelopment for mixed-use development due to low performance of the area.
7. Support the functioning and enhancement of urban nodes and destination places through a range of urban and landscape design interventions, facility provision and redevelopment opportunities.
8. Support the intensification of development in infill sites and plan for affordable housing integrated into strategic infill opportunity areas.
9. Where infill development coincides with green infrastructure, plan for developments that are both pro-green and pro-urban, effectively integrating the two through innovative design.

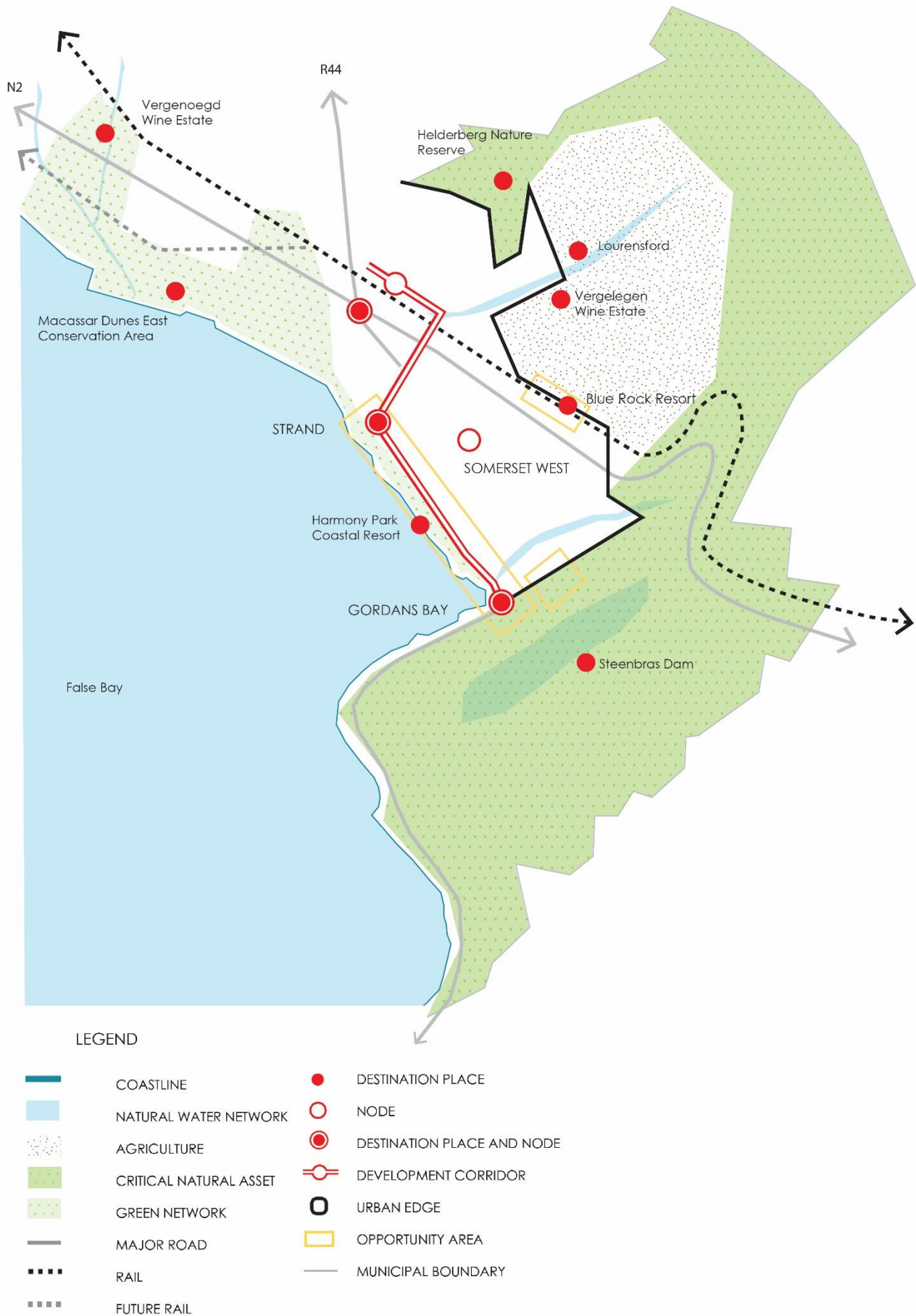


Figure 9: Synthesised concept for Helderberg district

3. THE SPATIAL DEVELOPMENT FRAMEWORK (SDF) DISTRICT DEVELOPMENT GUIDELINES

The spatial development framework plan essentially comprises the application of the spatial concepts and structuring elements discussed in Chapter 2 to the context of the Helderberg district. The identification and active promotion of the spatial concepts and structuring elements are fundamental to responding to the three spatial strategies identified in Chapter 2, realising the appropriate medium to long-term spatial structure and vision for the district. This is also reflected graphically in the progression from spatial concepts and structuring elements at a city-wide scale, to the spatial vision for the district, to the spatial development framework plan (see Figure 8). The purpose of this plan is to illustrate the application of the strategies from concept to reality in the spatial development plan.

This section also serves to synthesise the proposed overall spatial structure for the district and intended 'end state' that will provide a guide to investment and land use decision making. It should be read in conjunction with the relevant MSDF policies and actions and sub-district development guidelines (contained in Chapter 5 of this document).

The District plan comprises five broad types of categories as indicated in Figure 11, namely:

- **Spatial planning categories**
 - Environment
 - Urban development
 - Residential
 - Mixed-use intensification
 - Informal sector
 - Industrial
 - Noxious industrial
 - Utility service infrastructure installations and networks
- **Transport route designations**
 - Freeways and expressways
 - Integrated public transport
 - Development routes
 - Connector roads
 - Non-motorised transport
 - Harbours, airports and other
- **Conceptual designations**
 - Development corridors
 - Nodes
 - Civic precincts
 - Destination places
 - Green corridors
- **Spatial delineation of MSDF designations (spatial transformation areas)**
 - Incremental growth and consolidation areas and discouraged growth areas (urban edge)
 - Development focus areas within urban inner core
- **New development areas**

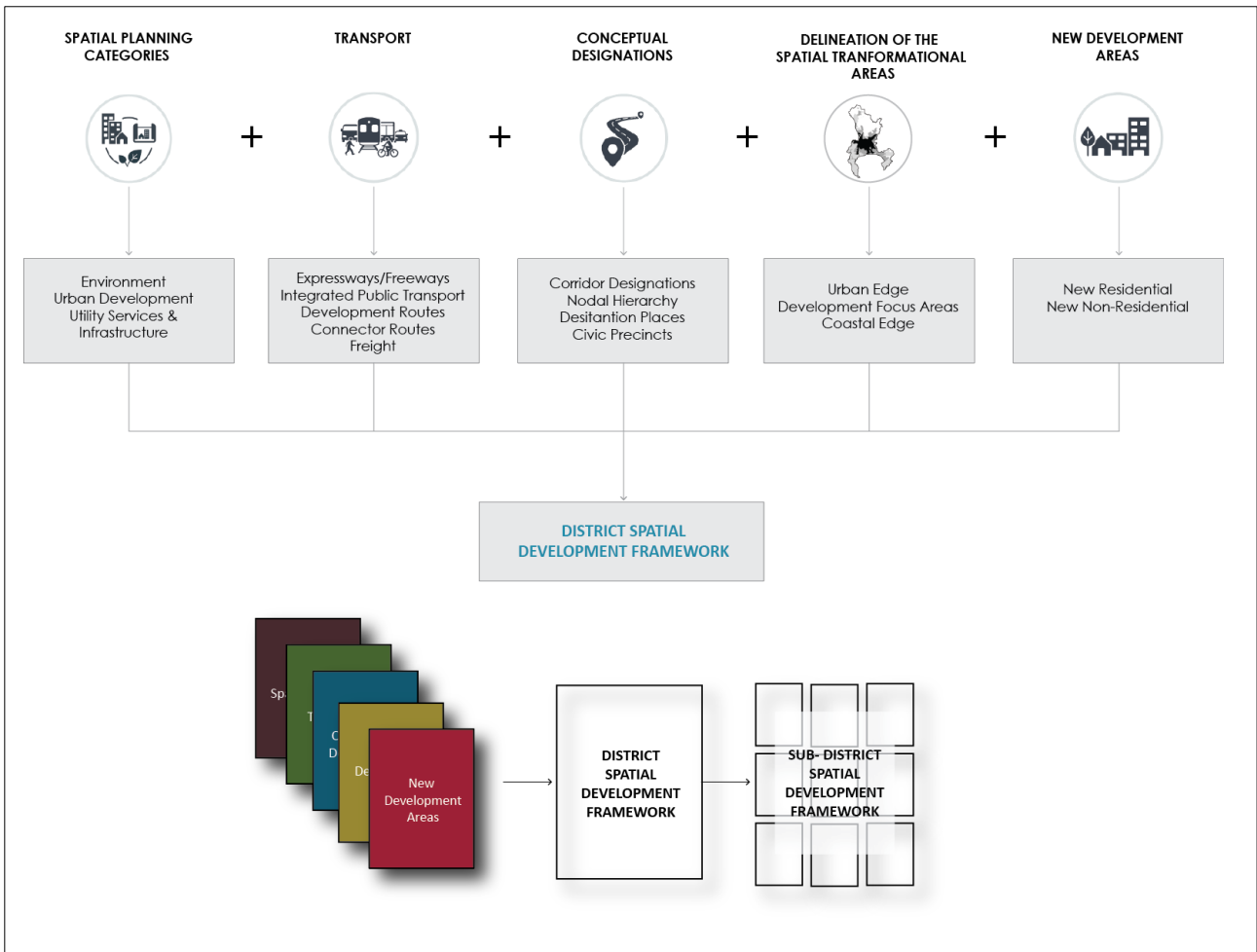


Figure 10: Broad categories comprised within the DSDF

The district spatial development 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, which are generally defined according to cadastral boundaries. However, although appropriate at a district and sub-district scale, the spatial planning categories are generally broad classifications, which may require a greater level of detail, through sector-specific plans or local area planning frameworks, to further guide decision-making at a local and site level.

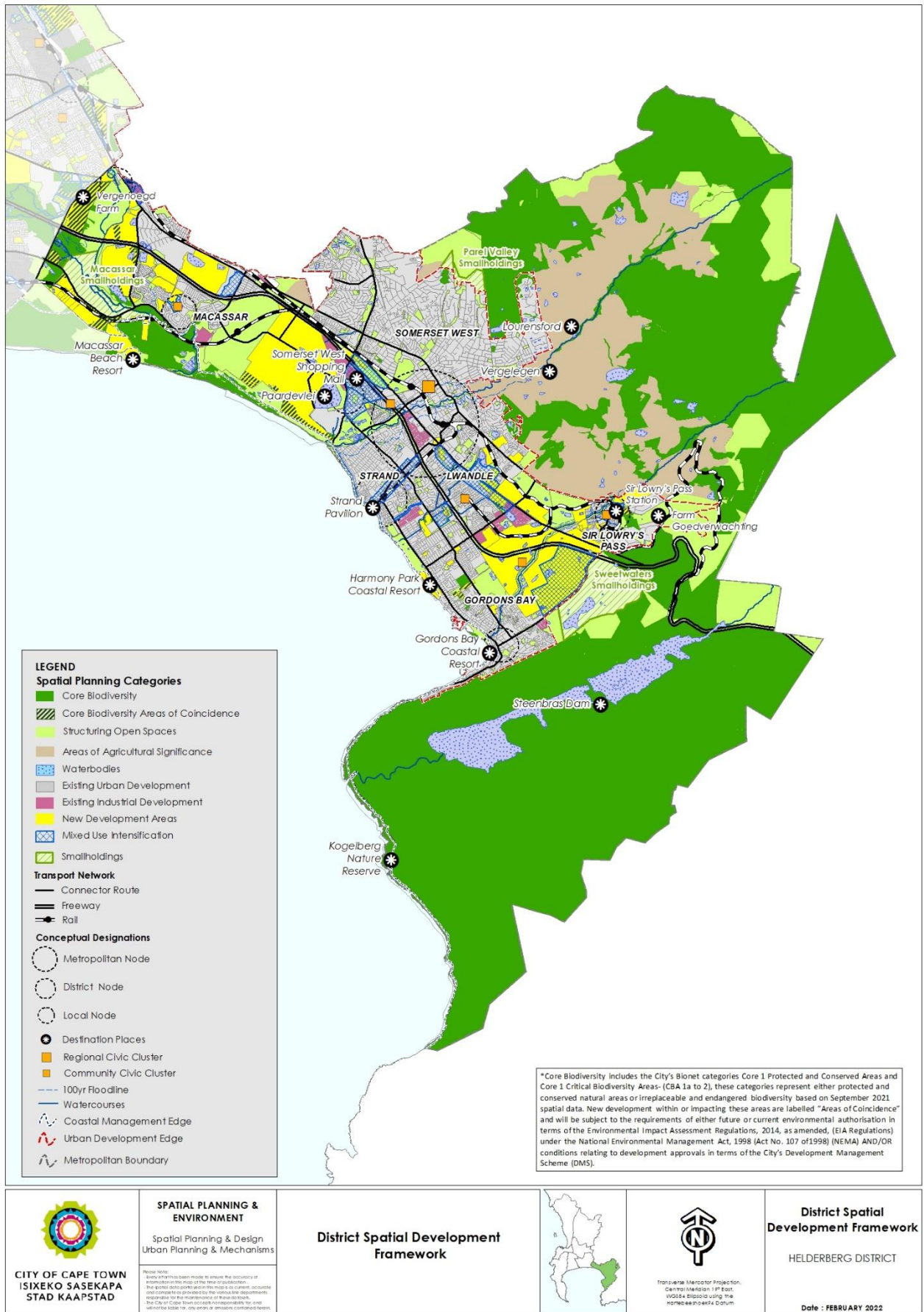


Figure 11: Helderberg District Spatial Development Framework

3.1. Guidelines for Spatial Planning Categories

The land use classification system adopted by the Helderberg 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). The SPCs specify the inherent land use suitability of the city's environmental, cultural, and urban landscapes for development.

Environmental Management Zones and SPCs specify the inherent land use suitability of the city's environmental, cultural, and urban landscapes for development. Figures 12 and 13 reflect the synthesis of environmental management considerations while the integrated EMF/SDF Figure 11 is informed by the location of Core biodiversity areas and structuring open spaces within these zones.

3.1.1. Biodiversity, Agricultural and Heritage Management Spatial Planning Categories

The Helderberg district contains areas with varying environmental characteristics and levels of sensitivity. These are described in detail in the baseline report and include natural areas e.g. coastal areas, parts of the biodiversity network as well as active and passive recreation areas i.e. parks, sports fields, cemeteries etc. These are all interconnected and support interactions between social, economic and ecological activities.

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

These EIM zones are intended to guide and inform planning and decisions regarding activities that require environmental authorisation and / 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 (GIN) is an integrated mapping project that combines the City's various environmental policies and strategies into a map that provides a score and background data for different greenfield sites in the City, providing a summary of relevant considerations for development of these sites. It is an informant layer and provides a degree of guidance on to **“how”** development should respond to a site, as opposed to **“whether or not”** development should occur. It considers the principles of multi-functionality, connectivity and using nature to solve problems in the built environment.

The complete list of attributes mapped as Green Infrastructure is explained in Annexure 4.1 and includes cultural landscapes, agricultural areas, rivers and floodplains, coastal areas, areas that assist in flood and stormwater management, groundwater infiltration as well as other natural assets. The full extent of the GIN is shown in Map 2 and the mapping project has informed the structuring open space category.

The section below will provide details with regards 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 EIM zones with their applicable development guidelines. The left hand side of the table, indicates the select spatial planning categories from the environment maps which appear on the SDF and sub-district maps.

The following tables should be read together with the accompanying informant maps¹ 2 and 3 which outline area for natural resource conservation priority and heritage conservation priorities respectively.

¹ Finer scale mapping is available on City Map viewer.

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 implementation of an Environmental Management Programme (EMPr). 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 overly zone 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.

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 (NEM): Waste Act, the NEM: Integrated Coastal Management Act and the NEM: Air Quality Management Act. Reference should also be made to section 38 of the National Heritage Resources Act.

The following tables should be read together with the accompanying Figures² 9, 10 and 11 which outline areas for natural resource conservation priority, heritage conservation priorities and structuring open space respectively.

SPC	District Features	Guidelines and Management Priorities
Hydrological zone (flood risk areas, rivers, wetlands, estuaries, and aquifers)		
Coastal, rivers and waterbodies	<p>Flood prone areas</p> <p>Flood Risk Area 1 These constitute areas within the 1:50-year flood line, i.e. where floods of this magnitude are equalled or exceeded on average once in 50 years.</p> <p>Flood Risk Area 2 These constitute areas within the 1:100-year flood line, i.e. floods of this magnitude are equalled or exceeded on average once in 100 years.</p> <p>Flood Risk Area 3 These are areas prone to flooding. They are not necessarily associated with river or vleis systems, as flooding may originate from groundwater, collection of stormwater or runoff in low lying areas.</p>	<ol style="list-style-type: none"> 1. Conservation, public open space and associated recreation are appropriate uses. 2. These areas can play a valuable role in the NMT network, allow for NMT movement where practicable 3. Ensure connectivity of spaces is enhanced and not compromised by hard fencing or other structural barriers to movement 4. Development is undesirable and at risk in the 1:50 year flood mark 5. Some tourism related activities- campsites etc are possible in the 1: 100 year flood mark 6. Apply more restrictive building setback lines and maximise on-site 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 prior to approval (i.e. they must not pollute water resources or increase flood risk). 8. No agricultural activities should be approved within the 1:2 year flood line. 9. New development within the 1:100 year flood line should be subject to formal acknowledgement by the owner of flood risk, and is only permissible where there are existing rights.

² Finer scale mapping is available on City Map viewer.

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 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 overly 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.

Important note: In order 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 (NEM): Waste Act, the NEM: Integrated Coastal Management Act and the NEM: Air Quality Management Act. Reference should also be made to section 38 of the National Heritage Resources Act.

	<p>e.g. <i>Eerste River, Lourens River, Sir Lowry's Pass and Soet River.</i></p>	<ol style="list-style-type: none"> 10. Where facilities associated with sports fields, golf courses or picnic areas have been conditionally permitted in the 1:50 year zone, floor levels must be above the 1:50 year flood line. 11. Planting and 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. 12. 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. 13. Direct informal settlement dwellers away from risk areas, including below the 1:100 floodline.
	<p>Rivers, wetlands and their associated buffers e.g. <i>the wetlands areas around the Heartland site and Eerste River.</i></p>	<ol style="list-style-type: none"> 1. 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. 2. Incorporate stormwater quality and quantity management into redevelopment proposals in line with the Management of Urban Stormwater Impacts Policy. 3. Introduce and manage appropriate development setbacks from river corridors. 4. Areas for passive and active recreation to be considered in development adjacent to water courses. 5. Areas for permeable walkways and cycle tracks to 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. 6. Control the impact of invasive species on sensitive riverine and estuarine environments. 7. Indigenous landscaping, environmental standards and good practices, including retention of existing trees, must be promoted in any development abutting riverine areas 8. Improve water quality by identifying appropriate interventions along the watercourse to prevent or filter pollutants. 9. Improve the ability of spaces to assimilate water pollutants and assist with water purification.

		<ul style="list-style-type: none"> 10. New developments to comply with recommendations from the City's Stormwater Management Policy regarding treatment and management of stormwater at source. 11. Control the impact of invasive species on sensitive riverine and estuarine environments.
	Aquifers	<ul style="list-style-type: none"> 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 re-charge areas and sole-source aquifers should be protected from potential sources of pollution.
	<p>Other water source areas This includes springs, reservoirs, dams, well points, water storage facilities in developments. e.g. springs, reservoirs, dams, well points, water storage facilities in developments.</p>	<ul style="list-style-type: none"> 1. Protect water source areas and integrate into urban design. 2. Enhance the utilisation of localised water sources where appropriate for landscaping and maintenance of open spaces. Subject to a Water Use license from the DWS. 3. Encourage on-site water storage integrated into design of new developments.
	Coastal zone	
Coastal, rivers and waterbodies	Coastal Protection Zone (Seaward of the Coastal Urban Edge Line)	<ul style="list-style-type: none"> 1. No urban development seaward of the coastal edge line unless it enhances public amenity and recreational value and that such development is consistent with the principles and objectives contained in the Integrated Coastal Management Act. 2. Any future development of coastal infrastructure must be situated or developed in such a way that does not compromise the functional integrity of the coastal environment and that such infrastructure is not exposed to risk from coastal processes.

		<ol style="list-style-type: none"> 3. Encourage Infrastructure development of a transient nature, due to the emergent risk properties associated with coastlines and the anticipated increased exposure to coastal hazards associated with climate change. 4. Areas falling partially or totally seaward of the coastal edge line including remnants of natural systems, must be protected 5. Amenity opportunities should be promoted with minimum disturbance to the coastal environment and coastal processes. The recreational amenity of the coast should be protected and careful consideration given to issues such as beach shadowing caused by tall building proposals; stormwater discharge into the coastal environment; and noise resulting from extensive densification of land use. 6. The construction of amenities that facilitate access to the beach, such as parking lots, must be supplemented by ancillary infrastructure (such as raised boardwalks) to prevent damage by pedestrians to sensitive dune and beach systems. 7. Access to the coast must be maintained and improved and that such access does not impact the functional integrity of natural coastal systems. 8. In areas of intense coastal recreational focus e.g. Coastal nodes, those natural and heritage related elements that contribute to the attraction and success of the coastal node, must not be impacted on. 9. Where coastal defences need to be enhanced to protect against extreme weather events and/or incremental erosion associated with Climate Change induced coastal pressures, an approach that minimises adverse effects, using green infrastructure principles should be considered. 10. Where possible, protect, rehabilitate and maintain remaining natural coastal 'green' infrastructure (i.e. dunes, estuaries etc.) as the most effective means to mitigate the impact of climate change-induced pressures such as sea-level rise and storm surges. 11. Apply a retreat approach to coastal infrastructure located in areas at high risk to coastal processes where financially and environmentally feasible and where space permits. Where retreat is not an option and where development is located landward of the coastal edge, but is still exposed to coastal processes, these areas will be mapped and local area regulations, such as overlay zones, developed for them.
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		<p>12. Ancillary infrastructure to the coastal environment (ablutions, parking, and access paths) must be of appropriate design to withstand the harsh environment. Alternative means of service delivery for coastal amenities that does not involve hard infrastructure should be considered, including green infrastructure approaches and principles. Coastal amenity areas should be developed and serviced in a manner that does not interfere with the functioning of natural systems.</p> <p>Environmental authorisation considerations</p> <ol style="list-style-type: none"> 1. Issues to be considered when obtaining an environmental authorisation: sea-level rise, storm events and coastal erosion, vegetation, hydrology, biodiversity, geomorphic impacts, visual impacts, health and safety issues, access to the coastal zone, pollution, dunes and sand movement, risk and liability issues. 2. Development of coastal nodes must consider the functioning of possible coastal ecological corridors and implement measures to retain this functioning. 3. The coastal edge line will guide the determination of development typologies seaward of the coastal edge .
	<p>Built areas exposed to coastal processes (See sub-district maps)</p>	<ol style="list-style-type: none"> 1. Development or land uses should not create adverse effects on the functioning of coastal processes. 2. Prohibit major new urban development infrastructure and bulk services investment in coastal areas that are vulnerable to exposed to coastal processes. 3. Redevelopment (intensification) and new urban development proposed in these areas should reflect consideration of potential flood risks and include mitigation measures where necessary; 4. Where development proposed in these areas requires new or amended land use rights, the desirability of which is guided by this district plan and relevant policy, such development should reflect consideration of potential flood risks and include mitigation measures as may be deemed necessary by the relevant decision-maker.

Conservation and biodiversity priority zone		
Biodiversity and other open spaces	<p>Protected and Conserved Areas (Core 1)</p> <p>Core 1</p> <ul style="list-style-type: none"> • Helderberg Nature Reserve • Steenbras Nature Reserve • Harmony Flats Nature Reserve • Schapenberg Conservation area • Morkels Cottage Conservation area • Harmony Flats Nature Reserve and biodiversity corridor • Morkels Cottage Conservation area • Section of Helderberg Nature Reserve • Macassar Dunes East Conservation area 	<ol style="list-style-type: none"> 1. Core areas are already protected as part of the TMNP. 2. Only conservation related activities /development in accordance with reserve management plans should be considered. 3. Consolidate and link existing protected areas. 4. Support operational requirements of Biodiversity areas to ensure their ongoing utility in green infrastructure networks.
	<p>Critical biodiversity areas (Core 1 CBA 1a-2)</p>	<ol style="list-style-type: none"> 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 areas 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 development when appropriate 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 adequate botanical and faunal impact assessments are undertaken timeously. Areas for rehabilitation include the sensitive. 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).

BIODIVERSITY, GIN AND OPEN OTHER OPEN SPACES		<p>5. Where possible, all new utility infrastructure, services and structures should be located outside of these areas.</p>
	<p>Areas of Coincidence where core biodiversity and new development areas co-exist (see SDF Map and sub-district maps)</p>	<ol style="list-style-type: none"> 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. 2. New development inside of the urban edge potentially impacts on areas of high biodiversity importance. Such development should then be sensitive to biodiversity considerations affecting these areas by imposing environmental management programmes in relation to development or prohibiting development when appropriate 3. Ensure adequate botanical and faunal impact assessments are undertaken timeously in these areas. 4. In such cases development on the site will not be considered inconsistent with the District Plan. 5. These areas will be subject to the requirements of Environmental Authorisation. 6. Conservation and sound environmental management principles must be demonstrably considered in the development plans. 7. 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; 8. Where existing development approvals are in place, agreed environmental management and mitigation measures must be adhered to.
	<p>Ecological Support Areas (Core 2)</p> <ul style="list-style-type: none"> • Lourens River Corridor and Protected Natural Environment (PNE) • Eerste river corridor • Sir Lowry's Pass river corridor 	<ol style="list-style-type: none"> 1. Low impact activities (as per Core 1/2) may be appropriate. 2. Development (e.g. structures) in support of both tourism and biodiversity conservation in Core Areas should preferably be located in Buffer 1 and 2 areas if logistically feasible. 3. Extensive agricultural activities occurring in these areas, and which may impact on remnant natural vegetation should adopt low impact practices. (e.g. rotational grazing/resting cycles). 4. Maintain and enhance linkages between these areas

	<p>Other ecological support areas (Buffer 2)</p> <p>Other natural areas (Buffer 1)</p>	<ol style="list-style-type: none"> 1. Low impact activities may be appropriate. 2. Development (e.g. structures) in support of both tourism and biodiversity conservation in Agriculture and 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 stall/ shop 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.
	<p><i>EIA requirements and Environmental Management considerations for all Biodiversity Conservation Categories</i></p> <ol style="list-style-type: none"> 1. 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. 2. Issues to be considered: vegetation, connectivity and access, fire control and land management issues, pollution, invasive alien vegetation and faunal species. 3. Areas of high biodiversity importance outside the urban edge should be regarded as "no-go" areas for development. 4. A management plan must be drawn up and implemented for all activities approved in this zone, in accordance with the City of Cape Town's specifications. 5. 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 Bionet. 6. 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. 7. Identify opportunities to permit low impact sustainable development which contributes to a net increase in the protection of biodiversity and the establishment of functional biodiversity nodes and corridors. 8. Opportunities for sustainable, low impact community utilisation of biodiversity resources should be identified. 9. Note that unless the Biodiversity Network is secured elsewhere, other natural vegetation areas may become increasingly significant 	

	<p>to fulfill biodiversity targets/ as biodiversity offset areas.</p> <p>The urban development edge was developed with consideration for the protection of properties from Veldfire risk, where applicable. Change 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)".</p>
Biodiversity and open other open spaces	<p>Structuring open spaces Sports fields and other institutional open spaces.</p> <ol style="list-style-type: none"> 1. General Structuring Open Space Guidelines: 2. Development adjacent to open spaces, or which rationalises these spaces, should be orientated towards the open space to encourage the use and passive surveillance of these areas. Design which compromises this condition (e.g. excessive blank walls and backing of development onto these spaces) should be discouraged. 3. Appropriate high or medium density development along open space interfaces could be considered to improve passive surveillance. 4. Safety and security should be considered in the upgrading, landscaping or development of open spaces. 5. Where contextually appropriate, consider commercial activities such as small cafes, kiosks and restaurants that will enhance the utilisation of public open space. 6. 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. 7. Consider the impact of development on social and cultural uses of open spaces, guided by the GIN. 8. Consider the green infrastructure and ecological function of open spaces by consulting the GIN mapping project. 9. Ensure that landscaping in new building projects is appropriate for local conditions and can sustain the impacts of weather events and climate change. 10. Promote urban cooling through plantings, retention of tree coverage and the surfacing of underground water.

		<p>11. Optimise the uses and functioning of public parks and the role they play in pedestrian networks across the district.</p> <p>12. These guidelines are for consideration to improve the quality of development and open spaces, in general development related to the base zoning or existing approvals will not trigger a deviation from the DSDF.</p> <p>Guidelines for specific categories of open Space</p> <p>Institutions, School fields, and sports fields</p> <p>13. 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.</p> <p>Cultural Landscapes</p> <p>14. Developments in cultural landscapes to consider the visual impacts on the landscape and refer to the City's Cultural and Heritage Management Policy.</p> <p>Road and Rail Reserves</p> <p>15. 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.</p> <p>Extensive open space in neighbourhoods with multiple vulnerabilities</p> <p>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,</p>
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		<p>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.</p> <p>Cemeteries</p> <p>18. Open space qualities which add to the sense of place of cemeteries, such as tree cover, views or other landscape qualities, to be promoted.</p> <p>Agricultural areas</p> <p>19. Developments related to the functioning of agricultural areas will not require a deviation from the District Plan. For new development and rezonings, the open space qualities, cultural landscape qualities and general open space guidelines must be considered.</p> <p>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.</p>
CULTURE AND HERITAGE	Culture and heritage zone – Map 5	
	<p>National heritage sites Provincial heritage sites Cultural landscapes</p>	<ol style="list-style-type: none"> 1. Ensure heritage resources are conserved 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. Ensure a place's character is protected and enhanced rather than just protecting individual sites. 4. Treat sites and places with heritage value as possible development opportunities that can add value to the urban environment. 5. Maintain and enhance green corridors from mountain to City. 6. 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.

		<ol style="list-style-type: none"> 7. Discourage the demolition or inappropriate alteration of historical sites where there is a possibility that these can be retained and integrated into a new development without undermining the viability or inclusive potential of the development. 8. Encourage appropriate and accurate interpretation of heritage resources and recognise and develop places of memory, particularly associated with the struggle.
	<p>Scenic Routes (See sub-district maps)</p>	<ol style="list-style-type: none"> 1. Prioritise the upgrade of these routes and support implementation thereof. This should align broadly with the route's scenic quality value, degree of tourism use, and road surface and reserve upgrade necessity. 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 the addressing of landscaping improvements to the (public and private) areas abutting the road. Land use management decisions should be guided by the Scenic Drive Network Management Plan (Vol. 3, 2003) or subsequently approved management plans. E.g. transport designations. Development to comply with the comprehensive set of guidelines for visual design contained in the management plans. 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, and 6. Comply with the comprehensive set of guidelines for visual design.
	<p>Heritage Protection Overlay Zone Areas (HPOZ)</p>	<ol style="list-style-type: none"> 1. Ensure that new developments in historic precincts are of an appropriate scale and in an appropriate architectural 'language' (massing, articulation and texture); and 2. Ensure that advertising signage, roadways, pavements, colonnades, landscaping and tree planting respect the character of historic buildings and precincts, as far as practically possible. 3. Ensure the identification and protection of areas and sites of heritage significance under the HPOZ and as Heritage Areas and Heritage Register sites.
	<p>Proposed Heritage Protection Overlay Zone</p>	<ol style="list-style-type: none"> 1. For proposed heritage areas, prioritise the development of clear guidelines regarding the character elements, sites and measures needing protection or memorialisation 2. Encourage recognition and space for memorialisation

		3. Determine whether area based guidelines are relevant or if it is more appropriate to protect specific sites and follow existing area management guidelines;
Agriculture	Agricultural and mineral resources	
	<p>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.</p> <ul style="list-style-type: none"> • Lourensford Wine Estates • Vergelegen Wine Estate • Morgenster Wine Estate • Sir Lowry's Pass environs, north of Sir Lowry's Pass road (M9) • Portion of Vergenoegd Farm 	<ol style="list-style-type: none"> 1. Preserve and utilise high potential agricultural land, particularly in the Sir Lowry's Pass Farm areas. 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 sub-division of agricultural land.
	<p>Smallholdings Properties that came about primarily as a result of subdivision of former agricultural farmland and that still predominantly present a rural character, however with property sizes that do not support extensive farming.</p> <ul style="list-style-type: none"> • Macassar (Sandvlei) • Sweet Waters • Parel Valley Smallholdings 	<ol style="list-style-type: none"> 1. Smallholdings outside of the urban development edge: Discourage the use of these properties for uses other than agricultural or related purposes to prevent the undermining of the predominantly rural character of these areas and potential decay of these areas as a result of establishment of undesirable uses such as industries including storage and warehousing. 2. Smallholdings inside the urban development edge: Encourage the redevelopment of these areas in a holistic and coherent manner in accordance with applicable approved development frameworks that are consistent with the proposals of the District Plan.

Table 7: Environmental Planning Categories and Management Zone Guidelines

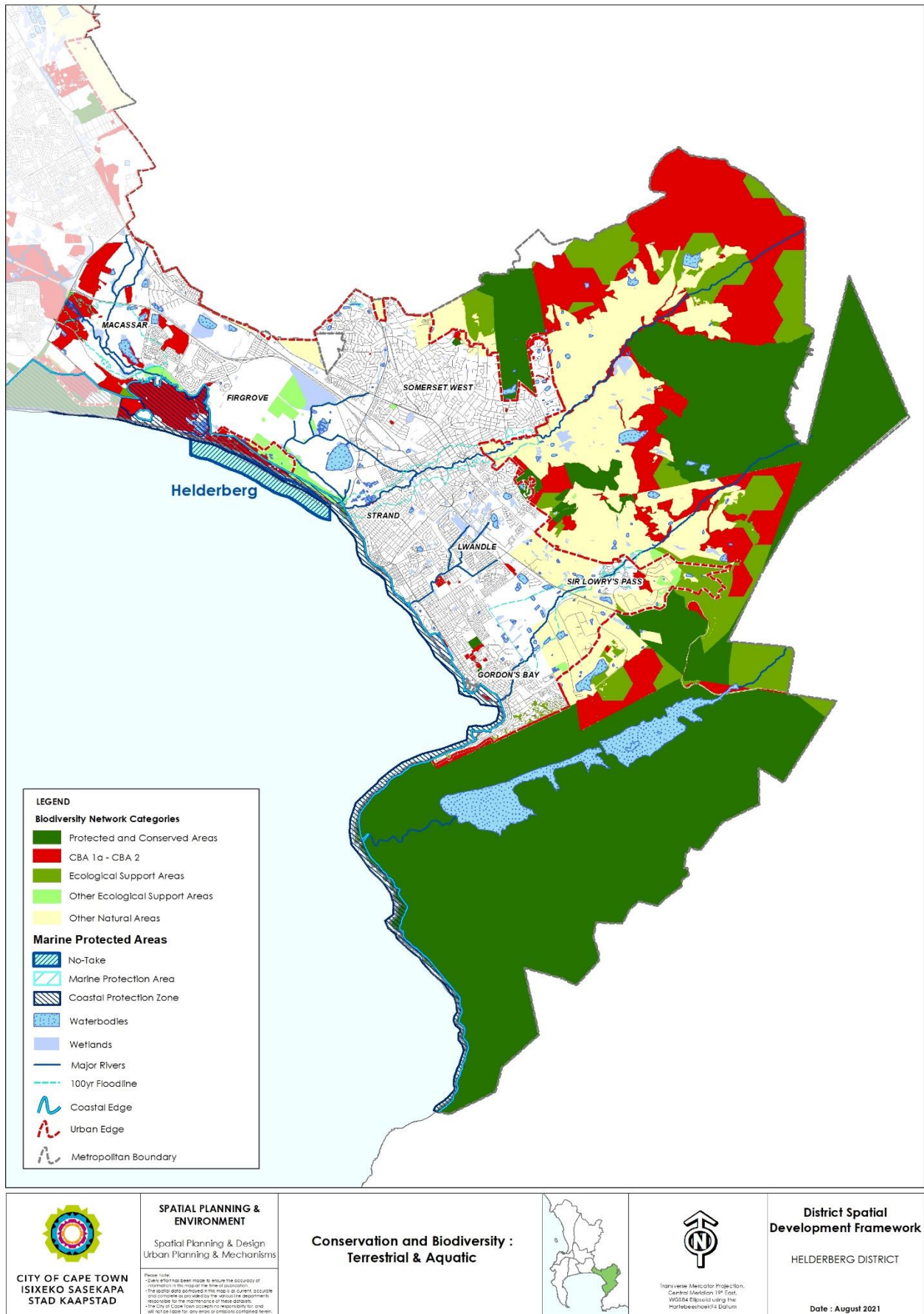


Figure 12: Conservation and Biodiversity Map: Terrestrial and Aquatic

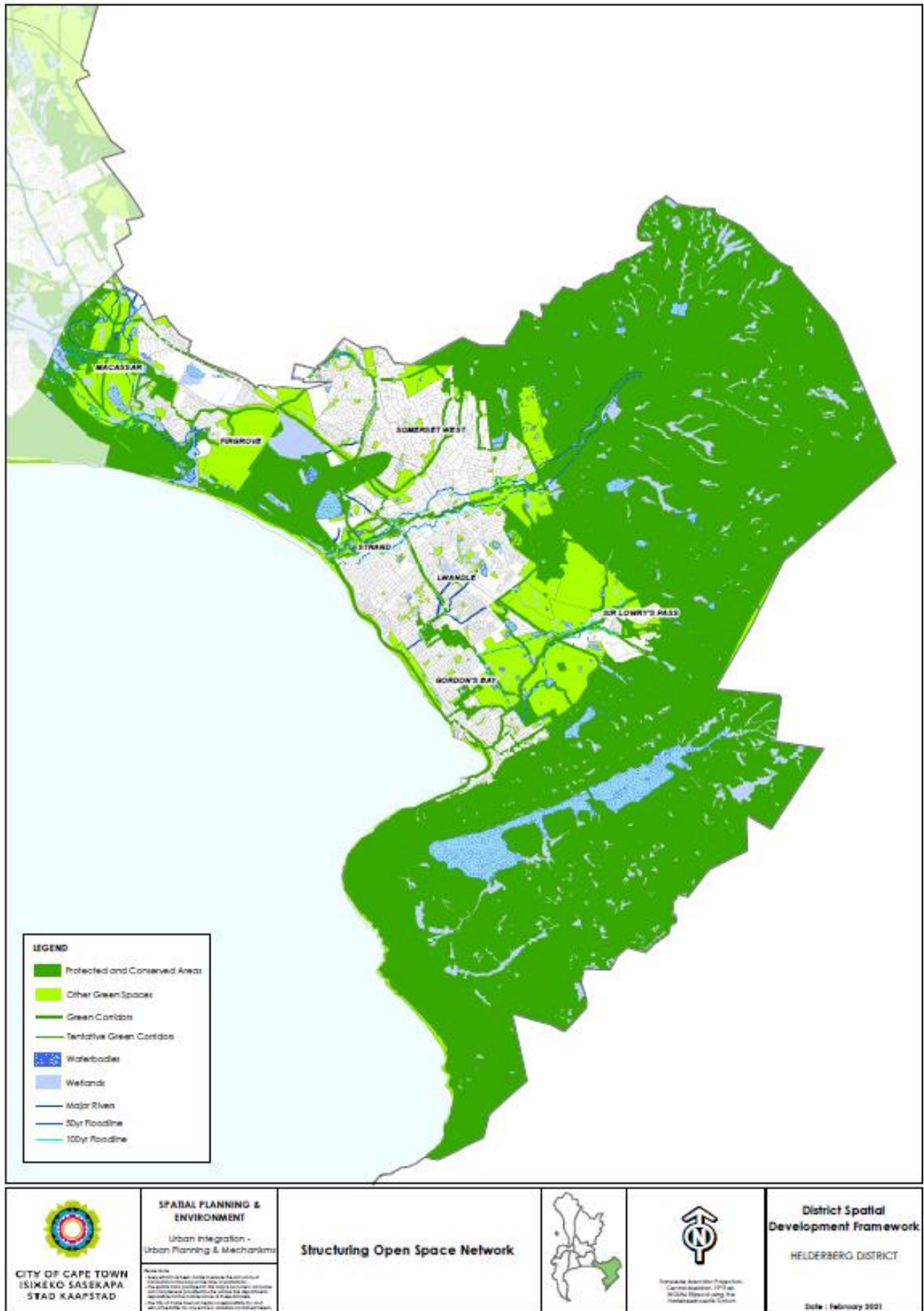
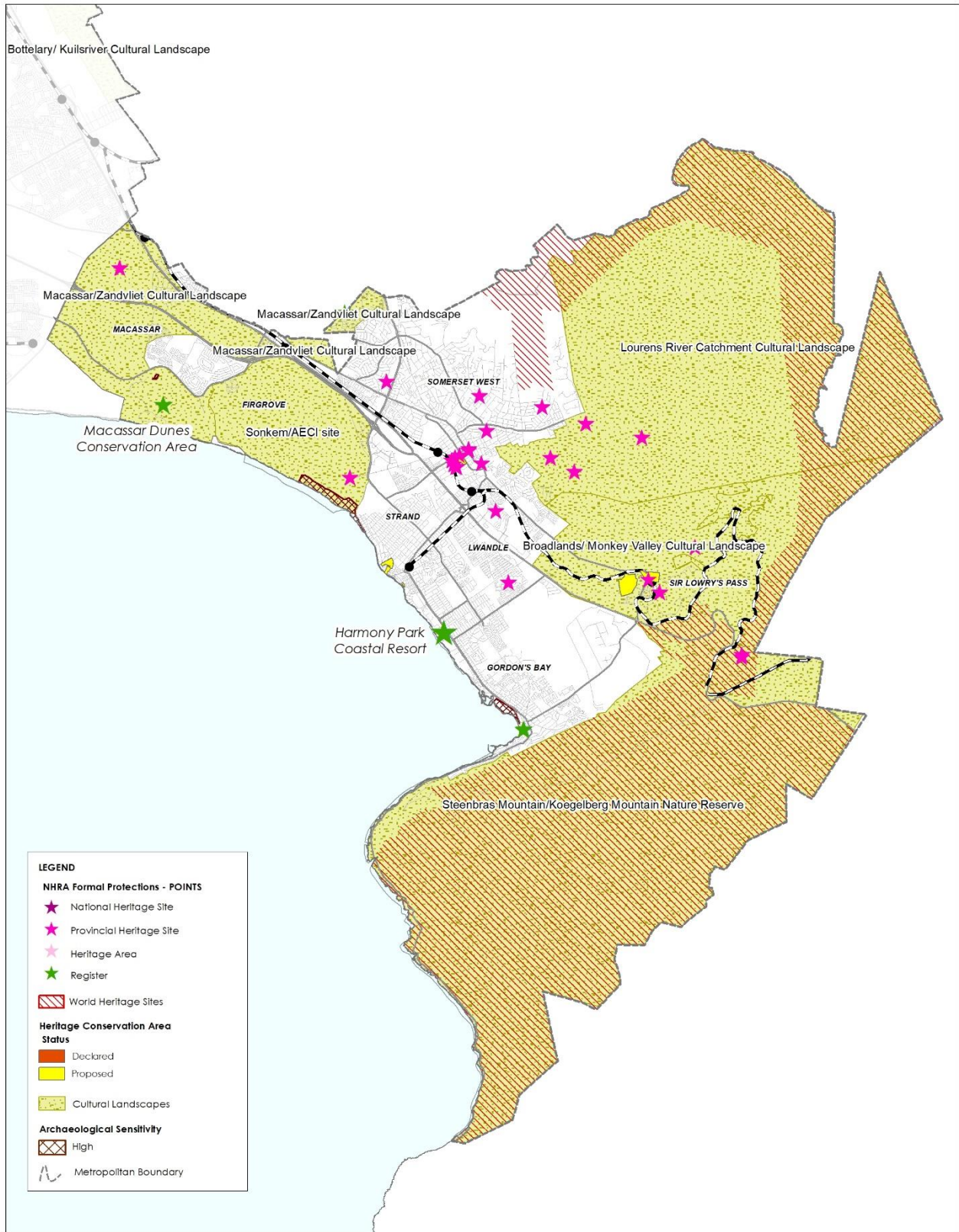


Figure 13: Structuring Open Space Network Map



 <p>CITY OF CAPE TOWN ISIXEKO SASEKAPA STAD KAAPSTAD</p>	<p>SPATIAL PLANNING & ENVIRONMENT</p> <p>Urban Integration - Urban Planning & Mechanisms</p> <p><small>Please Note: - Every effort has been made to ensure the accuracy of information in this report and the final publication. - The spatial data portrayed in this map is as current accurate and complete as possible in the national line departments responsible for the maintenance of these datasets. - The City of Cape Town accepts no responsibility for, and will not be liable for, any error or omission contained herein.</small></p>	<p>Cultural & Heritage Resources</p>		 <p>Transverse Mercator Projection, Central Meridian 19° East, WGS84 Ellipsoid using the meters as the unit of distance</p>	<p>District Spatial Development Framework</p> <p>HELDERBERG DISTRICT</p> <p>Date : August 2021</p>
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Figure 14: Culture and Heritage Resource

3.1.2. Urban development

The Helderberg District SDF 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 will include all buildings and infrastructure used for retail, offices, community facilities and related infrastructure necessary to provide for the proper functioning of urban areas. New Development Areas that are earmarked for different types and intensities of land uses will be indicated at sub-district level in Section 4.

3.1.2.1. 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.

3.1.2.2. Residential development

The guidelines for residential development are consistent with the National Priority Human Settlements and Housing Development Areas (PHSHDAs), draft 2022 MSDF, City of Cape Town TOD Strategic Framework and Human Settlements Strategy (Draft August 2020), draft City of Cape Town Land Use Model (2020) and City of Cape Town Human Settlements Strategy (June 2021) (HSS) as key informants. The general guidelines align with the Human Settlements Strategy (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 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 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; 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).
- 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), City unapproved dwellings in the form of backyard units, main house extension and conversion, etc.

More detailed descriptions of each of the typologies can be found in Annexure 6.

3.1.2.3. Non-residential

The district boasts a significant amount of developed commercial, farm, smallholdings and tourism land. Areas with the highest agglomeration of commercial activities are Somerset West, Paardevelei and to a lesser degree Strand.

3.1.2.4. Mixed Use Intensification

The MSDF recognise the complex underlying economic challenges that must be proactively and sustainably addressed through job-generating economic growth at the heart of spatial priorities.

The Helderberg 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 could include a combination of residential and non-residential uses or a combination non-residential uses (i.e. industrial and/or commercial and/or institutional). This can be achieved within existing areas or new developments with an increased number of residential dwelling units and/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 is planned.

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

The mixed-use areas will be indicated at the sub-district scale and should be read together with the guidelines for nodal and corridor designations.

1.1.1.5. 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 develop 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 section describes the new areas for residential and non-residential development for the Helderberg district. The selection of sites and development proposals (see Figure 13 and Chapter 4) were based on their location potential and ability to support the strategic objectives and vision for the district described in Section 2 (Concept and Vision) of this report. It needs to be noted that in some instances, sites that have been identified, already have the required approvals in place for development, or the application process for development rights, has been initiated.

a) Residential Development

Table 6 below indicates the quantum of new formal residential opportunities in the Helderberg 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 sub-district development guidelines, where applicable. Furthermore, the Land Use Model referred to above also includes projections for formal main dwelling units, additional formal dwelling units, informal dwellings and additional informal dwelling units, which was informed by a residential growth estimation – see Technical Annexure 11 in Volume 4 of the integrated DSDF and EMF.

Table 8: Estimated supply of formal residential opportunities

Typology	District
Main Formal Dwellings:	46 983

Source: Data from Land Use Model Estimates

A. Density Guidelines for New Residential Development

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

Table 9: Gross density targets and guidelines

Target	Guideline	Density
Target 1: Potential Low Density Development	Area proposed for new lower density development where the gross density could average 10- 45du/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 45-75du/ha. The achievement of this target could occur via a range of housing typologies and varying net densities across the area. The development of required community facilities and open space should be addressed as part of the development of this area.	45-75 du/ha
Target 3: Potential High Density Development	Areas proposed for new higher density development where the gross density should average 75+ du/ha. The achievement of this target could occur via a range of housing typologies and varying net densities across the area. The development of required community facilities and open space should be addressed as part of the development of this area.	>75 du/ha

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

- Access to public transport system (existing or planned): Medium to high levels of densification should be aligned with existing/proposed public transport routes. This is essential for housing development targeted at lower-income earners, who are unable to afford the costs of private transport. It should not be an overriding consideration for middle and upper-income townhouse/group housing developments, as the residents are likely to make greater use of private transport.
- Land use integration: Preferably medium to high levels of densification should be located near places of employment, social services and community facilities.
- Land Use Compatibility: dense residential development should not be located near land uses that pose a safety or health risk to future residents (i.e. heavy or risk industrial uses)
- Access to Open Space: medium to high-density development should have access to urban open spaces (such as squares and promenades), recreational green spaces (parks and sports fields) and/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.

b) 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 sub-district guidelines where applicable. New non-residential development includes:

- Commercial uses which includes retail, offices and/or hospitality industry
- Industrial which includes manufacturing, warehousing and logistics
- Public Services which includes 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 are the proposals around the Firgrove Station, Paardevlei and Somerset Mall.

Non-residential land use	District (GLA m²)	City-wide (GLA m²)
Health	111 083	31 238
Industrial	798	3 650 764
Office	1 349	1 481 951
Retail and wholesale	24 650	1 007 727

Table 10: Estimated supply of non-residential opportunities

c) Mixed Use

A. Mixed Use New Development Areas (NDAs)

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

B. Mixed Use Intensification Areas

These include developed or partially developed areas where further intensification and diversification of existing land uses is 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 sub-district guidelines to follow in Chapter 4.

1.1.1.6. Industrial Development

The district boasts a significant amount of developed industrial land. Areas with the highest agglomeration of industrial land are Broadlands industrial areas, Somerset Mall industrial development, Strand Halt, Strand Onverwacht, and Faure industrial. The latest interest in the uptake of industrial development is around the emerging Paardevlei industrial node, with the form of the industrial development being light/service orientated development, the Faure Station, and Firlands (for storage facilities).

Aligned to the MSDF, the District Plan supports the prioritisation of public investment and incentivised private sector investment in support of growth areas in the existing industrial and commercial nodes for priorities of investment and co-investment.

1.1.1.7. Development Guidelines

The table below will provide details with regards to the Urban Development spatial planning category and the guidelines pertaining to these.

SPC: Urban Development	
Typologies & district elements	District development guidelines
Sub-Category: Existing Urban Development	
Urban Development – General (All Areas)	<ol style="list-style-type: none"> 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 into account associated district development guidelines (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 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 carbon neutral buildings and precincts in alignment with the Urban Design Policy. 6. Promote an appropriate interface between mixed-use areas and adjacent spatial designations (such as low-density residential, agricultural, critical natural assets, public open spaces, etc.) 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

	<p>context-appropriate, storage facilities, ablution facilities, waste collection/recycling, streetlights, water and electricity connections. This applies to all areas, but will be most relevant in high-volume pedestrian areas such as nodes, transport interchanges, civic precincts, destination places and other busy places.</p> <ol style="list-style-type: none"> 8. Support the design of public space to create multi-functional internal public squares and linear spaces that can accommodate informal trading. These areas should be demarcated for trading, in line with the provisions of the CoCT Informal Trading Bylaw. 9. Encourage the design of new developments and commercial centres to accommodate space for markets and less formal businesses in central and high footfall parts of the development. 10. Promote informal trading within higher order activity generators, such as urban nodes, transport interchanges, commercial and shopping centre, public spaces, parking areas, road reserves and destination places. Increase the scope of land use rights for properties within local urban nodes by utilising overlay zones in appropriate areas. 11. Facilitate local economic development in townships by encouraging flexible land use rights along development routes and in nodes. This includes taking a flexible approach to home-based enterprises on residential zoned properties and developing overlay zones to specify the necessary rights where required. 12. Support urban agriculture uses on the following land: (a) underutilised public land within or on the outskirts of housing development, and (b) housing development land which will not be used in the short term. Urban agriculture uses include allotment areas, community gardens and small-scale farming. 13. Support the establishment of urban agriculture in townships to grow township-based food markets.
Sub-Category: Residential	
<p>General - Existing Residential Development</p>	<ol style="list-style-type: none"> 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. Residential units should be designed to support future economic activity (home occupation) as well as accommodate 2nd and 3rd dwellings on site, especially in state subsidized housing programs. 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.
<p>New development areas</p>	<p>General (all residential market types)</p> <ol style="list-style-type: none"> 1. In general, support the development of new residential areas at higher densities than those which 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, and heritage and biodiversity value of areas of significance. 2. Support the implementation of new development areas subject to infrastructure availability and in line with the requirements for provision of associated social facilities and recreational spaces.

3. Promote the development of affordable housing by the private sector through the implementation of the principle of inclusionary housing development (a principle to be unpacked in the Inclusionary Housing Policy that is underway) and through the implementation of the IRDP where applicable.
4. Ensure the development of socially sustainable communities where the immediate needs of the residents are met within approximately 800m from where they live or proximity to public transport.
5. Encourage development plans for new development and infill areas to set aside sites for POS, commercial and non-residential including supporting community uses within the new settlement.
6. When considering the scale and location of NDA's 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 time frame to limit the risk of unlawful land occupation.

Subsidised and partially subsidised

1. Support the development of high density, affordable rental housing (social housing) within in the Urban Inner Core (MSDF 2018) as the City's priority and preferred Restructuring Zone.
2. Encourage and support Community Residential Units (CRUs) e.g. hostel redevelopment with increased infrastructure capacity and family appropriate sized units.
3. Encourage and support the delivery of affordable housing (GAP and/or Social Housing (or any other appropriate housing typology) within areas of focused public sector investment; NDA's, PSHSDAs, 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 III; Implementation Plan).
4. To achieve maximum densities on limited land, promote and ensure new formal City provided housing structures comprises of, where possible, semi-detached single-storey (for the elderly and disabled), double storey units and/or 2-4 storey walk-ups with a positive interface with the character of the area.
5. State subsidised housing programmes should include innovative and alternative typologies and design to support the City's densification and sustainability targets.

Mixed-Market

1. Prioritise development that allows for area wide settlement planning, a range of housing typologies and prices, and mixed use developments, which promotes diversification of human settlement tenure (including market-driven, gap, social housing, and subsidised human settlements).
2. Promote and support high-density mixed residential typology options for the affordable (gap) market (inclusionary housing, FLISP, incremental housing, additional housing rental stock and social housing) in all areas of mixed-use intensification and

	<p>diversification associated with identified urban nodes, development corridors and development focus areas.</p> <ol style="list-style-type: none"> 3. Promote incremental growth by supporting micro developers for the development of small-scale rental units (backyard dwellings) as an additional use within the SR2: Incremental Housing Zone (MBPL 2019). These unit plans should adhere to the City's menu of proto typical building plans (to be developed) and approved in terms of the National Building Regulations. 4. Prioritise affordable housing (both rental and ownership) in areas of economic potential in district/local nodes, civic precincts and development corridors that achieve maximum densities. 5. Promote and prioritise development of appropriately diversified densities of affordable housing on State/City owned land. 6. Promote the development of affordable housing by the private sector through the implementation of the principle of inclusionary housing development. 7. Mixed-market developments should promote integration through the use of tenure blind design.
<p>Informal Settlements</p> <ul style="list-style-type: none"> • Nomzamo, • Lwandle • Sir Lowry's Pass 	<ol style="list-style-type: none"> 1. Support the incremental upgrading and formalization of existing informal settlements that are identified as appropriate to remain as urban areas according to the criteria for categorisation of informal settlements (see Annexure 6). 2. Support development application for the provision of basic infrastructure services in informal settlements (electricity, water & sanitation and accessibility routes). Informal settlement upgrading must account for greater service ratios allowing for increased taps and sanitation sites in a re-blocking project (as confirmed by the COVID-19 pandemic). 3. Support the City's commitment towards addressing emergency housing need and the mitigation of unlawful land occupation by prioritising development on land identified in the City's vacant land register. 4. Prevent 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 agricultural and heritage areas. 5. Support and prioritise the relocation of informal settlement situated in areas of high environmental and high health risk, and ensure that the alternative site meets the health and safety requirements of a sustainable human settlements. 6. To create sustainable human settlements, support the re-blocking 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 social facility areas, and the use of green infrastructure to support climate change adaptation. 7. Support in-situ upgrading of informal settlements where possible and deliver urban house typologies to achieve higher densities to minimise relocations. 8. Support the City's goals to transform informal settlements by promoting micro-developers. 9. Support suitable temporary land uses where informal settlements have been relocated to prevent resettlement of informal dwellers.
<p>Sub-Category: Non-Residential Development</p>	
<p>Informal Sector include the following areas:</p> <ul style="list-style-type: none"> • Public Transport 	<ol style="list-style-type: none"> 1. Support the provision of basic services and amenities to support informal economic activity and to reduce negative externalities associated with unregulated business activity. This includes hard

<p>Corridors;</p> <ul style="list-style-type: none"> • Public Transport Interchange • Precinct development; • Mixed-Use Development; • High Density developments; • Nodes • Civic Precincts 	<p>and soft landscaping, 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 other busy places.</p> <ol style="list-style-type: none"> 2. Support the design of public space to create multi-functional 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 CoCT Informal Trading Bylaw. 3. Encourage the design of new developments to accommodate informal business zones and place for markets in centrally located core areas and along activity corridors. 4. Support flexibility of land use rights on residential properties along development routes and public transport corridors to promote township home-based enterprises to facilitate local economic development. 5. Encourage flexible zoning to facilitate informal sector activities.
<p>Industrial Existing and New Development Areas</p>	<ol style="list-style-type: none"> 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 <u>(industrial areas)</u> should generally be reserved to optimise this infrastructure and mitigate potential <u>negative</u> 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 <u>Industry purposes</u>. 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 <u>(ports – airport, seaport, inland dry port)</u> to take advantage of the competitive advantage and economic, freight and logistical benefits related to the airport. 8. No activity or use which includes the on- site storage <u>(or management)</u> of hazardous substances shall be permitted <u>without an approved</u> risk management and prevention plan <u>has been submitted and Council has given approval thereto</u>. 9. 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. <ol style="list-style-type: none"> 1. Risk Industry_No inappropriate urban development (i.e. residential development, community services and retail services) should be permitted <u>within or in close proximity to</u> in heavy/ noxious industrial zones, solid waste disposal and wastewater treatment sites and transfer sites.

	<ol style="list-style-type: none"> 2. Existing developments in the above areas may require mitigation measures and limits on the further enhancement of development rights. 3. These areas should be reserved for noxious trade, and risk activities. Consent for other uses outside of this zoning should <u>(be discouraged)</u> and / or take into account the potential negative impacts.
Sub-Category: Mixed Use	
<p>Mixed Use Intensification Areas and Mixed Use New Development Areas</p> <ul style="list-style-type: none"> • All business areas associated with identified urban nodes • Business strip areas, including along, Kramat Avenue, N2, Old Main Road, Baden Powell Drive, Broadway Boulevard, intersection of Onverwacht Road, T2, Faure Marine Drive (from intersection of Strand Main Road to Beach Road), Main Road (through Somerset West CBD to Strand CBD), Victoria Road and T2 to Gordon's Bay (the north-west of the Sir Lowry's Pass corridor) • Urban nodes <ul style="list-style-type: none"> ✓ Somerset Triangle ✓ Somerset West CBD ✓ Strand CBD ✓ Gordon's Bay CBD ✓ Macassar ✓ Firgrove ✓ Sir Lowry's Pass Village • Civic Precincts <p>Higher order civic precincts:</p>	<ol style="list-style-type: none"> 1. Support high-density mixed residential typologies in all areas of mixed-use intensification and diversification associated with identified urban nodes, development corridors and development focus areas; subject to any local guidelines, bulk services and transport infrastructure availability. 2. Encourage greater land use intensification of an appropriate combination of land uses including Office & Retail; Business & Commercial; Institutional & Social facilities and High density residential development along identified development corridors; 3. At identified urban nodes, key intersections, stations and modal interchanges, especially where opportunities for commercial and other employment-generating land uses exist;

<p>✓ Generally associated with metropolitan and sub-metropolitan and sub-metropolitan urban nodes, including Somerset West Strand.</p> <p>✓ Complemented by a local system of clusters and includes Nomzamo and Macassar.</p>	
<p>The District Plan support and adapt informal economic activities to progressively expand the City's economy, so that micro-enterprise and informal trading activities continue to provide livelihoods and economic resilience for those excluded from the formal economy.</p> <p>Designated areas:</p> <ul style="list-style-type: none"> - Public Transport Corridors - Public Transport Interchange - Precinct development - Mixed-Use Development - High Density development - Nodal development - Commercial or Business centres 	<ol style="list-style-type: none"> 1. Generally, the support new development of areas of high densities to accommodate informal business zones and markets in centrally located core areas and areas along activity corridors. 2. Support the flexibility of zoning and regulations in areas along activity corridors and business zones near public transport nodes or transport corridors to facilitate informal economic activities. 3. Encourage inclusion of small scale business within mixed- use developments or precinct development for purposes of uses such as corner shops and informal markets to improve access to goods and services. 4. Support the reconfiguring of current community nodes to create internal public squares that can be used for informal trading. 5. Allow provision of secure and accessible space for the informal economy to function, such as improvement of infrastructure and basic services within areas demarcated for trading space in line with the provisions of the CoCT Informal Trading By-law. 6. Support flexibility of land use rights on residential properties along activity corridors or public transport corridors to promote township homebase enterprises to facilitate local economic development. 7. Identification and support establishment of urban agriculture production in previously disadvantaged communities to give the opportunity for township-based food markets. 8. Prioritise underutilised public land for community gardens and allotment areas within or on the outskirts of housing clusters to cater to food security production. 9. Identify the location of existing and potential informal trading areas or markets and preparation of trading plans for these areas is needed. These plans must include the provision of basic services (including increased waste collection services) and amenities to support informal economic activity and reduce negative externalities associated with unregulated business activity. Services would include hard landscaping and structures as necessary for ablution facilities and waste collection/recycling, streetlights, water and electricity connections. Noxious effluent should be treated on-site as far as is practical.

3.1.3. 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 and form).

Precautionary areas and utility service infrastructure installations	District elements	District development guidelines
Noise Exclusion zones	<ul style="list-style-type: none"> • CTIA noise cones (2025 ultimate scenario) • Airport obstacle limitation surfaces (AOLS) 	<ol style="list-style-type: none"> 1. Residential uses are not recommended below the 65 dBA noise contour zone of the CTIA (or any other airport) planned primary runway, which is to be re-aligned, 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. 2. Non-residential (industrial and commercial) uses may be accommodated above the 65dBA noise contour, provided that mitigating measures against the noise pollution are put in place. 3. 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.
Risk Installations e.g. Landfill sites and tank farms		<ol style="list-style-type: none"> 1. Environmental conditions <u>related to these installations</u> should be monitored to assess the need for appropriate buffer areas around risk activities/ installations.
Waste Water Treatment Works (WWTW)	<ul style="list-style-type: none"> • Macassar WWTW 	<ol style="list-style-type: none"> 1. Support the re-use of water with the highest potential, in areas close to WWTW. 2. No permanent activities or structure to be approved within the approved buffer area around WWTW except, for the designated infrastructure and bulk services activities/structures.
Cemeteries	<p>Cemeteries in the district are found in:</p> <ul style="list-style-type: none"> • Somerset West • Strand • Goedenhoop • Lwandle • Rusthof • Gordon's Bay • Sir Lowry's Pass <p>New cemetery</p> <ul style="list-style-type: none"> • Vaalfontein 	<ol style="list-style-type: none"> 1. Support the continued use of cemeteries, for this purpose. 2. Identify location and support the establishment of other interment options to supplement or compliment the traditional in-ground burial. Promote combining these with other activities, e.g. parks and gardens, to promote its safe usage. 3. 3. Prioritise the identification of additional cemetery development in the short-medium term, in addition to cater for urban growth in the district. This should take cognisance of the health regulations in this regard.
Broadband /IT/WiFi cabling (Refer also to utilities section)	<p>All areas – but primarily the following:</p> <ul style="list-style-type: none"> • All nodes • All development corridors 	<ol style="list-style-type: none"> 1. In all developments, support and promote the continued roll-out of the City's Broadband Project by, expanding the City's optic fibre infrastructure. 2. The above needs to look also look at including future free provision of broadband fibre into all each and every business areas, and nodes (as part of transport infrastructure investment). In support of the City's CTOD (Comprehensive Transport Orientated Development) objective, this should be prioritised most particularly to business areas

		in the peripheral city and areas furthest from primary urban opportunity areas.
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Table 11: Utility service infrastructure installations and networks SPC

3.2. 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.

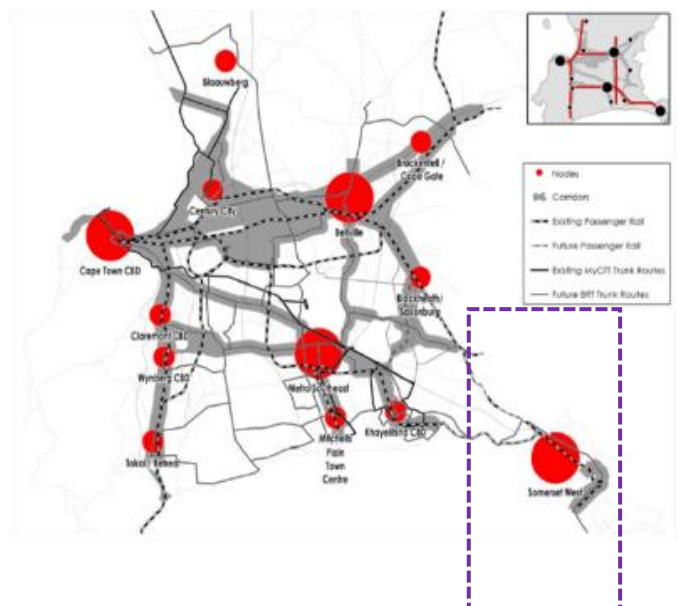
Transport infrastructure is key to supporting accessibility to opportunities, but is also dependent on sufficient development thresholds for efficiency, and is therefore central to the relationship between land use and accessibility.

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.

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

- Non-Motorised Transport (NMT) within and between neighbourhoods.
- High frequency and volume public-transport-orientated mobility along development routes and railways made cost-effective by high-intensity development thresholds,
- Higher mobility connectors linking more peripheral urban areas and nodes, and
- 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).

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

SDF route categories	District elements	District-wide development guidelines
General	<ul style="list-style-type: none"> • All Routes 	<ol style="list-style-type: none"> 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 inter-sections, '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.
Freeways and expressways	<p>Freeways</p> <ul style="list-style-type: none"> • N2 • R44 • T2 <ul style="list-style-type: none"> • M9 (from Somerset West/Sir Lowry's Pass Village) • Victoria Street Interchange • Firlands interchange (i.e. Sir Lowry's Pass and N2 intersection) • De Beers Interchange (i.e. R44 and N2) • Baden Powell Drive and R102 	<ol style="list-style-type: none"> 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 /approved scenic routes should be considered generally for application along all freeways / expressways in the district. 4. Support creative development solutions that assist with the promotion of long-haul metro public transport along freeways and expressways (e.g. optimising excess parking at shopping malls, sports stadia, etc., as park & ride facilities; integrating with local public transport and NMT).
Rail	Only one rail line in district i.e. Bellville/Strand line.	<ol style="list-style-type: none"> 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.

SDF route categories	District elements	District-wide development guidelines
	<p>The district has five rail stations:</p> <ul style="list-style-type: none"> • Faure • Firgrove • Somerset West • Van der Stel • Strand 	<ol style="list-style-type: none"> 2. Support medium and high density residential densification within ±400m of all stations (including rail stations within residential areas), where and as appropriate. Should a station be located within an urban node area, refer to development guidance for urban nodes. 3. Encourage high intensity mixed use development (residential and commercial) in areas directly adjacent to all stations and within urban nodes such as Somerset West, Firgrove and Strand, 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.
<p>Development route</p>	<p>Metro-Scale High order <i>(high-frequency and volume public transport routes within MSDf development corridors – e.g. IRT trunk routes)</i></p> <ul style="list-style-type: none"> • N2 • T2 • Old Main Road • Baden Powell Drive • Broadway Boulevard • Intersection of Onverwacht Road • Faure Marine Drive (from intersection of Strand 	<ol style="list-style-type: none"> 1. Support the functioning of these routes as 'spines' of their respective development corridors through encouraging high development intensification and densification and high-frequency high-volume public transport. 2. In general, highest intensification of land uses 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 on-going alignment between relevant departments in ensuring the appropriate location of major public transport stations/stops along these development routes, and the consistency of design guidelines for incorporation into road reserve development and adjacent property development proposals.

SDF route categories	District elements	District-wide development guidelines
	<p>Main Road to Beach Road)</p> <ul style="list-style-type: none"> • Main Road (through Somerset West CBD to Strand CBD) • Victoria Road and T2 to Gordon's Bay (the north-west of the Sir Lowry's Pass corridor) <p>District Scale Lower order <i>(high-frequency low volume public transport routes)</i></p> <ul style="list-style-type: none"> • Main Road • Victoria Road • Broadway Boulevard • Faure Marine Drive 	<ol style="list-style-type: none"> 5. Any future redevelopment of these roads, associated pavement areas, and land uses fronting these, should take place with the planned IRT, other public transport, and NMT infrastructure improvements in mind, and especially at BRT and taxi stations and stops. 6. Civic upgrades, landscaping and NMT provision should be a key consideration and be made as and where appropriate to ensure quality streetscapes. Special focus should be on creating high quality attraction areas at strategic locations (e.g. around PTIs, at public squares, encouraging private re-development to create semi-public parts of their sites for 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 avoided by encouraging visually permeable property boundaries, pedestrian-friendly/focused active streets. 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. Therefore, provide / allow for road access in urban nodal 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 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 facilities along high order routes, and local community service provision along lower order routes. 12. Direct access onto these streets from abutting properties is generally supported, but should be consolidated where possible and appropriate.

SDF route categories	District elements	District-wide development guidelines
		<p>13. Direct access perpendicular parking across the erf frontage should not be permitted along these routes.</p>
<p>Connector Routes</p>	<p>High Order <i>(higher mobility orientated routes, with some public transport, parallel to / supporting development routes or linking more distant urban nodes to urban corridor areas)</i></p> <ul style="list-style-type: none"> • Baden Powell Drive • Macassar Road • Kramat Ave • Sir Lowry's Pass Road M9 (from Somerset West/Sir Lowry's Pass Village) • Proposed Bloubos Road • Onverwacht Road • Portion of Faure Marine Drive (from Gordon's Bay to Kleinmond) • Old Main Road (main road link between Kuilsriver to Somerset West) <p>Lower order <i>(Low mobility routes serving only a local area)</i></p>	<ol style="list-style-type: none"> 1. These routes should continue to perform primarily 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 the boundary walls and fences policy. 5. The role of these routes as significant community service public transport routes should be reinforced through civic upgrades, 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 Transport Orientated Development), the objective should be to consider non-residential development in identified business areas (nodes and civic clusters where appropriate), in peripheral under-served areas of the district

SDF route categories	District elements	District-wide development guidelines
	<ul style="list-style-type: none"> • local neighbour-hood roads 	<p>furthest from primary urban opportunity areas in order to reduce congestion (and improve bi-directional flow) on key connector routes.</p> <ol style="list-style-type: none"> 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.
<p>Scenic routes</p>	<p>Scenic Drive Network Management Plan, 2003 (Approved)</p> <ul style="list-style-type: none"> • Baden Powell Drive (only a small portion affecting Helderberg District) • R44/Beach Road (up to Lourens River bridge crossing) • Beach Road (Lourens River bridge crossing) to Faure Marine Drive • N2/Sir Lowry's Pass (Broadlands Road to District boundary) • Sir Lowry's Pass Road (N2 to Faure Marine) • Faure Marine Drive (Gordon's Bay Beach Road to District boundary) 	<ol style="list-style-type: none"> 2. Any redevelopment along scenic drives and routes should include the addressing of landscaping improvements to the (public and private) areas abutting the road. Land use management decisions should be guided by the Scenic Drive Network Management Plan (Vol. 3, 2003) or subsequently approved management plans, e.g. transport designations. 3. The need to update the Scenic Drive Network Management Plan (Vol. 3, 2003) to increase alignment where necessary on policy guidelines of the Draft Scenic Drive Network Management Plan 2013 impacting on land development applications and decision making. 4. Enhancement of existing rights only if no detrimental impact on the scenic drive is envisaged. Massing and location of built form, even if within existing rights, is to be subject to Urban Design Branch comments. 5. Existing tree-belts, windbreaks and mature tree specimens forming part of the rural amenity to be retained. 6. Access points off the drive serving future development to be limited, subject to local area plans and Urban Design Branch comments. 7. The ratio of open space should exceed built form, with planted and/or functional open space to dominate any development proposal. 8. Protect views looking east from the scenic drive over farmland towards mountain and foothill ridge and ridge baselines. Structures located below the scenic drive to be set back from the Drive road edge to protect views of the sea/mountains. 9. The extent of the setback and any additional measures such as a possible height restriction will be determined by site-specific conditions. 10. Access points off the Drive serving future development to be limited, subject to area-specific proposals. Preferably no departures from the Road Access Policy's spacing guideline of 270 m

SDF route categories	District elements	District-wide development guidelines
	<p>Review Scenic Drive Network Management Plan, 2013 (Draft)</p> <ul style="list-style-type: none"> • Sir Lowry's Pass Road – Faure Marine Drive • Old Sir Lowry's Pass Road • N2 in Broadlands • Baden Powell Drive 	<p>for both sides of the Drive, from the future Bloubos Rd to the urban edge line to the west.</p> <p>11. Instruments that may be required to mitigate impacts may include, inter alia, an Environmental Management Programme (EMPr), Landscape Plans, and Method Statements.</p>
<p>NMT routes</p>	<p>Higher order NMT (destination' closed streets, promenades, cycle routes that are high attractors from across the metro)</p> <ul style="list-style-type: none"> • Strand Beachfront, Beach Road • Gordon's Bay main beach • Bikini beach • Harmony Park beach 	<p>1. Any nearby development should contribute to the enhancement of these routes (including associated management) where possible. Support public (and/or private) investment of these metro attraction routes as key recreation and tourism destinations.</p> <p>2. 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.</p>

SDF route categories	District elements	District-wide development guidelines
	<p>Lower order NMT <i>District-attractor walkways (e.g. coastal walkways or around major parks); High (sub-metro) attractor cycle routes; All local roads – especially those of sub-district significance:</i></p> <ul style="list-style-type: none"> • Most NMT (cycling) facilities are still in planning, except for existing routes in Macassar and Broadway Boulevard 	<ol style="list-style-type: none"> 3. 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. 4. 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. 5. 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. 6. 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. 7. A key focus in areas with significant development informality must be on ensuring that planned NMT routes are not encroached upon. 8. Realising uninterrupted public access along river corridors and green belts should be a core long term objective. This can be supported whenever river corridor upgrades are undertaken (e.g. de-canalisation) or where in critical areas trade-offs with private landowners to secure land in public ownership can occur.
<p>Harbours, Airports and other freight hubs (no airports and other freight hubs)</p>	<p>Harbours</p> <ul style="list-style-type: none"> • Strand Harbour • Gordon's Bay Harbour • Macassar 	<ol style="list-style-type: none"> 1. Encourage the development of inter-dependent 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. 2. Ensure major storage, break of bulk, etc., facilities do not negatively impact on surrounding development areas, especially in high visual impact areas. 3. Support increased service-related economic activities (e.g. tourism and recreation) and multi-use in harbours aligned with their strategic role as major marine access points and destination places. 4. Ensure heritage, visual impact and climate change resilience issues are adequately considered in any harbour (re-)development.

Table 12: Transport designations

3.3. 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.

3.3.1. Corridors

3.3.1.1. 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.

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

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

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Designation	District elements	District-wide development guidelines
<p>Development routes</p> <p>(see route designations section for Development route)</p>	<p>Metro scale/ Higher Order</p> <p>1. Wide development intensification areas on either side of:</p> <ul style="list-style-type: none"> • Main Road (through Somerset West CBD to Strand CBD) • Victoria Road- Somerset West • Broadway Boulevard to N2 • Sir Lowry's Pass Road (MR108) from the T2 to Gordon's Bay • Section of Broadlands Road (i.e. from T2 till Broadway) and with other parallel alternative access or mobility routes within, bounding or close to these • N2 realignment route through Nomzamo/Lwandle • Old main Road • Main Road <p>District Scale/ Lower order</p> <p><i>(somewhat less accessible higher intensity urban strips linking other urban nodes, with development routes as 'spines')</i></p> <ul style="list-style-type: none"> • Section of Faure Marine Drive • Bright Street in Somerset West • Beach Road in Strand and Gordon's Bay • Section of Broadlands Road (i.e. from T2 till Broadway) • Solomon/Michael streets in Lwandle and Nomzamo 	<ol style="list-style-type: none"> 1. Support higher intensity development within development corridors than in surrounding urban areas. In general support highest intensity development in urban node areas (see guidelines for urban nodes) and properties abutting development routes. 2. Within these areas generally restrict commercial development, other than neighbourhood convenience land uses, only to urban nodes and other existing business precincts or mixed use areas. In exceptional circumstances within residential areas, directly adjacent to the above areas or higher order roads, appropriate business use (re- type, scale, design etc.) may be considered. 3. In areas between nodes along 'higher order' development corridors generally support medium-high-density residential development within the broadly defined primary extent area within 400 m (± 5 min walk) of the development route, and medium-density residential development within the in secondary extent areas further away between 400–800 m (i.e. ± 10 min walk). However, these are not definitive extents and must be considered a guide dependent on local area circumstances. 4. In areas between nodes along 'lower order' development corridors generally support medium-density residential development within 400 m (± 5 min walk) of the development route.

Table 13: Corridor designation

3.3.1.2 Green Corridors

Green corridors provide a range of services to the built and natural environments. 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.

Two green corridor concepts are presented. 'Major Green Corridors' are represented by a thick solid green line. Solid line corridors indicate connections through existing open green spaces and conserved areas. 'Flexible Green Corridors' indicate a where a link can be created (through new development/ redevelopment)/maintained through various options.

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

Green corridors	Development guidelines
<p>Green Corridors- Major Green Corridors Solid line corridors follow existing open green corridor opportunities and conserved areas as well as non-motorised transport links that provide access to open space amenity areas in character areas. Corridors have been defined that link between urban areas and Helderberg Nature Reserve, but not within the park as the scale of the park provides for a functional ecological corridor</p>	<ol style="list-style-type: none"> 1. Encourage development to promote opportunities for linkages between identified structuring open spaces in developed areas through e.g. buildings facing onto green spaces, pedestrian or NMT walkways, location of stormwater channels. 2. Enhance the green infrastructure provisions of linkages between open spaces, through developing connections through public space. 3. Maintain green corridors extending from the mountain into the City (e.g. parks and public spaces located in the upper reaches of the City Bowl) including remnants of historic plantations. 4. Landscaping of developments should consider the enhancement of corridors, and the suitable vegetation or landscape types should be considered with endemic vegetation preferred in corridors linking biodiversity areas. 5. Promote the development NMT networks in alignment with green corridors to create multi-functional spaces 6. Where applicable encourage restoration of canalized or underground river segments promote the restoration of the river to a non-canalized or partially canalized state, and encourage landscaping on canal edges. 7. Protect tree lined corridors and expand planting to support the movement of species where opportunities arise.
<p>Tentative 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.</p>	<ol style="list-style-type: none"> 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.

Table 14: Green corridor guidelines

3.3.2. 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 and/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, etc., it would be classified as a civic **precinct**.

Designation	Development guidelines
<p>General</p>	<p>NOTE 1: Refer to Section 3.3.1 for land use intensification (density and diversity) guidelines applicable to development corridors, also applicable to those within urban nodes</p> <ol style="list-style-type: none"> 1. Encourage mixed land use intensification in nodal areas with level of intensity guided by the scale of the node as indicated below. 2. Encourage residential intensification and clustering of public services dependant on the scale and local context of the node. 3. Support the development or upgrading of social facilities to be multi-functional to ensure space are being utilised optimally. 4. Support the development of NMT to improve accessibility between nodal areas, public transport routes and public facilities /services. 5. The design of areas in and around PTIs and demarcated informal trading areas should improve opportunities for commercialisation (formal and informal). 6. 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. 7. Support redevelopment and conversion of areas with underutilised infrastructure to capitalise on existing infrastructure and attract investment. <p>NOTE 2: Land use intensification targets including densities and radii extents for all nodes are considered to be a guideline, and their application should be locally contextualised at the sub-district scale with due consideration given to the guidelines listed below.</p>
<p>Metropolitan (these have similar characteristics and only the scale at which they operate differs)</p> <ul style="list-style-type: none"> • Somerset West CBD 	<ol style="list-style-type: none"> 1. Encourage mixed land use intensification within a radius of approximately 2,5km as a guideline - refer to NOTE 2 above 2. Encourage a mix of commercial, high density residential with a range of housing typologies including affordable housing, public facilities of higher order (Level 1 civic cluster – refer to Figure 12) and recreation spaces. 3. An average gross density of 75du/ha with a minimum height of 5 storeys should be targeted for new developments which could occur through varying net densities across the area. 4. Encourage the conversion of functionally obsolete building stock to affordable housing.
<p>District node</p> <ul style="list-style-type: none"> • Somerset West CBD • Strand CBD 	<ol style="list-style-type: none"> 1. Encourage mixed land use intensification within a radius of approximately 2km as a guideline - refer to NOTE 2 above. 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 12) community and recreational facilities. 3. An average gross density of 45du/ha and above with a minimum height of 3 - 4 storeys should be targeted for new developments which could occur through varying net densities across the area.
<p>Local node</p> <ul style="list-style-type: none"> • Gordon's Bay • Macassar 	<ol style="list-style-type: none"> 1. Encourage mixed land use intensification within a radius of approximately 800m as a guideline - refer to NOTE 2 above. 2. Encourage a mix of retail, local offices such as medical surgeries, estate agents, low /medium density residential and Levels 3 – 5 civic clusters (refer to Figure 12) community facilities.

<ul style="list-style-type: none"> • Firgrove • Sir Lowry's Pass Village 	<ol style="list-style-type: none"> 3. Support the integration of medium density residential typologies on vacant and underutilised land in close proximity to public transport access points(NDAs). 4. An average gross density of between 10 - 45du/ha should be targeted for new developments which could occur through varying net densities across the area. 5. Promote micro-enterprises on residential properties at high accessibility nodes and along local development routes which is serviced by public transport.
<p>Neighbourhood node <i>(these would only be indicated at sub-district scale)</i></p> <ul style="list-style-type: none"> • Gordon's Bay (Sir Lowry's Pass Road) • Lwandle (Taxi Rank Civic) • Cape Garden and Industrial Hub • Vergenoegd • Firgrove 	<ol style="list-style-type: none"> 1. Encourage a mix of land uses including local shops and services such as medical surgeries and hair salons within a radius of approximately 400m as a guideline - refer to NOTE 2 above. 2. Promote the development/strengthening of Levels 4&5 civic clusters (refer to Figure 12) 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.

Table 15: Nodal designations

3.3.3. Civic precincts

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 km 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, optimize space and facility use, address vandalism and promote safety within civic clusters and support greater efficiency in terms of operation and management. The Infrastructure Plan also advocates for consolidation and optimization of resources and existing facilities and in order to realize benefits of reduced operation and maintenance costs resources are utilized efficiently and effectively.

A detailed study, led by the Council for Scientific and Industrial Research (CSIR), has been 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) have been developed in accordance with the figure 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 and as the node level moves up from Level 5 (lowest order) to Level 1 (highest), additional facility types are added at each level. Higher level nodes should provide a full range of higher and lower order services but lower nodes only provide lower order services.

A modelling exercise was undertaken and identified civic clusters/nodes indicating both areas of need in order of priority (ranking) at district level and at metro wide 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 DSDF 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 14 and associated with the guidelines in the table below. The civic clusters in the DSDF will be categorised in 3 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 Annexure 8.

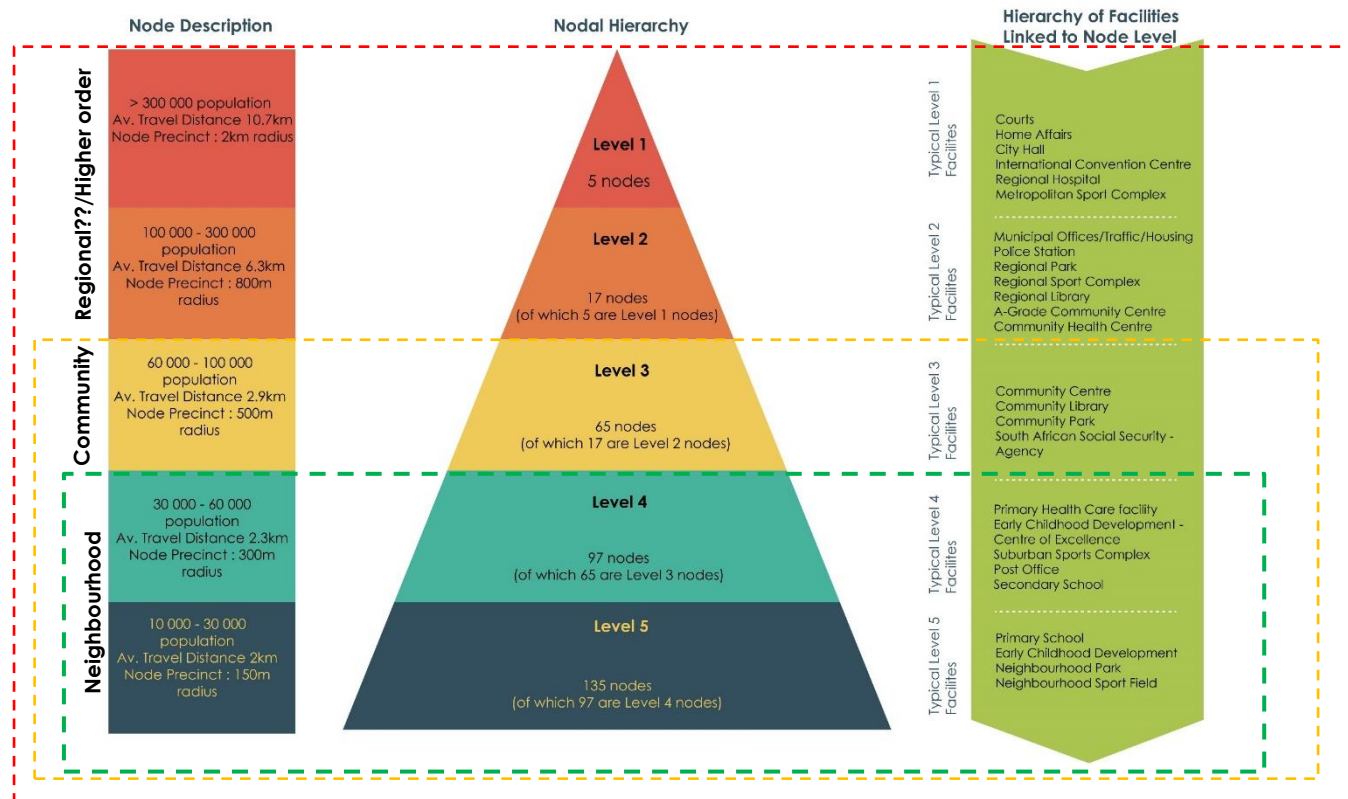


Figure 15: Civic clusters as integrated into DSDF

Designation	Development guidelines
General	<ol style="list-style-type: none"> 1. Encourage the optimal use of existing social facilities and clustering to improve access for non-motorised transport. 2. Support the development of multi-functional facilities that could be shared and use space optimally.
Regional civic clusters	<ol style="list-style-type: none"> 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 multi-functional 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 15km. 6. Precinct radius ranging between 800 m–2 km as a guideline.
Community civic clusters	<ol style="list-style-type: none"> 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. Precinct radius of approximately 500 m as a guideline.
Neighbourhood civic clusters	<ol style="list-style-type: none"> 10. Include localised facilities such as primary health care, schools/ECDs and neighbourhood parks. 11. Approximate catchment area of up to 3 km located within walking distance of the communities served. 12. Precinct radius ranging between 150 m–300 m as a guideline.

Table 16: Civic cluster guidelines

3.3.4. 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 (✳).

Designation	Development guidelines
<p>Destination place</p> <ul style="list-style-type: none"> • Coastal-based: <ul style="list-style-type: none"> • Strand Beach area • Gordon's Bay main beach • Bikini Beach • Harmony Park beach • Macassar Beach • Nature-based: <ul style="list-style-type: none"> • Helderberg Nature Reserve • Steenbras Nature Reserve • Steenbras Dam • Macassar Dunes Conservation Area • Silverboomkloof Natural Heritage Site • Helderberg Nature Reserve • Lourens River Protected Nature Environment • Somerset West Nature Reserve • Dick Dent Bird Sanctuary • Harmony Flats Nature Reserve <p>3. Special cultural landscape:</p> <ul style="list-style-type: none"> • Lourensford Estate • Vergelegen Estate • Schapenberg Wine Other smaller wine industry/estates located along the Helderberg Wine Route <p>4. Monumental:</p> <ul style="list-style-type: none"> • Kramat of Sheikh Yusuf Al-Makassari • Lwandle Migrant Labour Museum 	<ol style="list-style-type: none"> 1. Protect conservation areas and ensure appropriate interfaces with the surrounding areas. 2. Support the protection and enhancement of recreational and tourism opportunities at high visitor attractor destination places. 3. Ensure that smaller scale destination places not suitable for high visitor numbers are maintained and supported in terms of their contribution to the recreation and tourism economy. 4. Encourage appropriate development in areas surrounding the destination place and ensure that interfaces are treated sensitively. 5. Support private and public sector investment for redevelopment and upgrading of coastal areas and public open space areas (upgrading landscaping, litter bins, ablution facilities). 6. Support private and public sector investment for the redevelopment and upgrading of identified coastal areas and public open space areas (upgrading landscaping, litter bins, ablution facilities). 7. Promote synergies between the various economic sectors and tourism. Where feasible link can be made between creative industries and tourism, nature and tourism, food/beverage and tourism, etc., through correct zoning, allowing land use activities like 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. 8. Maintain and improve the levels of public accessibility to these areas. Promote and support creating access through public transport and non-motorised transport route to increase the level of accessibility. 9. In general, development in Macassar (Sandvlei) should take into consideration high hazard and 1:50- and 1:100-year floor lines. 10. Ensure maintenance of green streetscapes and corridors that link from the Helderberg Nature Reserve, Steenbras Nature Reserve, through the urban context of the district.

Table 17: Destination Places Guidelines

3.4. Guidelines related to Development edges

- The urban edge is critical to the protection of key peri-urban scenic, biodiversity, and agricultural areas as well as ensuring a more compact, efficient city, and growing the city's recreation and tourism economy.
- The area outside the urban development edge is central to the tourism and recreation economy, with potential for wider economic diversification and growth associated with the unique physical attributes within the municipal and wider city-region area. It is also increasingly important to ensuring reasonable amenity access for the inhabitants of a growing metropolitan city to a large natural and rural peri-urban area and potential non-urban activities therein.
- The coastal edge is critical to ensuring future coastal development that is both resilient and contributing appropriately to growing the city's recreation and tourism sectors.

However, the medium and long-term integrity of the urban edge is dependent on the timely 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 Helderberg District SDF delineates a detailed development urban edge and coastal edge and provides detailed associated development guidelines.

Urban development edge	Site/ Area characteristics & Development opportunity	Development Guidelines
General	Generic guidelines applicable across all 8 districts	<ol style="list-style-type: none"> 1. Land beyond the urban development edge should not be considered in general for any urban development normally associated with, and which should be accommodated within, city development. However, application can still be made for uses not accommodated under the Agricultural or Rural zoning in the MPBL, but site- specific circumstances will need to be motivated and argued. Note that financial distress or soils of low agricultural potential will, inter alia, not serve as motivation. Refer to Table 4.2 (section relating to Spatial Planning Category: Discouraged Growth Areas) in the MSDF, clarifying the principles, informants and guidelines relating to development in the Discouraged Growth Areas. 2. In these areas support non-urban development and activities supportive of the recreational and/or tourism economy. However, limit the scale of such development, and restrict any sub-division,

		to maintain and consolidate the long-term integrity of these areas. Ensure 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.	1. Ensure urban development at the urban development edge interface results in a positive interface (re- 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.	1. The only possible exceptions to guidelines 1-3 above are: i. planned future large-scale utilities (which includes renewable energy utilities such as solar farms) which cannot be accommodated inside the urban edge.
Coastal Edge	Elements / Areas	Development Guidelines
	All areas seaward of the coastal edge.	1. Land on the seaward side of the coastal edge line (i.e. within the Coastal Protection Zone) should not be used for any urban development normally associated with, and accommodated within, city development. 2. Only limited site-related non-urban development and activities supportive of the recreational and/or tourism economy should be permitted within the Coastal Protection Zone (e.g. footpaths, and where appropriate benches, toilets, parking). In very limited (pre-identified) unique locations this could also include conservation facilities, small-scale temporary or 'touching the ground lightly' refreshment facilities /restaurants, or picnicking/braaing, facilities. 2. Any development seaward of this line must respond appropriately to coastal processes, visual impact, public coastal access, and biodiversity considerations. Reference should be made to the EMF's coastal and dune guidelines for further guidance.
	Destination places in natural areas (identified resort areas)	3. In these destination places support appropriate facilities for high day-visitorship and/or limited 'touching the ground lightly' tourism accommodation seaward of the coastal edge line. As far as possible cluster all significant development in integrated multi-functional locations.
	Proposed new urban nodes on the coast	4. These are the prioritised coastal growth areas for new coastal urban development, inclusive also of coastal recreation and tourism development. These proposed new

		<p>urban clusters should be integrated, mixed use developments that serve their surrounding urban areas, and be resilient and financially viable into the long term.</p> <p>5. Subject to more detailed local area study the coastal edge line in proposed new coastal development may be subject to amendment.</p> <p>4. Within the coastal protection zone areas new development should be limited to coast-related recreation and tourism facilities, and aim to be temporary (or semi-permanent) for easy removal in future if/where necessary. Such development should as far as possible be utilised to enhance public space, access, and amenity quality, and where necessary address any coastal process risks.</p>
	Urban development inside the coastal edge abutting the coastal protection zone.	<p>6. Ensure urban development at the coastal edge interface results in a positive interface (re- building orientation and form, surveillance, public access, boundary wall/fence etc.) with due regard for local considerations (e.g. coastal processes, visual impact).</p> <p>7. Development within 'identified coastal risk areas' inside the coastal edge must include adaptation requirements appropriate to local area requirements (e.g. raised building platforms, adapted underground parking, and/or sea-storm or windblown-sand protection barriers, or even planned 'managed urban retreat').</p>
	Entire coastline, but especially at urban nodes and where there are urban areas between these nodes.	<p>8. Coastal public access should be ensured and enhanced to and along the entire coastline.</p> <p>9. In high access urban nodes, and where there are urban areas between these nodes, encourage the development of high-volume NMT attractors (promenades), better public transport, and improved management of private cars.</p>

Table 18: Urban and/or coastal development edge guidelines

4. SUB-DISTRICT DEVELOPMENT GUIDELINES

The purpose of sub-district guidelines is to provide greater detail to the guidelines contained in Chapter 4 and link these to policy objectives for defined areas. Sub-District guidelines provide a bridge between the broader District imperatives and local area planning.

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

As indicated in section 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, and development capacity and desirability.

Helderberg is divided into six sub-districts and guidelines for the sub-districts are grouped by area:

SUB-DISTRICT DEVELOPMENT GUIDELINES

The Helderberg district comprises six sub-districts (see Figure 16). These are:

1. Macassar/Vergenoegd
2. Paardevlei
3. Strand
4. Gordon's Bay
5. Sir Lowry's Pass
6. Greater Somerset West

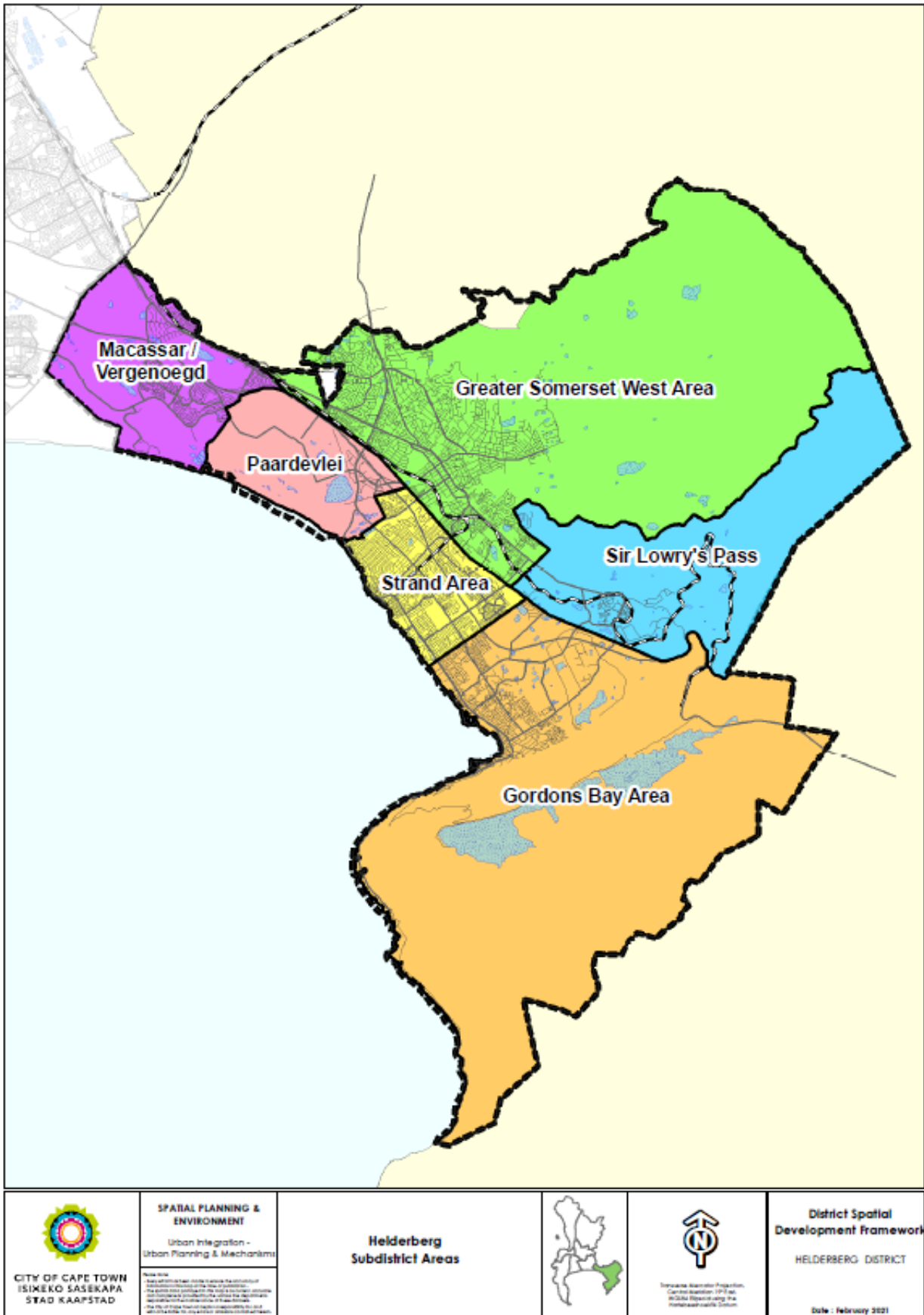


Figure 16: Sub-districts in Helderberg

4.1. SUB-DISTRICT 1: MACASSAR/VERGENOEGD

Sub-district 1 includes the areas of Vergenoegd farm, Faure, Croydon, Firgrove, Macassar and Sandvlei smallholdings, and is bounded by Baden Powell Drive to the west, the municipal boundary to the north, the Somchem cadastral boundary to the east and the coastline and Macassar Dunes conservation area to the south.

Vergenoegd farm is located in a key position, at the transition between the South East Metro and the more rural Helderberg and Stellenbosch areas. The area has recently been subjected to development pressures with a significant number of planning approvals being granted that have accelerated levels of development (e.g. the Cape Town Film Studios, Croydon Vineyard Estate, Croydon Olive Estate, Sitari Fields and Kelderhof Country Village). As a result of the recent developments, the character of the area is changing from a semi-rural character to a more urban mixed-use character.

Sub-district 1: Vergenoegd Farm and Macassar environment	
Vergenoegd farm	
Spatial development objectives	Suggested response/Guidelines/Policy statements
<ul style="list-style-type: none"> • This is an area of significance due to the natural, heritage and cultural characteristics. Vergenoegd farm is a transition area between the rural Helderberg and Stellenbosch area, and must, therefore there must be a suitable sensitive transition between the rural characters of both locations. • Planning to take cognisance of Vergenoegd farm being recognised as natural destination place in the District, there is a need to strengthen its tourism potential, while ensuring the protection of the natural environment. • Protect the historical heritage value that Vergenoegd farm offers by ensuring the retention of the unique visual character of the area as well environmental conversation. • Ensure a positive interface between developments and scenic routes (N2 and R310). The view of the Helderberg Mountains from these routes need to be protected and promoted. 	<ul style="list-style-type: none"> • The area is located in a key position, at the transition area between the existing Helderberg district and Stellenbosch, which is located outside the district's urban edge. Any future development should take cognisance of conservation areas, the heritage value of the farm and ensure appropriate interfaces with the surrounding areas. • Promote an appropriate interface with the Macassar Dunes East Conservation Area, by ensuring that any 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 is according to the prescribed regulations. • Any proposed future development must treat the historic Vergenoegd farm with care in order to retain and celebrate the heritage value of the farm. This should include: <ul style="list-style-type: none"> - Retain viticulture activity as an active element within the farm precinct. - Enhance retention of the homestead and tree lanes as distinct elements in the landscape. • Ensure the necessary heritage compliance (NHRA and MPBL) is followed for future development. • Future developments must ensure a suitable biodiversity offset and long-term biodiversity management which will benefit and reduce negative biodiversity impacts to an acceptable level. • Ensure adherence to the urban design guidelines, Environmental Impact Assessments (EIA's) and Traffic Impact Assessments (TIA's) for approved development applications of any future development proposed as per the regulations and by-laws, and ensured management of basket of rights. • Enhancement of existing rights, only if no detrimental impact on the Scenic Drive is envisaged. Massing and location of built form, even if within existing rights, is subject to Urban Design Branch comments. • Any development proposals on the Vergenoegd

	<p>farm should be of a very limited in nature in order retain the rural or agricultural amenity, with a minimum visual impact on the Scenic Drive.</p> <ul style="list-style-type: none"> Any future redevelopment along the scenic drive (i.e. Baden Powell Drive), should include the addressing of landscaping improvements to the (public and private) areas abutting the road. Land use management decisions should be guided by the Scenic Drive Network Management Plan (Vol. 3, 2003) or subsequently approved management plans, e.g. transport designations.
Macassar Dunes East Conservation Area	
<ul style="list-style-type: none"> Planning to take cognisance that the Macassar beach resort has discontinued its use of the facilities constructed due to the dune system moving across the facility's amenities. Appropriate interventions are needed to enhance the tourism attraction and the use as a City amenity of Macassar Beach resort. Support Eerste River Estuary as a Coastal Special Place. 	<ul style="list-style-type: none"> Only conservation-related activities will be permitted. Support operational requirements of biodiversity areas to ensure their ongoing utility in the green infrastructure networks. Any future proposed development is to be in accordance with the relevant reserve management plan and NEMA regulations. This area should remain as primarily recreational areas, but need a substantial upgrade to meet changing recreational needs. No urban development should be encouraged beyond the coastal edge unless site-specific circumstances exist. The development footprint in the beachfront area should minimise the negative impact on biodiversity and ensure an adequately connected biodiversity corridor along the coast that will still function following sea-level rise scenarios. Development here will be subject to an EIA and suitable mitigation measures on coastal dynamics; Biodiversity management will likely be required. Support the consolidation and link of existing protected areas (the Macassar Dunes East Conservation area and Helderberg Marine Protected Area) to adequately enhance connectivity of the biodiversity corridor along the coastal edge. Enhance Eerste River Estuary as a Coastal Special Place. On-going effort should be made to increase the tourism potential of this area, by means of optimising accessibility (especially pedestrian access), appropriate landscaping (inclusive of addressing safety issues) and public facility development.

Firgrove	
<ul style="list-style-type: none"> • There has been a recent demand for development in the area. The area has shown a positive growth in terms of medium to high-density developments, due to its great location and access to public transport. This may be due to the Sitari Country Estate, The Huntsman, and mixed-use development around the Firgrove Station. • There is an uptake of Industrial development around the Firgrove Station, Faure Station, and Firlands, for storage facilities purposes. Firgrove station is earmarked for mixed-use residential, commercial, social/institutional development and provision for inclusionary housing. • There is a need for higher density mixed-use development to the north of the Station. However, this land is currently outside the Helderberg district jurisdiction. The area around the Firgrove station poses potential for upgrading, as there are underutilised parcels of land. The proximity of these land parcels to the rail station, Main Road and Old Main Road, presents an opportunity for mixed use development intensification. A need for readjustment of municipal boundaries is required to allow the Transport Accessible Precinct to reach its suitable development potential. This includes the area south of the Station for higher density development & inclusionary housing to be accommodated. • There is a great need for community facilities in the area. Ensure provision of adequate community facilities for any future development. 	<ul style="list-style-type: none"> • The guidelines provided in the Firgrove Train Station Catalytic Precinct Project should form the basis for consideration of development applications and upgrades to the core area. • Intensify and diversify urban development in close proximity to the Firgrove Station precinct. • Promote an appropriate mix and form of residential, social and economic activity between local nodes along N2. • Promote the principles of facility clustering and co-location and promotion of integrated precincts in the investment of social facilities in future developments. • Any new future development along N2 must consider the nature of access roads, therefore, additional traffic impacts assessment may be required.

Macassar: (NDA: 1)	
<p>High-density opportunities</p> <ul style="list-style-type: none"> • Ensure sustainable development, retention of the unique visual character of the area and appropriate environmental conservation. • Promote integrated visioning and planning as opposed to fragmented planning and decision-making for any potential future development on Vergenoegd Farm and surrounds. 	<ul style="list-style-type: none"> • Portion 15 of Farm 653, Portion of Vergenoegd farm property presents an opportunity for land use intensification. Proposals should include medium-density mixed-land uses inclusive of employment-generating opportunities. • Erf 5541 of Eerste River offers opportunity for land use intensification. Ensure future proposals to encourage mixed- land uses, inclusive of employment generating opportunities. • Any future development along scenic drive (i.e. Baden Powell Drive) should seek to protect the scenic views according to Scenic Drive Network Management Plan of 2003. • Enhancement of existing rights only if no detrimental impact on the Scenic Drive is envisaged. Massing and location of built form, even if within existing rights, is to be subject to Urban Design Branch comments. • Discourage enhancements of existing building envelope rights, with particular reference to height and set back controls. Massing and location of built form, even if within existing rights, is to be subject to Urban Design Branch comments. • Future development to be undertaken in a manner that will not negatively affect the character of the farm. Details of the scale and form of development to be appropriate and unique setting of the site.
Macassar (NDA: 2)	
<p>Mixed- land uses opportunities</p> <ul style="list-style-type: none"> • Retain the character of Kramat Road and support intensification of mixed-land uses. 	<ul style="list-style-type: none"> • Support mixed –use intensification in form of businesses and residential at the corner of Kramat Road and N2, extending towards Old Main Road. • Residential and mixed-use development should take cognisance of the 1:50-year flood line. Furthermore, detailed site planning and environmental impact studies should determine the appropriate development footprint for the area. • Future proposals should be guided by EMF's requirements on conversation and biodiversity priority areas to limit development footprint.

<p>Macassar (NDA: 3)</p>	
<p>Medium-density opportunities</p> <ul style="list-style-type: none"> Promote medium-density residential development and mixed-use opportunities. 	<ul style="list-style-type: none"> Support medium-density land uses of an appropriate scale to enhance the character of the area along Kramat Avenue extending to the Old Main Road. Any future development should ensure adherence to the approved conditions of the land development application for the area. Medium-density residential development should take cognisance of the 1:50-year flood line. Furthermore, detailed site planning and environmental impact studies should determine the appropriate development footprint for the area.
<p>Macassar: (NDA 4)</p>	
<p>Economic opportunities</p> <ul style="list-style-type: none"> Promote mixed-use node for employment opportunities. 	<ul style="list-style-type: none"> Support mixed-use development of a low impact on the conversion area at the corner of Baden Powell Drive and Macassar Road in order to provide economic opportunities but are subject to stringent controls. Any future development along scenic drives and routes (i.e. Baden Powell Drive and N2) should seek to protect the scenic views according to Scenic Drive Network Management Plan of 2003. New appropriate development should be guided by EMF's requirements on conservation and biodiversity priority areas to limit development footprint. Support appropriate development at an appropriate scale, on land above, 1:50-year flood line. Further, detailed site planning and environment impact studies should determine the appropriate development footprint for the area. Where facilities associated with sports fields, golf courses or community parks have been conditionally permitted in the 1:50-year zone, floor levels must be above the 1:50-year flood line.
<p>Macassar: (NDA: 5 & 6)</p>	
<ul style="list-style-type: none"> Support low to high density residential development to ensure appropriate interface with the existing residential area. 	<ul style="list-style-type: none"> The north-east properties of the area are earmarked for low to medium density residential abutting existing retail outlet (e.g. Filling Station) to ensure the positive interface with the N2 and existing urban development to the north (i.e. Sitari Country Estate). Densification opportunities be further encouraged in Sitari Country Side Estate in the form of medium-

	<p>high residential developments including retirement villages, retail centre, lifestyle centre and recreational facilities to promote sustainable community.</p> <ul style="list-style-type: none"> • Future development plans should take cognisance of the open space networks. Further developments should promote linkage between identified structured open space and urban development. • Where contextually appropriate, consider commercial activities such as small cafes, kiosks and restaurants that will enhance the open space and functionality of the area.
<p>Macassar: (NDA: 7)</p>	
<ul style="list-style-type: none"> • Support the appropriate development of new development areas subject to infrastructure availability and in line with requirements for the provision of associated social facilities and recreational spaces. 	<ul style="list-style-type: none"> • Support mixed use intensification opportunities in the form of business and high density residential development at the corner of Macassar road and Old Main Road. • Support development of medium to high-density residential in the form of an integrated residential development that offers various opportunities and/or typologies with appropriate provision of community facilities and recreational spaces. • The process of land use intensification along the developmental route (i.e. Old Main Road) must consider the nature of access roads, additional traffic impacts, and parking requirements.
<p>(NDA: 8)</p>	
<ul style="list-style-type: none"> • Support the commercial intensification as a commercial node. 	<ul style="list-style-type: none"> • Support land use intensification within this site as a commercial node as well as through the development of the site and surrounds. • Inclusionary housing opportunities in form of low to medium density development is proposed along properties abutting N2. <p>Intersection of Old Main Road & Kramat Avenue</p> <ul style="list-style-type: none"> • Support existing informal trading spots along this development route to be aligned to informal sector plan. <p>Macassar Dunes East Conservation Area</p> <ul style="list-style-type: none"> • Planning to take cognisance that the Macassar beach resort has discontinued its use of the facilities constructed due to the dune system moving across the facility's amenities. • Appropriate interventions are needed to enhance tourism attraction and the use as a City

	amenity of Macassar Beach resort.
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Table 19: Sub-district 1 guidelines

Notes: Identified Development Focus Areas (priority) are areas with highest level of accessibility and highest transformative impact, where dedicated infrastructure capacity and budget is required to facilitate development.

All the areas referred to above should be prioritised for dedicated infrastructure capacity and budget in order to enable the appropriate type and form of development proposed in the relevant District Spatial Development Plans.

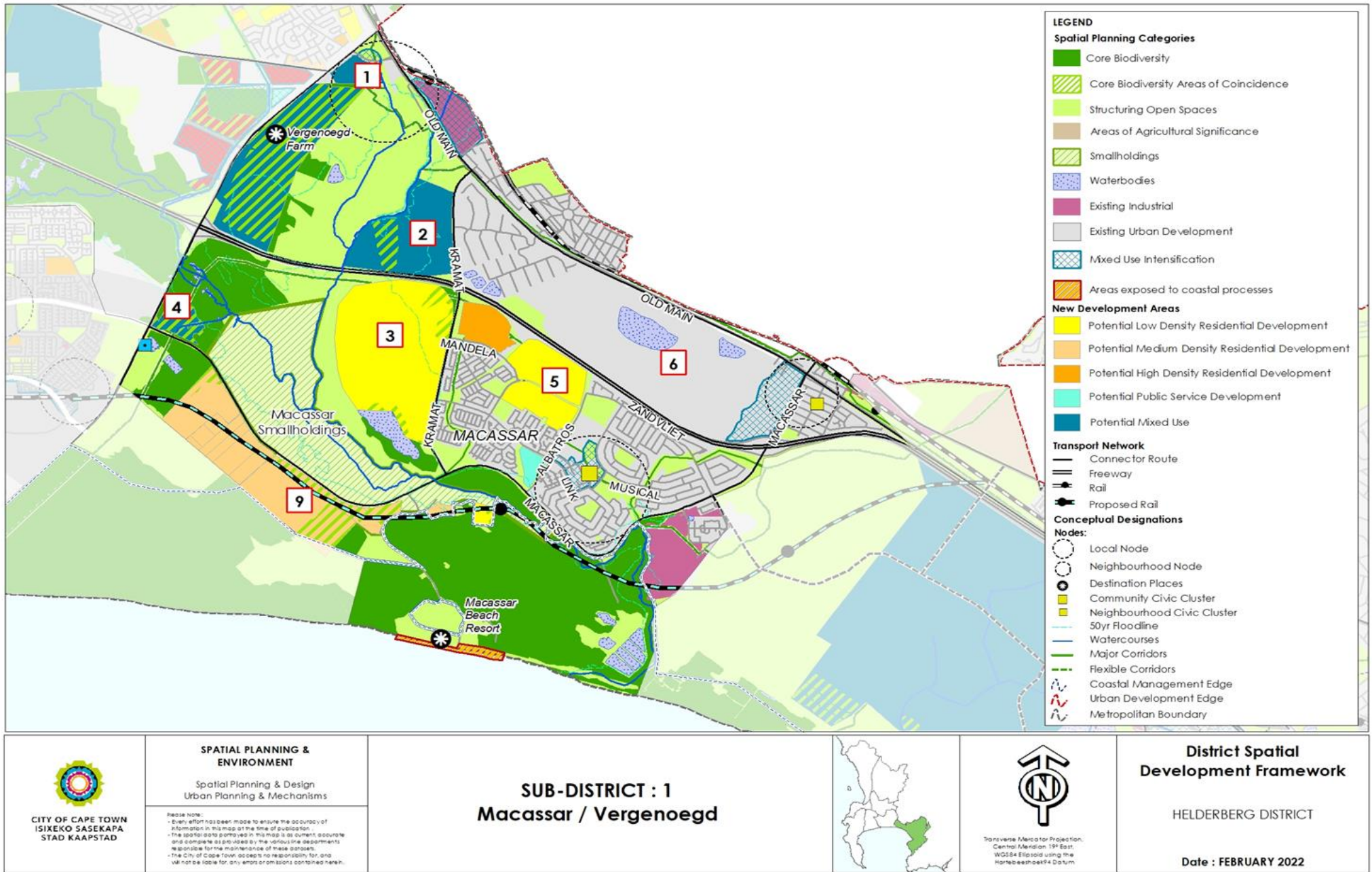


Figure 17: Sub-District 1 Map: Macassar/ Vergenoegd

4.2. SUB-DISTRICT 2: PAARDEVLEI

Paardevelei is approximately 700 ha in extent. The site location and scale are strategically important given its proximity to the southern confluence of the Blue Downs and Metro South-East Integration Zones, and from a regional perspective, the urban linkages and urban/rural interface between Somerset West and Stellenbosch.

The location has been identified in the TOD land use modelling as an area where land use density and diversity should be optimised.

The major economic opportunity zone/sub-metropolitan node for Helderberg district is located within this sub-district and consists of the Somerset West Triangle and the Paardevelei – Heartland site.

Sub-district 2: Paardevelei	
Local objectives	Suggested response/Guidelines/Policy statements
Paardevelei Precinct (NDA 1: Phase 2 and 3)	
<ul style="list-style-type: none"> • Support private sector investment in the form of integrated mixed-use development to create employment opportunities. • Adjacent to Metro South-East supports affordable accommodation opportunities that prevail in the area. • Maintain and improve the quality of the existing open space system and interfaces. 	<ul style="list-style-type: none"> • Facilitate land use intensification in Precinct 2 Heartland development area (density and diversity) according to the Paardevelei Master Plan development. • Development of the node is to be guided by a precinct plan with urban design guidelines to guide the extent, form and character of the node. • Proposed development to include consideration of affordable housing as a development option. • Ensure that adequate provision is made for land reservation to accommodate social facilities, recreational spaces and public institutions when commenting on development applications. • Ensure the protection of Lourens Estuary and Paardevelei for future development in Heartlands land. • Enhance integration of existing open space systems and recreation space into the urban design of the Heartland development area, to optimise its use and tourism potential and ensure its protection. • Encourage development to respond to and promote opportunities for linkages between identified structuring open spaces and the Paardevelei area. • Discourage any future urban development in proximity to the coastal edge line. • Retain the character of heritage properties in the Paardevelei area which forms part of the broader with the

	<p>Heartland development area, and support redevelopment opportunities that do not negatively affect the character of existing heritage.</p> <ul style="list-style-type: none"> • Support and encourage the development of an activity spine (i.e. two east-west axes, a link from Macassar road in the west with the R44 and Victoria road in the east) to support higher density mixed-use developments at points of opportunity, which will also support public transport. The development of this route is seen as a long-term requirement to be prioritised which will also play a key role in the integration of areas within the district.
NDA: 2	
<ul style="list-style-type: none"> • Promote the intensification of industrial activities on vacant properties. 	<ul style="list-style-type: none"> • Support intensification of industrial development on the unutilised industrial land located at the corner of Broadway Road and N2 route. • Ensure a positive interface between industrial developments and the N2 to mitigate against potential visual impact. • Promote the development of industrial hives to accommodate SMMEs. • Developments abutting the N2 and Old Main Road should optimise the use of their existing land use rights to unlock future economic investment. • Development along N2 to ensure appropriate interface with the route and with buildings fronting the N2.
NDA: 3	
<p>Intensification and economic opportunities</p> <ul style="list-style-type: none"> • Promote mixed-use development for economic opportunities. • Promote the preservation of significant natural areas. • Enhance the mixed-use development opportunities. 	<ul style="list-style-type: none"> • Support mixed-use development of the potential sub-district node at the intersection of Broadway Road and N2 to create employment opportunities. • Support mixed-use/commercial development in the activity spine (i.e. Broadway Road) to unlock private investment opportunities. • Development proposals are to take cognisance of natural areas and open spaces that are identified in the south of the area along Broadway Road (the Dick Dent Bird Sanctuary). • Apply more restrictive building setback lines in relation to redevelopment initiatives in flood-prone area. • Discourage development in areas that are at risk from wetlands, floodlines and estuaries to achieve sustainable urban development. • Obtain input from the City of Cape Town Catchment, Stormwater and River Management Branch where development is contemplated on or near wetlands and

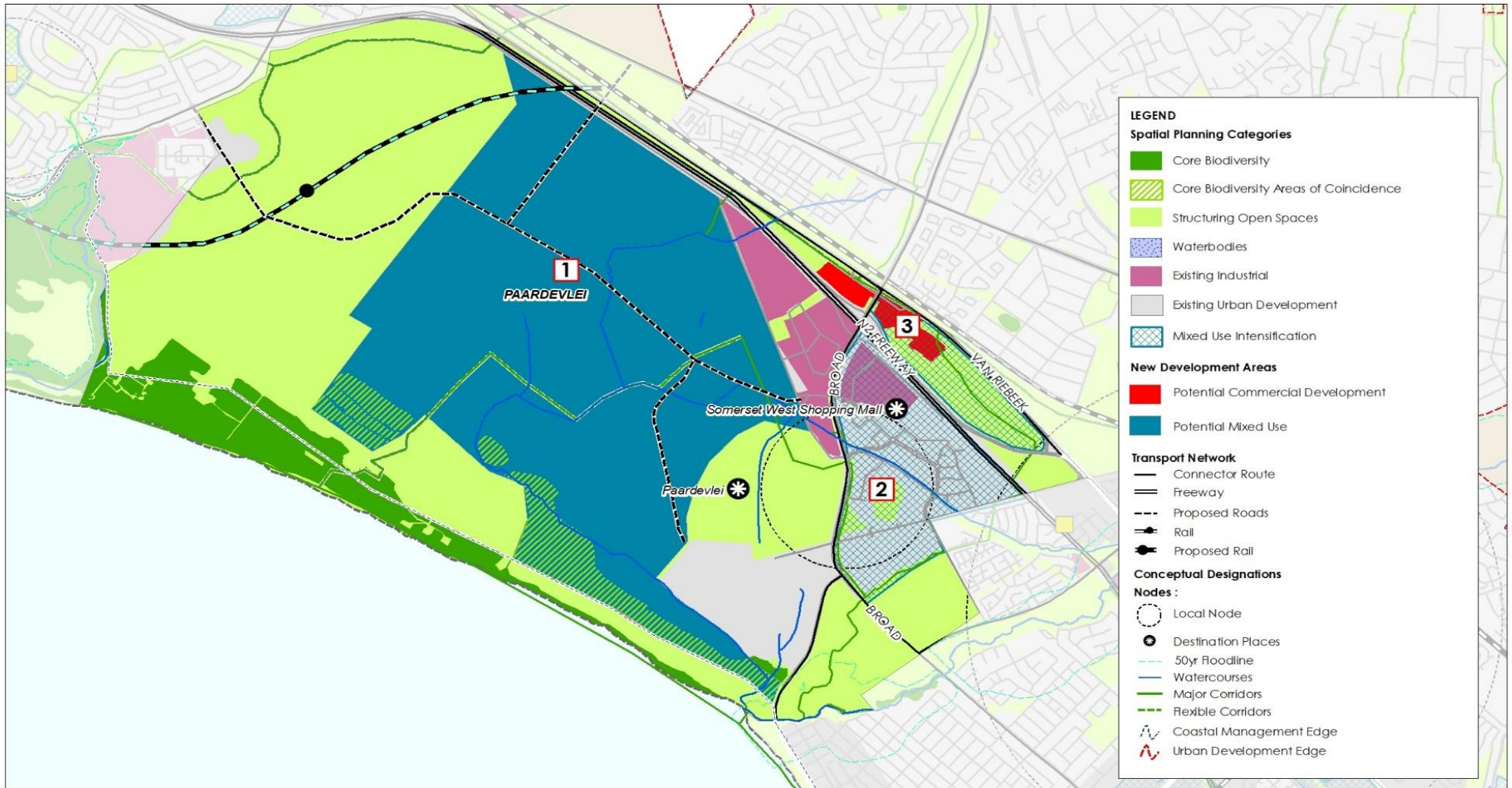
	floodlines.
	<ul style="list-style-type: none"> Facilitate land use intensification for commercial development to permit baskets of rights of various mixed-use opportunities in the form of light industrial and retail development. Development abutting the N2 and Old Main Road should optimise the use of their existing land use rights to unlock future economic investment. Development along N2 to ensure appropriate interface with the route and with buildings fronting the N2.
Somchem	
<ul style="list-style-type: none"> Ensure a development that avoids risk areas 	<ul style="list-style-type: none"> The area should be reserved for noxious trade, and risk activities. Consent for uses outside of this zoning should take into account potential negative impacts. Where the risk industry surrounded by a residential area, consideration has to be given to the social, health and safety impacts of proposed industries.

Table 20: Sub-district 2 Guidelines

Sub-district 2: New Development Areas

Paardevlei-Heartland mixed-use development precinct

The Heartland site forms a natural extension of the development of the built environment of Somerset West and the Strand towards the existing development of Macassar. The site has been identified as a strategic site for large-scaled, new mixed-use urban development offering integrated and sustainable development opportunities. The development of the site has a significant impact on the economy and service provision in the district. It will also provide for significant employment opportunities, both short and longer term. The development is envisaged to be phased over a longer period. It is proposed that the site be redeveloped to accommodate medium-to-high density residential development and mixed-use development.





 <p>CITY OF CAPE TOWN ISIXEKO SASEKAPA STAD KAAPSTAD</p>	<p>SPATIAL PLANNING & ENVIRONMENT</p> <p>Spatial Planning & Design Urban Planning & Mechanisms</p> <p><small>Please Note: - Every effort has been made to ensure the accuracy of information in this map at the time of publication. - The spatial data portrayed in this map is as current, accurate and complete as provided by the various line departments responsible for the maintenance of these datasets. - The City of Cape Town accepts no responsibility for and will not be liable for any errors or omissions contained herein.</small></p>	<p>SUB-DISTRICT : 2 Paardevelei</p>		 <p><small>Transverse Mercator Projection, Central Meridian: 19° East, WGS84 Ellipsoid using the Hartebeeshoek94 Datum</small></p>	<p>District Spatial Development Framework</p> <p>HELDERBERG DISTRICT</p> <p>Date : FEBRUARY 2022</p>
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Figure 18: Sub-district 2 map: Paardevlei

4.3. SUB-DISTRICT 3: STRAND

The sub-district is bounded by the T2 development route to the north: Broadlands Road to the east, the Lourens River and De Beers Avenue to the west and the False Bay coastline to the south.

The area is mainly urban in character with economic opportunities in the form of light industrial and retail development. Further mixed-use intensification opportunities exist along the section of T2 and Strand Main Road. Residential areas found in this sub-district include, Strand northern areas, Victoria Park, Greenways, Rusthof and the low-income areas of Asanda Village, Nomzamo and Lwandle, etc. The sub-district's main attraction is the five kilometres of white sandy beach found along False Bay coast.

Sub-district 3: Strand Main Road, Strand Beachfront Areas, Faure Marine Drive, Victoria Road, Lwandle, Nomzamo, Asanda Village (T2: Proposed alignment of N2)	
Local objectives	Suggested response/Guidelines/Policy statements
Main Road	
<ul style="list-style-type: none"> Facilitate land use intensification (density and diversity) along high accessibility routes and in close proximity to public transport. Ensure the development of sustainable communities with access to appropriately located economic opportunities. Support the upliftment and renewal of the area through public investment where possible. Prioritise integration of the formal sector into formal market. 	<ul style="list-style-type: none"> Support intensification of mixed land uses along Main Road to Beach Road in form of light industrial, retail and residential. Mill Street should act as buffer between mixed use area and adjacent residential properties to promote appropriate interface with existing development areas and the impact on the urban character. Prioritise the upgrade of the parking spaces, trading spots, and related built infrastructure and landscape along main road to improve public environment and to reinforce it as one of the significant attractive investment hub in Strand. Redevelopment or renewal of building facades along the Main Road and on strategic locations within the CBD area should be encouraged over the long term to facilitate revitalisation of the character Strand CBD to reinforce it as one of the significant attractive investment areas in Helderberg. Strand Main Road should continue to perform a primary mobility function. Their role as linking route providing improved access and movement continuity between Strand/Beach area and Somerset West and diversity of uses should be reinforced. Support a more flexible parking provision and related departure along this route. Improve pedestrian access and provision of adequate infrastructure within areas delineated for informal and formal markets. Provision to establish a functional and accessible, pedestrian-friendly interface between formal and informal activities should be priorities.

	<ul style="list-style-type: none"> • Allow large commercial developments to consider a mixed package of land use rights to leverage the provision of informal trading space and facilities in private developments. • • Ensure NMT and landscaping upgrades in the station area to improve safety and public environment. • Facilitate baskets of rights at appropriate locations along Main Road and activity streets to enhance private investments. • Promote an appropriate interface between these mixed-use areas and adjacent residential areas through the use of sensitive design and informed by local level guidance and plans where applicable.
Beach Road	
<ul style="list-style-type: none"> • Support revitalisation of Strand Beachfront area through revitalisation/regeneration programmes and precinct plans. • Any future development along scenic drive (i.e. Beach Road) should seek to protect the scenic views according to Scenic Drive Network Management Plan of 2003. • Enhancement of existing rights only if no detrimental impact on the Scenic Drive is envisaged. Massing and location of built form, even if within existing rights, is to be subject to Urban Design Branch comments 	<ul style="list-style-type: none"> • Beach Road is identified as development route to promote intensification and redevelopment opportunities of high density mixed use development. • Support intensification of mixed land uses along Beach Road, east and west area in form of retail, restaurants and office on ground floor and residential above ground level. • Improve the pedestrian environment by reducing the dominance of vehicles along the Strand beachfront and upgrading NMT infrastructure. • Detailed further planning is required to progress and finalise local area planning and development outcomes. • Promote positive, contextually appropriate urban design responses to the beachfront area by the private sector. • Any development in the beachfront area should consider the sea level rise risk and ensure appropriate mitigation measures in this regard. • Support the informal trading areas or markets in Strand Beach Civic Node through support of revitalisation opportunities in the form of streetscape upgrading with quality landscaping to strengthen the character of the beachfront areas as a vibrant mixed-land use coastal node with a range of day and night recreation and/or entertainment opportunities. • Where development abuts the landward side of the coastal edge but which is at risk to coastal processes, coastal overlay zones must be developed and applied. • Improve the public sentiment regarding the safety and security in the beach area by improving built infrastructure for public amenities. • Promote an appropriate interface between these mixed-use areas and adjacent residential areas through the use of sensitive design informed by local level guidance and plans

	<p>where applicable.</p> <ul style="list-style-type: none"> • Consider proposals for temporary parking alternatives during peak times of the year summer holidays. • Redevelopment or renewal of building facades along the Beach Road should be encouraged over the long term to facilitate revitalisation of the character area to reinforce it as one of the significant attractive investment areas in Helderberg. • Beach road should continue to perform a primary mobility function. Their role as linking route providing improved access and movement continuity between Beach area and Somerset West and diversity of uses should be reinforced. • Support a more flexible land use rights to encourage redevelopment to a beachfront area where appropriate. • Any redevelopment along scenic drive should focus on landscaping improvements to the (public and private) areas abutting the road. • Land use management decisions should be guided by the Scenic Drive Networks Management Plan (Vol 3, 2003).
George Street	
<ul style="list-style-type: none"> • Support industrial intensification along George Street to Broadway Boulevard. 	<ul style="list-style-type: none"> • Support intensification of mixed- land uses area along George Street from Gordon Street to Broadway Boulevard. • Retain the character of the area located at the intersection of Rene Street and George Street to Broadway Boulevard for low to medium density residential development. • Industrial development not to negatively impact on abutting residential developments and ensure appropriate interface with residential areas.
T2	
<ul style="list-style-type: none"> • Support Intensification of mixed – land uses along T2. Proposals should include High density mixed-land uses in form of industrial, and retail. 	<ul style="list-style-type: none"> • Development along T2 should ensure a positive interface with the T2, with the frontage of buildings facing the route and provision of quality landscaping along the edges to mitigate against potential visual impact, as well as enhancing the character of the route. • Support development of mixed-use light industrial opportunities along T2. Proposals should be inclusive of employment generating opportunities. • Apply more restrictive building setback lines in relation to redevelopment initiatives in flood-prone area. • Development proposals are to take cognisance of the identified watercourses and 100yrs floodline areas. • Ensure active interface between new developments abutting public open spaces to promote user safety through passive surveillance.

	<ul style="list-style-type: none"> Development proposals are to take cognisance of the existing natural area and open space area adjacent to T2.
NDA 1	
<ul style="list-style-type: none"> Promote intensification of various land uses bounded by Onverwacht Road and T2 to create employment opportunities. 	<ul style="list-style-type: none"> Support intensification of mixed- land uses in a form of retail, and medium to high density residential development. Development proposals are to take cognisance of the identified watercourses and 100yrs floodline areas. Obtain input from the City of Cape Town Catchment, Stormwater and River Management Branch where development is contemplated on or near wetlands.
Lwandle/Nomzamo/ Asanda Village	
<ul style="list-style-type: none"> Support and facilitate revitalising projects and initiatives for these areas in order to create more appropriate living spaces. 	<ul style="list-style-type: none"> Support mixed use intensification long along Micheal Street and Magatya Street as developmental route. Identify opportunities for the establishment of SMMEs at appropriate site along Micheal Street and Magatya Street display local business energy in Lwandle and Nomzamo. Investigate the viability the potential of Asanda wetland park (the servitude site, west of park) to accommodate informal economy opportunities. Properties along N2 to be identified for mixed use opportunities, inclusive of employment generating opportunities and different housing typologies. Investigate the viability of establishing a new train station for the Lwandle and Nomzamo community in order to address the concern of access, pedestrian crossing and walking distance to Somerset West train station. Investigate the identification of appropriate sites for provision of educational facilities and public libraries. Support mixed-use development of a potential district-level node at the intersection of Onverwacht Road and T2 to create employment opportunities for nearby low-income communities of Lwandle and Nomzamo.
Faure Marine Drive and Victoria Road	
<ul style="list-style-type: none"> Reinforce limited section of Faure Marine Drive as an activity route/street. 	<ul style="list-style-type: none"> Support mixed-use development (high-density residential, business, retail and institutional facilities) of properties along Faure Marine Drive from the intersection of Strand Main Road to Beach Road. Promote an appropriate interface between these mixed-use areas and adjacent residential areas through the use of sensitive urban design guidelines and informed by local level

	guidance and plans where applicable.
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Table 21: Sub-district 3 guidelines

Sub-district 3: New Development Areas

New mixed-use development is proposed for the undeveloped land located site. These properties provide an opportunity for new medium–high-density residential infill development. 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 space. Although the sites can potentially accommodate residential development, this an ideal location for mixed-use development given the locational benefits available.

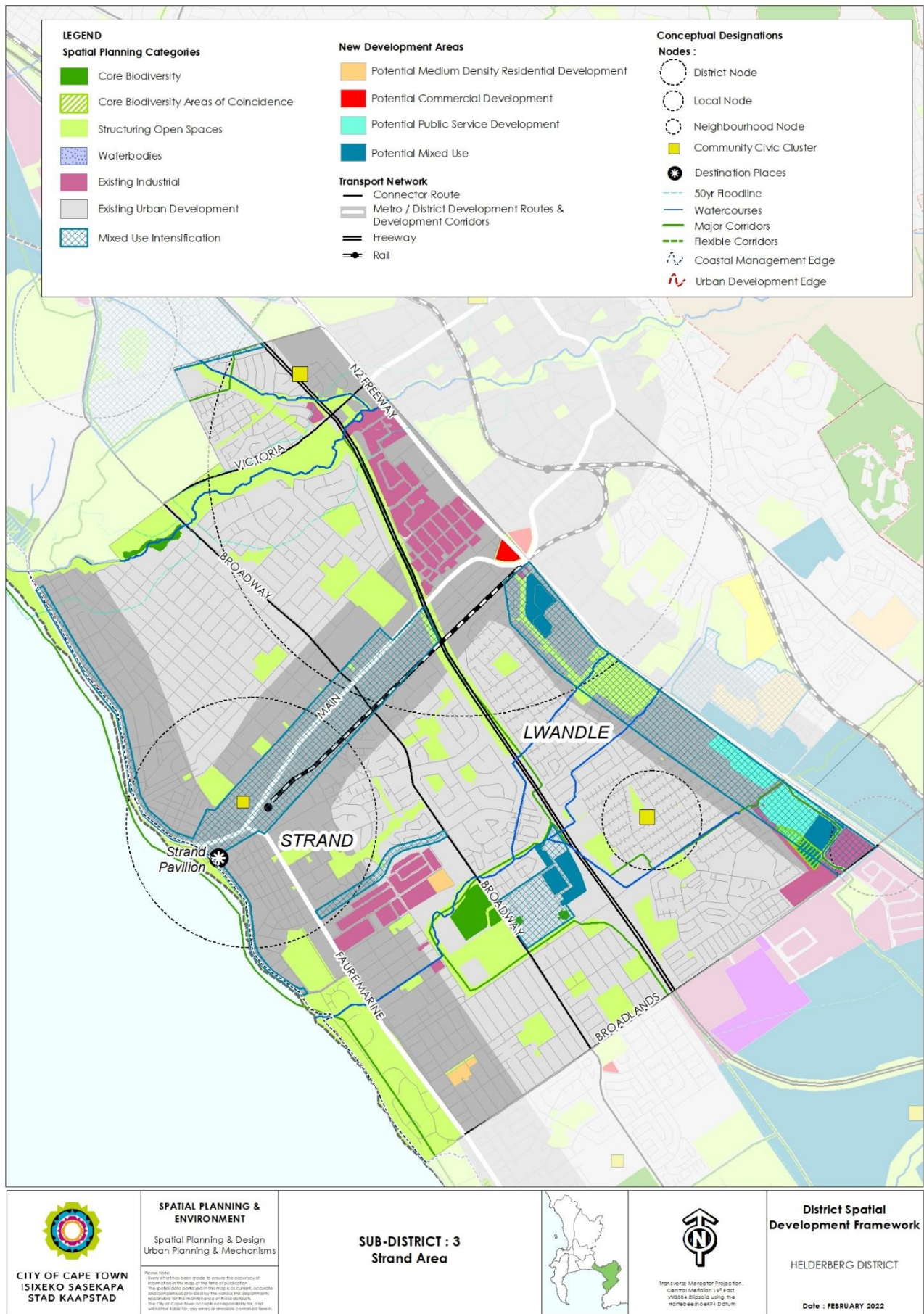


Figure 19: Sub-district 3 map: Strand area

4.4. SUB-DISTRICT 4: GORDON'S BAY

The Sub-district 4 is bounded by the T2; a development and scenic route to the north; the City of Cape Town jurisdictional boundary to the south-east; Broadlands Street to the west and the False Bay coastline to the south-west. The area has the potential for land use types, such as industrial (along and south of the T2), as well as commercial development and mixed-use development. It is crucial that the different land uses be fully integrated, and that adequate service infrastructure, public facilities are provided and optimum public access to the area is guaranteed. It is also critical to note that maximum development of this area will depend on the upgrading of the Sir Lowry's Pass River corridor, as the majority of land in the area is located within the flood prone areas.

Sub-district 4: Broadlands Industrial area, Sweet Waters Smallholdings, Sir Lowry's Pass Corridor and Gordon's Bay CBD	
Local objectives	Suggested response/Guidelines/Policy statements
Broadlands industrial area	
<ul style="list-style-type: none"> Reinforce intensification of mixed land uses- in the Broadlands industrial area. 	<ul style="list-style-type: none"> Support further intensification of Broadlands industrial area by providing various opportunities for mixed-use industrial and commercial development. Support the development expansion of Broadlands industrial to accommodate SMMEs, entrepreneurs and informal businesses prioritising training, recycling, and construction, manufacturing and logistic to address the challenges of job creation. Future developments to be managed through detailed applications and policy guidelines, where applicable. Obtain input and comments from the City of Cape Town Catchment, Stormwater and River Management Branch, where development is contemplated on or near wetlands.

<ul style="list-style-type: none"> • Ensure a positive interface and appropriate landscaping between the built development and the T2 as a scenic and development route. 	<ul style="list-style-type: none"> • Support development of mixed-use intensification along T2 as a development route in the form of integrated residential development, retail and industrial development, with appropriate provision of community facilities and public facilities, including recreational spaces. • Any redevelopment along scenic drives and routes should include the addressing of landscaping improvements to the (public and private) areas abutting the road. Land use management decisions should be guided by the Scenic Drive Network Management Plan (Vol. 3, 2003) or subsequently approved management plans. E.g. transport designations. • Enhancement of existing rights, only if no detrimental impact on the Scenic Drive is envisaged. Massing and location of built form, even if within existing rights, is to be subject to Urban Design Branch comments.
<p>N2/Sir Lowry's Pass (Broadlands Road to District boundary)</p>	<ul style="list-style-type: none"> • Existing tree-belts, windbreaks and mature tree specimens forming part of the rural amenity must be retained. • Access points off the Scenic Drive, serving future development, to be limited and/or subject to Local Area Plans and Urban Design Branch comments. The provision of open space should receive specific attention and should form a substantial part of any proposed developed, be it passive and/or functional open space. • Protect views looking east from the Scenic Drive over farmlands towards the mountains, foothill ridges and ridge baselines. Structures located below the Scenic Drive to be set-back from the road edge to protect views of the sea/mountains. • The extent of the setback and any additional measures such as a possible height restriction will be determined by site-specific conditions. • Access points off the Scenic Drive serving future developments are to be limited, subject to area-specific proposals. Preferably, no departures from the Road Access Policy's spacing guideline of 270 m for both sides of the Drive, from the future Bloubos Road to the urban edge line to the west, but will be determined on the merits of each development. • In light of the sensitive location, from a visual and sense of place perspective, the City of Cape Town may request additional studies and/or instruments during the land use application process, in order to ensure that proposed development in these areas does not detrimentally affect the surrounding environment or detract from the surrounding cultural and natural landscape.

	<ul style="list-style-type: none"> • Additional studies that may be requested will depend on the sensitivities on the site and the potential impact of the proposed development, and may include, inter alia, a freshwater assessment, botanical assessment, visual impact assessment, geotechnical/hydrological assessment, flood line studies, etc. • Instruments that may be required to mitigate impacts may include, inter alia, an Environmental Management Programme (EMPr), Landscape Plans, and Method Statements.
Vlakteplaas Development Area NDA: 1	
<ul style="list-style-type: none"> • Promote the development of high-density residential development on portions of Vlakteplaas to accommodate public assisted housing. 	<ul style="list-style-type: none"> • The proposed development is to accommodate a mix of housing tenure options including subsidy, FLISP and GAP housing opportunities on Erven 34412, 34413, 5092 and Farm ST918-183, Strand. • The proposed development layout has to take cognizance of the previously approved River Corridor Plan (Nell, et al., 2013) and has precluded high-density land uses along the river corridor. • The proposed development layout to ensure compliance with the Environment and Heritage process on the policy vision of the area. • The proposed development will ensure provision of social facilities as well as open space.
Firlands Development Area NDA 2	
<ul style="list-style-type: none"> • Promote intensification of mixed land use developments inclusive of employment generating opportunities. 	<ul style="list-style-type: none"> • Development along T2 to ensure appropriate interface with the route with regard to setbacks, landscaping, etc. • Support the development of a new mixed-use commercial development at the intersection of Gustrow road and Sir Lowry's Pass road (MR 108), up to the N2. Mixed-use development could be in the form of retail, office and medium to high residential development. Other much needed public facilities such as recreational, educational and health facilities should be considered within the development. • Development of the node is to be guided by a precinct plan with urban design guidelines to guide the extent and form of the character of the node. • Structures located below the Scenic Drive to be set-back from the Drive to protect views to the sea/mountains. This may necessitate only single-storey structures to be erected, depending on the location and surrounding conditions. • Encourage structures to be screened with tree planting (80% of frontage to the Scenic Drive).

NDA 3	
<ul style="list-style-type: none"> Promote intensification of mixed land uses to ensure appropriate interface with existing residential area. 	<ul style="list-style-type: none"> The area is earmarked for mixed use intensification supporting land uses such as medium to high residential development, retail, business and offices to ensure positive interface with the existing developments to the south. Other much needed public facilities such as educational facilities should be considered within the development. Development along T2 to ensure appropriate interface with the route.
Sweetwaters Smallholdings	
<ul style="list-style-type: none"> Support tourism development on properties abutting the Sir Lowry's Pass road. Protect valuable cultural landscapes. 	<ul style="list-style-type: none"> Limited development beyond 120 m contour line on the mountain-side of Sweet Waters Smallholdings to ensure the protection of valuable cultural landscapes and the pristine mountainside of Kogelberg Biosphere/Steenbras Nature Reserve. However, site specific approach to the visual impacts will be applied to proposed developments, where applicable. Subdivision of properties should be according to the applicable Policy Guidelines on smallholdings, and subdivisions below 1ha is not encouraged. Support residential and tourism development on properties abutting the Sir Lowry's Pass road situated on the eastern side of the road as a scenic drive, with appropriate development controls to protect the cultural and natural landscape. Support tourism development in these properties in the form of restaurants and shops, nurseries with coffee shops, etc. Promote synergies between the various economic sectors and tourism. Where a feasible link can be made between creative industries and tourism, nature and tourism, food/beverage and tourism, etc., through correct zoning, allowing land use activities like 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. Structures located below the Scenic Drive to be set-back from the drive to protect views to the sea/mountains. This may necessitate only single-storey structures to be erected, depending on the situation. Encourage structures to be screened with tree planting (80 per cent of frontage to the scenic drive). Enhancement of existing rights, only if no detrimental impact on the Sir Lowry's Road Scenic Drive is envisaged.

	<ul style="list-style-type: none"> Protect views looking east from the Scenic Drive over farmland towards mountain and foothill ridge and ridge baselines.
Faure Marine Drive	
<ul style="list-style-type: none"> Encourage mixed-use development on properties fronting Faure Marine Drive. 	<ul style="list-style-type: none"> Support the flexibility of land use rights along Faure Marine Drive to accommodate intensification of mixed-land uses with properties fronting Faure Marine Drive as a development route. Where developments abut the landward side of the coastal edge but which is at risk to coastal processes, coastal overlay zones must be developed and applied to this area. All land use management decisions should be guided by the principles of the Integrated Coastal Management Policy, and Coastal Management By-Law where applicable.
Gordon's Bay Harbour	
<ul style="list-style-type: none"> Enable development that will create sustainable economic opportunities. 	<ul style="list-style-type: none"> Enable development that will create commercially sustainable economic opportunities through training centres and recreation activities (jobs and income). Facilitate human resources development of technical, business and social skills training pertaining to Agriculture and Forestry. All land use management decisions should be guided by the principles of the Integrated Coastal Management Policy, and Coastal Management By-Law where applicable. Development of coastal economic and social opportunities must be undertaken in a manner that does not reduce, harm or degrade our coastal environment or its ability to cope with climate risks in the future. Careful management of development to avoid developing in high flood risk areas, to protect the environmental integrity of aquatic resources and to ensure that permitted development enhances the aesthetics and character of the adjacent watercourses/wetlands.
Harmony Park Coastal Resort	
<ul style="list-style-type: none"> Promote the preservation of Harmony Park Coastal Resort. 	<ul style="list-style-type: none"> Activities in this area should focus on conservation use with conservation management activities. 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).

	<ul style="list-style-type: none"> Retain and enhance the biodiversity corridor in Harmony Flats Nature Reserve.
Kogelberg Nature Reserve	
<ul style="list-style-type: none"> Promote the preservation of Kogelberg Nature Reserve. 	<ul style="list-style-type: none"> Activities in this area should focus on conservation use with conservation management activities. 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).
Steenbras Dam	<ul style="list-style-type: none"> The opportunity for accommodating tourism and recreational activities should be investigated and encouraged.
Sir Lowry's pass corridor	<ul style="list-style-type: none"> Support mixed-use development (medium-high-density residential, business and retail) of properties. Promote an appropriate interface between these mixed-use areas and adjacent Sweet Waters Smallholdings through the use of sensitive design and informed by local level guidance and plans, where applicable. Support a more flexible position to parking provision and related departures along activity routes, where well-served by public transport. Support tourism development on properties abutting the Sir Lowry's Pass road situated on the eastern side of the road, to prevent urban development from sprawling beyond the urban edge to the smallholding area of Sweet Waters as well as to maintain the character of the scenic route.
Sir Lowry's Pass Road – Faure Marine Drive (Scenic Drive)	
<ul style="list-style-type: none"> Consideration to be given to update the Scenic Drive Network Management Plan (Vol. 3, 2003) to address the policy vision of Old Sir Lowry's Pass Road as scenic routes and ensure alignment. 	<ul style="list-style-type: none"> The need to update the Scenic Drive Network Management Plan (Vol. 3, 2003) to increase alignment where necessary on policy guidelines of the Draft Scenic Drive Network Management Plan 2013 impacting on land development applications and decision-making. Existing tree-belts, windbreaks and mature tree specimens forming part of the rural amenity to be retained. Access points off the Drive serving future development to be limited, subject to area-specific proposals and/ or subject to local area plans and Urban Design Branch comments. Structures located below the Scenic Drive to be set-back from

	<p>the Drive road edge to protect views of the sea</p> <ul style="list-style-type: none"> • The extent of the setback and any additional measures such as a possible height restriction will be determined by site-specific conditions. • In light of the sensitive location from a visual and sense of place perspective, the City of Cape Town may request additional studies and/or instruments during the land use application process, in order to ensure that proposed development in these areas does not detrimentally effect the surrounding environment or detract from the surrounding cultural and natural landscape. • Additional studies that may be requested will depend on the sensitivities on the site and the potential impact of the proposed development, and may include, inter alia, a freshwater assessment, botanical assessment, visual impact assessment, geotechnical/hydrological assessment, flood line studies, etc. • Instruments that may be required to mitigate impacts may include, inter alia, an Environmental Management Programme (EMPr), Landscape Plans, and Method Statements, etc.
<p>Edge treatment</p>	<ul style="list-style-type: none"> • Retain green edges, including agricultural planting, hedgerows and tree belts. Boundary demarcation to be visually permeable. • Appropriate, indigenous and water-wise landscaping of property frontages onto the Scenic Drive is to be encouraged. • Gum Tree Avenue located on Scenic Drive near Blue Rock should be retained as part of the road reserve.

Table 22: Sub-district 4 guidelines

Sub-district 4: New development areas

Gordon’s Bay/Broadlands/Firlands development area

The area also provides the potential for other land use types, such as industrial (along and south of the T2), as well as commercial development and mixed-use development. New mixed-use development is proposed for the undeveloped properties. The properties offer opportunity for land use intensification (density and diversity) along high accessibility routes and in close proximity to public transport. It is encouraged that land use transformation be supported where appropriate and feasible in derelict industrial areas that will catalyse urban regeneration

The sub-district provides an opportunity for mixed-use development in the form of service industrial/commercial/office development and medium to high-density residential on vacant, underdeveloped and underutilised land.

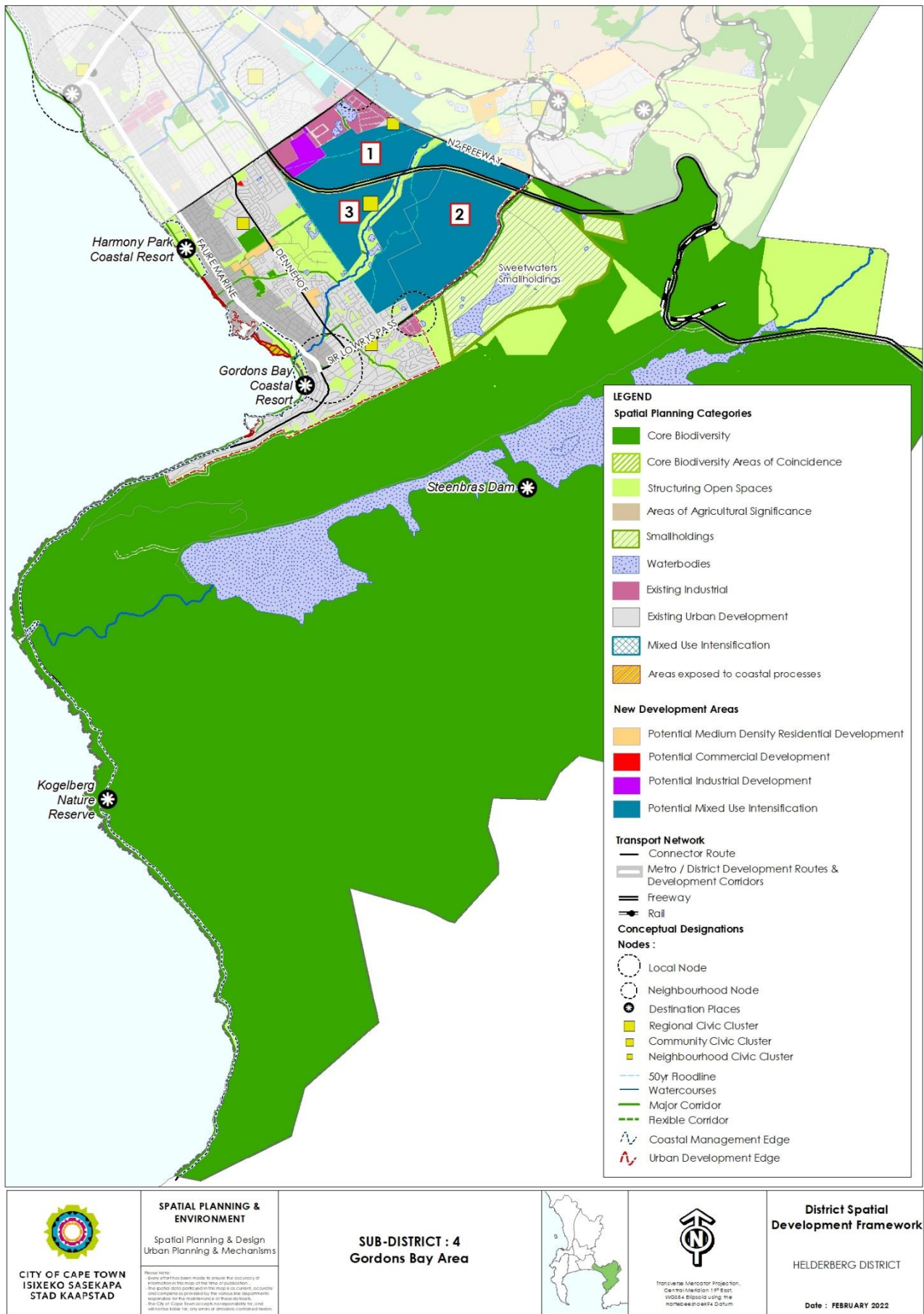


Figure 20: Sub-district 4 map: Gordons Bay area

4.5. SUB-DISTRICT 5: SOMERSET WEST

The sub-district is bounded by the slopes of the Helderberg Mountain to the north, the CoCT's jurisdictional boundary to the north-west and the T2 to the south. Somerset West is one of the upmarket residential suburbs in the Helderberg district. Major tourism opportunities are also found in this sub-district, including special cultural landscape destination places e.g. Lourensford Estate, Vergelegen Estates and nature areas e.g. Helderberg Nature Reserve.

Sub-district 5: Main Road, Old Stellenbosch Road, Bright Street, Reitz Street, Bright Street, Lourensford and Victoria Road	
Local objectives	Suggested response/Guidelines/Policy statements
Helderberg College	
<ul style="list-style-type: none"> Consider the reconfiguration of the urban edge to accommodate future Helderberg College development. 	<ul style="list-style-type: none"> Helderberg College development is outside the urban edge; therefore, consideration is to be given to the adjustment of the District urban edge, to minimise current and future costs associated with urban sprawl and prevent damage to the natural environment. The built-up college area and associated facilities are zoned for institutional purposes and should be located within the urban edge and the farmland and natural areas to the east of the built-up areas, although also zoned institutional should remain outside the urban edge with future zoning of these areas to be appropriate.
Main Road CBD	
<ul style="list-style-type: none"> Encourage appropriate intensification of business use. Strengthen the identity of Somerset West CBD and reinforce its role as a vibrant business district. Encourage appropriate residential densification along the Main Road. 	<ul style="list-style-type: none"> Promote appropriate mixed-use development (e.g. including retail development) and/or residential densification in line with guidelines for the associated urban nodes and development corridor areas between the nodes. Allow for moderately scaled densification where appropriate in a manner that is sensitive to existing preservation worthy character and subject to infrastructure availability. Investigate the identification of appropriate sites for provision of educational facilities. In general, the highest intensification of land use should occur directly adjacent to or in closest proximity to the route. This must, however, consider the nature of access roads, additional traffic impacts, and parking requirements, and be subject to other policy guidelines where relevant. Ensure on-going alignment between relevant departments in ensuring the appropriate location of major public transport stations/stops along this development route, and consistency of design guidelines for incorporation into road reserve development and adjacent property development proposals. Any future redevelopment of this road, associated pavement

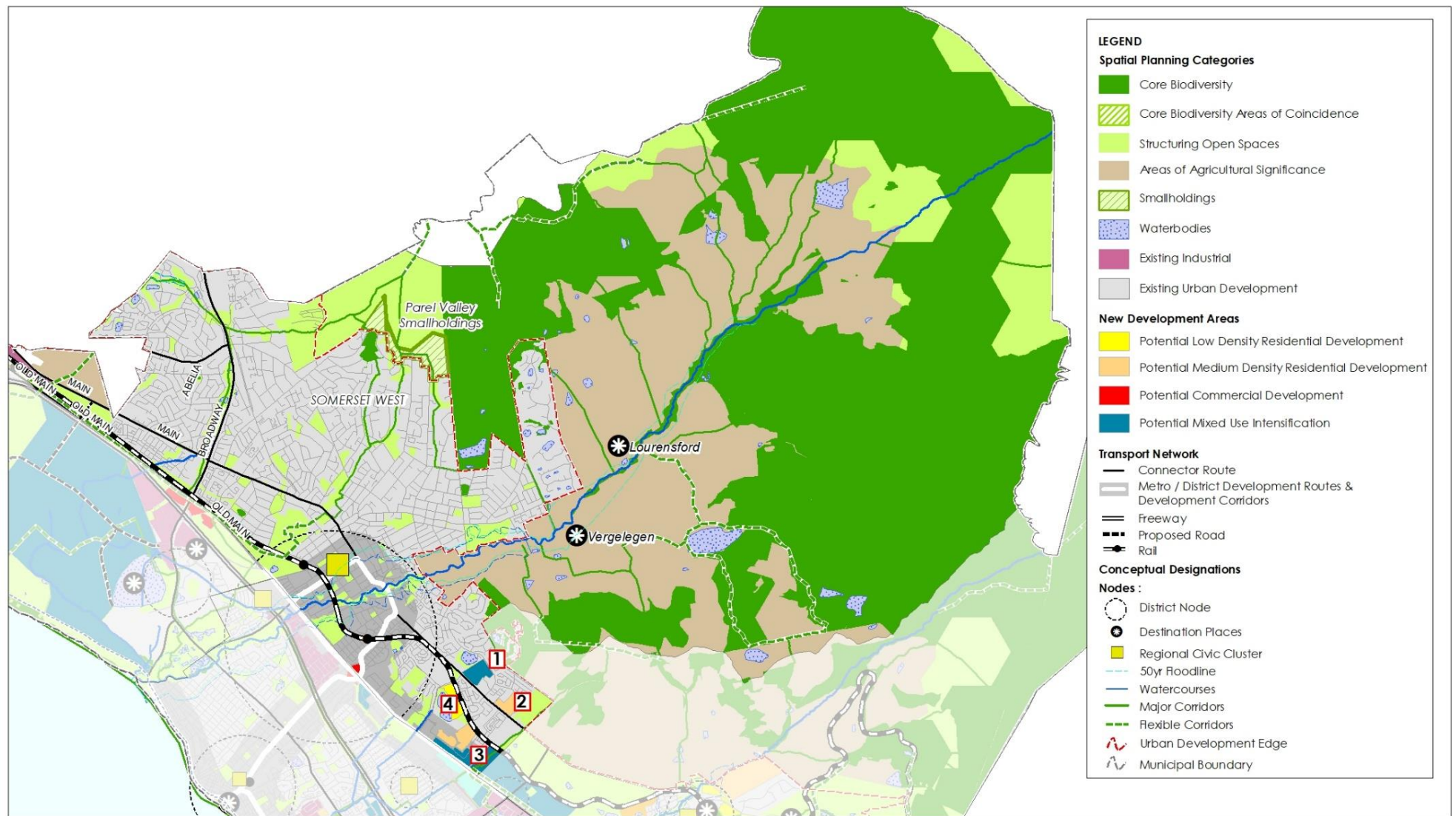
	<p>areas, and land uses fronting these, should take place with the planned IRT, other public transport, and NMT infrastructure improvements in mind, and especially at BRT and taxi stations and stops.</p> <ul style="list-style-type: none"> • Civic upgrades, landscaping and NMT provisions should be a key consideration and made as and where appropriate to ensure quality streetscapes. • Consideration to be given to granting of departure from parking requirements, where appropriate. • 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. • Ensure the enhancement and protection of scenic qualities and heritage resources along this route where necessary, especially where these have been recognised and protected through policy and legislation.
<p>Potential for the investment of Regional Library in Somerset West</p>	<ul style="list-style-type: none"> • Investigate the viability of establishing a regional library for the Helderberg region in Somerset CBD. • Consider the potential concentration of resources in civic clusters in order to leverage City investment and resources on the provision of community facilities, to optimise space and facility use. • Promote safety within civic clusters and support greater efficiency in terms of operation and management and ultimately create quality accessible social community facilities
<p>Irene Avenue and Lourensford Road (Scenic Drive)</p>	
<ul style="list-style-type: none"> • Consideration to be given to update the Scenic Drive Network Management Plan (Vol. 3, 2003) to address policy vision of Irene Avenue and Lourensford Road as scenic routes. 	<ul style="list-style-type: none"> • The need to update the Scenic Drive Network Management Plan (Vol. 3, 2003) to increase alignment where necessary on policy guidelines of the Draft Scenic Drive Network Management Plan, dated 15 May 2013. • Ensure positive interface between developments and scenic routes (i.e. Lourensford road and Irene Avenue). Views of the Helderberg Mountains from these routes need to be protected. • Land use management decisions should be guided by design-related policies of the City and the Scenic Drive Network Management plan where appropriate along the routes. • Limited tourist- or amenity-orientated uses to be permitted at appropriate locations along Lourensford Road, on properties which lend themselves to such a use and where safe access can be secured and on-site parking can be provided.

Lourens River Corridor and Protected Natural Environment (PNE)	
Conserve the important Lourens River catchment system (i.e. Lourens River and PNE).	<ul style="list-style-type: none"> • Protect and maintain appropriate river and wetland buffer and prevent inappropriate land uses in this area. • • Detailed assessments required for any development related to the operation requirements of the protected area and urban development. Should be sensitively considered taking flood protection measures within the area into consideration.
Radloff Park	
Reinforce Radloff Park as the District Park	<ul style="list-style-type: none"> • Conserve the important Lourens River catchment system. • Enhance existing physical and recreational activities such as sports fields, walking and bicycle trails, etc. • Investigate upgrading of sports facilities to become a landmark sports centre.
Vergelegen, Lourensford estate and other small wine estates along Helderberg Wine Route	
<ul style="list-style-type: none"> • Recognition of existing winery estates as destination places. • Support tourism opportunities at these destination places to promote tourism in the district. 	<ul style="list-style-type: none"> • Promote greater recreational and tourism opportunities at these destination places, and enhance the character of natural, recreational, and/or heritage assets that contributes to the tourism economy. • Support development of wine route through infrastructure improvements, signage and appropriate applications to allow for tourism activities, e.g. eateries, accommodations, conferencing.
Victoria Road	
Strengthen Victoria Road as the important linkages route into Somerset West.	<ul style="list-style-type: none"> • Facilitate revitalisation of the urban environment and built fabric along the Victoria Road to enhance its role as the important linkage route into Somerset West. • • Retail and mixed-use development to be supported.
Bright Street- Reitz Street	
Retain the character of Bright Street, Reitz Street area and support intensification opportunities of mixed-use developments.	<ul style="list-style-type: none"> • Ensure positive street interface and built form that enhances the area's character- • Promote an appropriate range of mixed-use activities and residential densification given the area's location on the periphery of the CBD. • Reinforce the existing function of Bright Street as a local activity street and encourage this to spread along the full length of the road to the station. • Retain the mixed use intensification character along the

	Lourensford Road to Parel Vallei Road.
Somerset West Station	
<ul style="list-style-type: none"> Potential for revitalisation of the Station in support of TOD objectives. 	<ul style="list-style-type: none"> Support initiatives aimed at revitalizing the declining built fabric and urban environment abutting the Somerset West Station. Prioritise investment of land use intensification or diversification on properties around the station in support of Comprehensive Transport Orientated Development objectives. Support medium density residential densification within ± 400 m of the rail station where and as appropriate. Any development should ensure an appropriate interface with surrounding communities. Ensure that all new development around the station results in improved NMT and safety and security of streets and public areas.
Local/neighbourhoods nodes within the Somerset West sub-district.	
<ul style="list-style-type: none"> Reinforce a clear hierarchy of local/neighbourhoods nodes within the Somerset West sub-district. 	<ul style="list-style-type: none"> Limited extensions and upgrading of the shopping centre of Heldervue local node. Retail nodes at Cylnor and Schapenberg Road to remain as local, neighbourhood nodes. Local node at Swalle Road and Lourensford road around the Playhouse Theatre to remain as local node. Expansion of retail node at the intersection of Sir Lowry's Pass Road, Bizweni Avenue and Summer Hill Drove to be investigated.
Old Stellenbosch Road	
<ul style="list-style-type: none"> Encourage appropriate intensification of use along the Old Stellenbosch Road as local activity street 	<ul style="list-style-type: none"> Intensification of use to be concentrated on the southern side of Old Stellenbosch Road in the section from Scholtz Road – Uitzig Drive. The process of land use intensification along this route must consider the nature of access roads, additional traffic impacts and parking requirements. Promote an interface between intensification areas and adjacent residential areas through the use of sensitive design and informed by local level guidance and plans where applicable.

Somerset West Heritage areas	
<ul style="list-style-type: none"> Retain character. 	<p>Heritage</p> <ul style="list-style-type: none"> Large properties of historical significance and/or that perform an important role in establishing an area's character should be retained and not further subdivided. A limited form of development such as a guest house, hotel, conference centre, restaurant, institutional use could be considered, where appropriate. Design of new buildings and spaces should reflect the design principles of the historic/original setting. Reuse of existing buildings (rather than construction of new buildings) for tourism or institutional use is favoured.

Table 23: Sub-district 5 Guidelines



 <p>CITY OF CAPE TOWN ISIXEKO SASEKAPA STAD KAAPSTAD</p>	<p>SPATIAL PLANNING & ENVIRONMENT</p> <p>Spatial Planning & Design Urban Planning & Mechanisms</p> <p><small>Please Note: - Even effort has been made to ensure the accuracy of information in this map at the time of publication. - The spatial data portrayed in this map is as current, accurate and complete as provided by the various line departments responsible for the maintenance of these datasets. - The City of Cape Town accepts no responsibility for, and will not be liable for, any errors or omissions contained here.</small></p>	<p>SUB-DISTRICT : 5 Greater Somerset West Area</p>		 <p><small>Transverse Mercator Projection, Central Meridian 19° East, WGS84 Ellipsoid using the Hotellinghoek94 Datum</small></p>	<p>District Spatial Development Framework</p> <p>HELDERBERG DISTRICT</p> <p>Date : FEBRUARY 2022</p>
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Figure 21: Sub-district 5 map: Greater Somerset West

4.6. SUB-DISTRICT 6: SIR LOWRY'S PASS VILLAGE

Sir Lowry's Pass sub-district is located north of the T2, on the north-eastern boundary of the district. It includes the smallholding areas (now referred as peripheral residential), agricultural land with vineyards estates and the Sir Lowry's Pass Village.

The Sir Lowry's Pass Village has become a dormitory village, which is regarded as one of the poorest communities in the district. In recent years it has grown massively and in a poorly managed manner which has led to infrastructural and social problems. A range of these socio-economic factors has also led to unemployment and contributed to a large number of people living in informal structures and poor living conditions.

The Sir Lowry's Pass as a whole represent a unique rural character, which is under considerable development pressure to subdivide properties and establish additional urban development in or around the village. Predominant challenges experienced in this area include the need to manage the interface between the area and urban development and to maintain the unique rural character while simultaneously accommodating residential uses.

Sub-district 6: Sir Lowry's Pass Village	
Local objectives	Suggested response/Guidelines/Policy statements
Old Sir Lowry's Pass Road (Scenic Drive)	
<ul style="list-style-type: none"> Consideration to be given to update the Scenic Drive Network Management Plan (Vol. 3, 2003) to address the policy vision of Old Sir Lowry's Pass Road as scenic routes and ensure alignment. 	<ul style="list-style-type: none"> The need to update the Scenic Drive Network Management Plan (Vol. 3, 2003) to increase alignment where necessary on policy guidelines with the Draft Scenic Drive Network Management Plan, dated 15 May 2013, impacting on land development applications and decision-making. Existing tree-belts, windbreaks and mature tree specimens forming part of the rural amenity to be retained. Access points off the Drive serving future development to be limited, subject to local area plans and Urban Design Branch comments. Preferably no departures from the Road Access Policy's spacing guideline of 270 m for both sides of the Drive, from the future Bloubos Road to the urban edge line to the west. The provision of open space should receive specific attention and should form a substantial part of any proposed developed, be it planted and/or functional open space. Protect views looking east from the Scenic Drive over farmland towards mountain and foothill ridge and ridge baselines. Structures located below the Scenic Drive to be set-back from the Drive road edge to protect views of the sea/mountains. The extent of the setback and any additional measures

	<p>such as a possible height restriction will be determined by specific site-conditions.</p> <ul style="list-style-type: none"> • In light of the sensitive location from a visual and sense of place perspective, the City of Cape Town may request additional studies and/or instruments during the land use application process, in order to ensure that proposed development in these areas does not detrimentally effect the surrounding environment or detract from the surrounding cultural and natural landscape. • Additional studies that may be requested will depend on the sensitivities on the site and the potential impact of the proposed development, and may include, inter alia, a freshwater assessment, botanical assessment, visual impact assessment, geotechnical/hydrological assessment, flood line studies, etc. • Instruments that may be required to mitigate impacts may include, inter alia, an Environmental Management Programme (EMPr), Landscape Plans, and Method Statements, etc.
<p>N2/Sir Lowry's Pass (Broadlands Road to District boundary)</p>	<ul style="list-style-type: none"> • The need to update the Scenic Drive Network Management Plan (Vol. 3, 2003) to increase alignment where necessary on policy guidelines with the Draft Scenic Drive Network Management Plan, dated 15 May 2013. • Existing tree-belts, windbreaks and mature tree specimens forming part of the rural amenity to be retained. • Access points off the Drive serving future development to be limited, subject to local area plans and Urban Design Branch comments. Preferably no departures from the Road Access Policy's spacing guideline of 270 m for both sides of the Drive, from the future Bloubos Rd to the urban edge line to the west. • The provision of open space should receive specific attention and should form a substantial part of any proposed developed, be it planted and/or functional open space. • Protect views looking east from the Scenic Drive over farmland towards mountain and foothill ridge and ridge baselines. Structures located below the Scenic Drive to be set-back from the Drive road edge to protect views of the sea/mountains. • The extent of the setback and any additional measures such as a possible height restriction will be determined by specific site conditions.

	<ul style="list-style-type: none"> • In light of the sensitive location from a visual and sense of place perspective, the City of Cape Town may request additional studies and/or instruments during the land use application process, in order to ensure that proposed development in these areas does not detrimentally effect the surrounding environment or detract from the surrounding cultural and natural landscape. • Additional studies that may be requested will depend on the sensitivities on the site and the potential impact of the proposed development, and may include, inter alia, a freshwater assessment, botanical assessment, visual impact assessment, geotechnical/hydrological assessment, flood line studies, etc. • Instruments that may be required to mitigate impacts may include, inter alia, an Environmental Management Programme (EMPr), Landscape Plans, and Method Statements, etc.
Edge treatment	<ul style="list-style-type: none"> • Retain green edges, including agricultural planting, hedgerows and tree belts. Boundary demarcation to be visually permeable. • Appropriate, indigenous and water-wise landscaping of property frontages onto the Scenic Drive is to be encouraged. • Gum Tree Avenue located on Scenic Drive near Blue Rock should be retained as part of road reserve. • Conserve heritage and cultural landscape resources including: <ul style="list-style-type: none"> ✓ Views to natural features such as the Hottentots Holland mountain range and foothills thereto. ✓ Views of the historic settlement of Sir Lowry's Pass Village, Railway Station and railway line, and associated tree-planting. ✓ Views of agricultural plantings and patterns such as windbreaks. ✓ Informal or rural road verges.
Old Railway station at Sir Lowry's Pass Village	

<ul style="list-style-type: none"> Establish Sir Lowry's Pass Village Station as destination place to support the creation of jobs and employment opportunities in the area. 	<ul style="list-style-type: none"> Facilitate and support the upgrading and adaptive re-use of Old Railway Sir Lowry's Pass Village historic building for tourism and cultural opportunities. Support development for the revitalisation of the station and encourage the establishment of speciality shops and design galleries.
<ul style="list-style-type: none"> Prioritise the provision of Community facilities in Sir Lowry's Pass Village to address social facility needs. 	<ul style="list-style-type: none"> The development of required community facilities (i.e. City Health) should be addressed as part of the development of this area. Consider the concentration of resources in civic clusters in order to leverage City investment and resources on the provision of community facilities, to optimise space and facility use. Promote safety within civic clusters and support greater efficiency in terms of operation and management and ultimately create quality and accessible social community facilities. Support the optimisation of resources by consolidating existing facilities in order to ensure operation and maintenance resources are utilised efficiently and effectively.
Blue Rock Resort as a Destination Place	
<ul style="list-style-type: none"> Recognition of existing Blue Rock Resort as destination places. 	<ul style="list-style-type: none"> Promote greater recreational and tourism opportunities at this key destination place, and particularly where potential exists for significant improvement. Support the retention and improvement of public access and recreational opportunities associated with further development of these destination places. Support future developments of Blue Rock Resort through infrastructure improvements, signage and flexibility of existing zoning rights to allow for tourism activities, e.g. eateries, accommodations, conferencing. Encourage appropriate development in areas surrounding the destination place and ensure that interfaces are treated sensitively. Promote informal trading at suitable places in the Blue Rock Resort (i.e. mobile food trucks along hiking and cycling paths, especially along scenic routes and viewpoints).

NDA 1	
<ul style="list-style-type: none"> Promote development of high-density residential. 	<ul style="list-style-type: none"> The area is earmarked for high-density residential. New development within the 1:100-year flood line should be subject to formal acknowledgement by the owner of flood risk, and is only permissible where there are existing rights. In general, new buildings and developments abutting the river should be orientated towards the river, where possible above the 1:50-year flood line. Protect and maintain appropriate river and wetland buffer and prevent inappropriate land uses in this area. Detailed assessments required for any development related to the operation requirements of the protected area and urban development is discouraged. Any new future development along N2 must consider the nature of access roads, additional traffic impacts assessment are required.
Casa Maris development	
<ul style="list-style-type: none"> Support the development of medium-high density residential in accordance with the approved development plan. 	<ul style="list-style-type: none"> The property is still regarded by the Provincial Department as of Agricultural Significance, and the development of the property will be subject to guidelines provided in approved development plan. Visual impacts on surrounding urban fabric should be considered as far as scale, heritage, intensity, height, interfaces, agriculture aspects etc.
Monkey Town	
<ul style="list-style-type: none"> Protect and conserve the cultural and heritage significance found in Monkey Town. 	<ul style="list-style-type: none"> Activities in this area should focus on conservation use, with conversation management and related activities should be encouraged. Any proposed new development adjacent to Monkey Town is to be carefully considered and development that is not complementing to the character of this heritage area is to be discouraged.
<ul style="list-style-type: none"> Recognition of existing winery farms in the Schapenberg Sir Lowry's Conservancy area as special cultural landscapes destination places. 	<ul style="list-style-type: none"> Wine farms such as Ongegund, Onderkloof, Waterkloof and Mount Razier and other wine estates along Helderberg-Somerset West Wine Route to be recognised and supported as destination places in order to promote tourism opportunities in the district.
Sir Lowry's Pass Peripheral Residential (i.e. former smallholding areas in Sir Lowry's Pass)	

<ul style="list-style-type: none"> Retain the rural/natural and unique character of the area by promoting peripheral residential development that may include rural living/rural lifestyle estates (i.e. area located between the T2 and Sir Lowry's Pass Road). 	<ul style="list-style-type: none"> Any development between T2 and Sir Lowry's Pass Road forms part of the Urban Edge Management Zone and should act as a transition zone from an urban to rural/wilderness landscape. Such development can consist of extensive land units (ranging in size and character) and can include rural living estates. Conventional urban development which does not reflect sensitivity to the unique rural character will be discouraged. Due to the different local contexts prevalent in this sub-district, applications will be evaluated based on site-specific considerations which include but are not limited to the site's position in relation to the urban edge, the impact on important vistas and the character of the surrounding area, particular constraints and characteristics of the site (including aspects topography, soil, drainage corridors and visual impact), as well as the impact of development on fire management and control. Peripheral residential is encouraged in this area which allows land to be developed for residential purposes in a rural setting and which seeks to preserve the rural landscape amenity of such areas. The rural character of the area should remain the overwhelming feature and conventional urban development which does not reflect sensitivity to the unique rural living aspects of the area should be discouraged. Any development, if supported, should be encouraged to locate on areas with the lowest environmental and visual sensitivity and where it will have the least visual impact. Peripheral residential can take on different forms and the clustering of units could be encouraged to promote more effective management of the property and agricultural practices in some instances and to minimise environmental impacts and make service provision more efficient. The design of any new buildings should be sensitive and complementary to the landscape and to one another. Buildings are preferably to be sited within or adjacent to existing treed landscapes and/or in close proximity to existing structures so as to minimise any additional visual impact. The development of peripheral residential (including rural living estates) should not apply to existing properties of 1 ha or less, given the potential cumulative visual impact. Consolidation of adjacent properties less than 1 ha could be pursued in order to achieve a land parcel of a sufficient
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	<p>extent.</p> <ul style="list-style-type: none"> • Built form should avoid the appearance of significant building massing in the rural environment. No development on upper slopes or on ridgelines should be permitted. • Architecture is to be sensitive to the natural environment and environmental sustainability is to be a fundamental design consideration. Water use, energy, biodiversity and the nature of materials used for building are of critical importance. Particular attention is to be given to water-saving and re-use measures, energy consumption, passive ventilation systems and appropriate landscaping/planting. • Applications for development in this area are to be motivated in terms of contribution to the unique qualities of the site in question and in relation to the broader area context. These qualities can include a prevailing rural and natural character or scenic qualities. Applications should include, inter alia, consideration of the landscape character, the visual impact of development, heritage aspects and agricultural potential. • Where possible, active farming elements (e.g. Viticulture) or rural actives (e.g. keeping of horses) should be retained. • Accommodate agricultural/food security opportunities where appropriate.
<ul style="list-style-type: none"> • Protect the heritage character of Broadlands Farm located north of T2, west of Sir Lowry's Pass River. 	<ul style="list-style-type: none"> • Portion of Broadlands Farm with heritage significance to be protected from conventional urban development. At appropriate locations within the farm, peripheral residential can be developed taking into consideration environmental, visual sensitivities of the site, heritage and cultural landscape features of the site. The above policy development guidelines are to be applied.
<ul style="list-style-type: none"> • Reinforce tourism potential of Farm Goedverwachting. 	<ul style="list-style-type: none"> • Farm Goedverwachting to be regarded as a destination place, with a specific tourism focus, inclusive of a boutique hotel, museum, art gallery and similar uses. Development of this unique and critical heritage resource should be handled sensitively. The farm holds the potential to become a heritage and cultural hub.
<ul style="list-style-type: none"> • Prevent urban sprawl 	<ul style="list-style-type: none"> • The urban edge must be reinforced by ensuring that development within but adjacent to the urban edge serves a transitional function between urban and rural areas and that development in this area is not merely a continuation of urban sprawl.
<p>Tre Donne And High Riding</p>	
<ul style="list-style-type: none"> • Retain the character of the east of Sir Lowry's 	<ul style="list-style-type: none"> • The character of the area to the east of the Village, which includes Tre Donne and High Riding, serve an interface

<p>Pass Village.</p>	<p>function to the conservation area and mountain slopes to the east and south-east. Consolidation of erven for the creation of gated community developments and other urban forms that are unsuitable to this context, will not be supported.</p> <ul style="list-style-type: none"> Any further subdivision of this area will not be encouraged.
<p>Sir Lowry's Pass Environs (areas outside the urban edge)</p>	
<ul style="list-style-type: none"> Restrict and discourage urban development beyond the urban edge to protect valuable agricultural land, biodiversity and cultural landscapes as well as the rural character that exist outside the urban edge. 	<ul style="list-style-type: none"> The urban edge in the Sir Lowry's Pass is to be reinforced as a restrictive edge to discourage possible intrusion of urban development onto land of high agricultural and heritage value as well as of biodiversity significance. Any built form above the 120 m contour line is to be discouraged in order to maintain the visual amenity and slope stability of important cultural landscapes such as the Hottentots Holland mountainside and the Schapenberg Hills. Support development of appropriate and small scale tourism facilities that do not detract from the agricultural and or natural character of the area on immediately abutting farmland north of Sir Lowry's Pass Road in order to reinforce the urban edge management zone. Any land parcels or portions thereof in this area that possess the potential to contribute to its long-term conservation and biodiversity should be protected. The fragmentation of rural land and loss of rural character through piecemeal, ad hoc subdivision should preferably be avoided. In this regard, a subdivision of large agricultural parcels should only be considered for the following reasons: <ul style="list-style-type: none"> ✓ To realign cadastral boundaries for farming and/or access purposes, with no increase in the number of properties; ✓ To protect or actively conserve places of natural and cultural heritage; ✓ To allow for the efficient provision of utilities and infrastructure; ✓ Multiple properties under single ownership may be rationalised through boundary realignments to improve farm management and/or to provide access to landlocked parcels, provided that no additional land parcels are created, the new boundaries reflect good environmental and land management practices and are appropriate for the intended land use.

	<ul style="list-style-type: none"> • Buildings are not permitted on slopes steeper than 1:4. • As far as possible, natural platforms should be used for the siting of buildings. • On sloping sites, buildings should be fragmented in form and terraced. The extent of fill/retaining structures should be minimised.
Sir Lowry's Pass Village	
<ul style="list-style-type: none"> • Encourage upgrading opportunities within the Sir Lowry's Pass Village to improve the general living conditions of the area. • Ensure the upliftment of the urban environment by providing quality areas of amenity. • Maintain and improve the quality of existing public open space and the public realm in general. 	<ul style="list-style-type: none"> • In recent years, Sir Lowry's Pass Village has grown massively and in a poorly managed manner which has led to infrastructural and social problems. The upgrading of necessary infrastructure and social services is highly recommended in the area in order to improve the quality of life for residents living within the Village. • Enhance open spaces to serve a functional role and to have a positive interface with residential areas.
<ul style="list-style-type: none"> • Prioritise informal settlement upgrade. 	<ul style="list-style-type: none"> • Support upgrading of existing informal settlements that are located on land suitable for urban development. • Where densities are too high to facilitate the upgrading of an area, support de-densification of the settlements and assist with the identification and development of alternative land for communities to be settled on. • Where informal settlements are located on land that, for health and safety reasons, is not suited to development support the identification of TRA sites and development of alternative land for communities to settle. • Where possible, allowance must be made for the provision of essential and basic services for the management of greywater and flooding.

Table 24: Sub-district 6 Guidelines

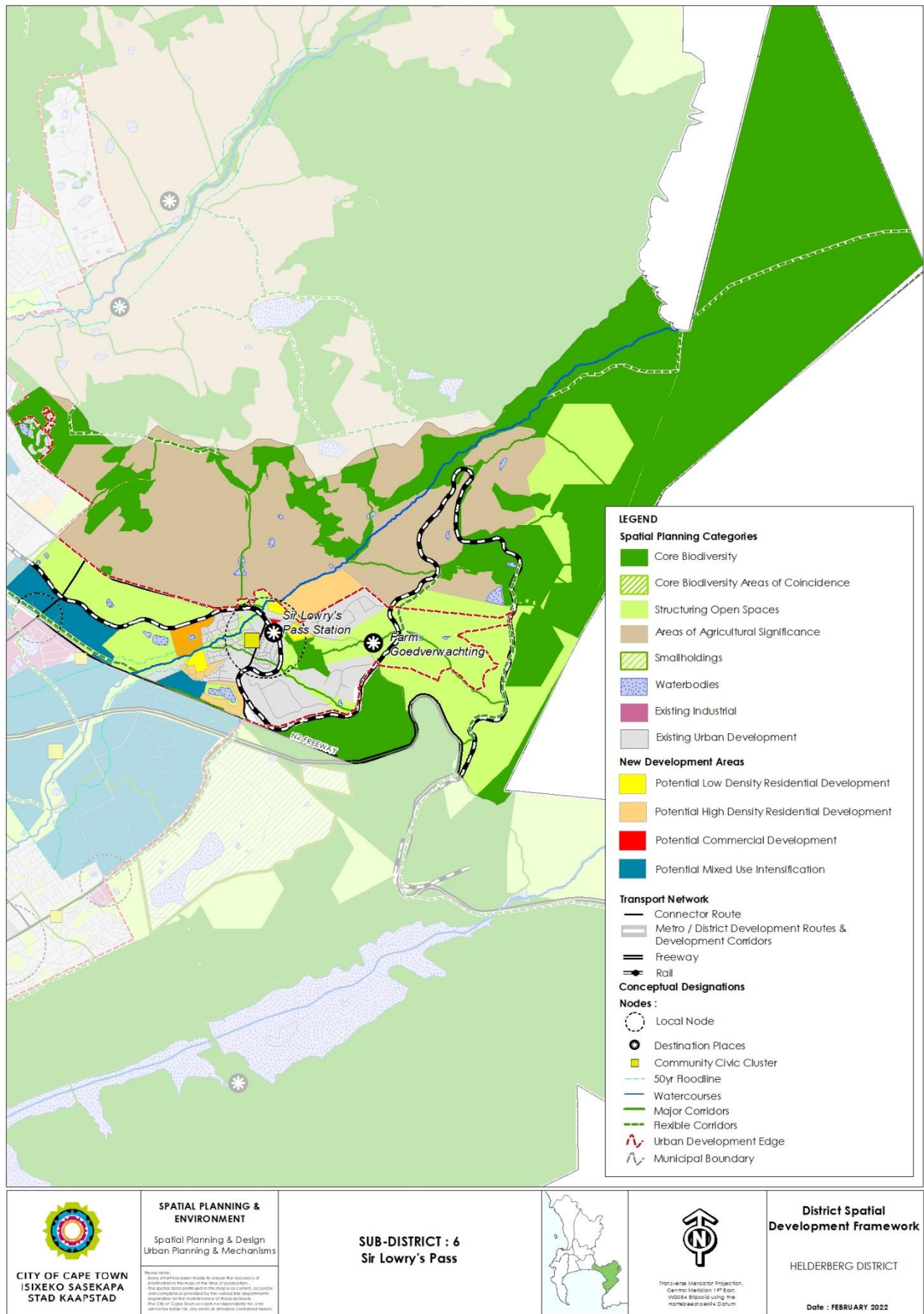


Figure 22: Sub-district 6 map: Sir Lowry's Pass

Type	Description	Household income	Size	Loan Affordability (9%)	Reasonable estimate: Average dwelling unit size (m ²)	Reasonable estimate: Average unit price	Probable typology in Cape Town
BNG/RDP Housing	BNG houses are developed with 100% of the cost covered by National grant funding (HSDG and USDG). Their built form is informed by the National Housing Code.	R0-R3 500	40m ²	R0-R116 700	40	55 000	freestanding; semi detached
Site and Service	Provides households with a plot of land and access to basic, essential services (water, sanitation, electricity, etc.). Funding by USDG. Built incrementally, thus no standardised built form.	R0-R3 500	No standard built form.	R0-R116 700	40	55 000	free standing
		R3 501-R7 000 (cannot apply for consolidation subsidy)		R116 700-R250 000	80	180 000	free standing
Institutional Housing	This is a rent-to-buy approach that is developed through COCT's housing partners. Utilises both government subsidy and a loan from Cape Town Community Housing Company.	R1 501-R7 000	No standard built form.	R84 000-R240 000 (+R110 947 capital subsidy)	45	300 000	2 - 3 storey walk ups; free standing; semi detached
Social Housing	The programme utilises institutional and capital subsidies in terms of national housing programmes. Delivery occurs through Social Housing Institutions which develop and manage projects on the City's behalf.	R1 500-R3 500 (30%-70% of household allocation)	No standard built form.	Rental Units – does not apply	36		2 - 3 storey walk ups
		R3 501-R15 000			36		2 - 3 storey walk ups
GAP Housing	Capital subsidy provision for those who earn too much to qualify for a free house from the state, and who earn too little to qualify for a bond. No built environment specifications or restrictions	R3 501-R22 000	No standard built form.	R233 400-R483 500	58	290 000	2 - 3 storey walk ups; free standing; semi detached

Inclusionary Housing	Aimed at the inclusion of residents within the gap market through affordable units in new developments. Costs covered by developers or through FLISP subsidy. Yet to be legislated.	R3 501–R18 000	No standard built form.	Rental Units - does not apply	N/A	-	-
Community Residential Units (CRU)	This housing programme is also aimed at households who earn less than R3 500 per month. CRU housing units are for rent and not for sale. This project is aimed at refurbishing inner-city buildings and hostels.	R800–R3 500	No standard built form.	Rental Units – does not apply		-	-
Temporary Relocation Area (TRA) Housing	Sites developed in terms of the Emergency Housing Programme with access to shared basic municipal services. Costs are covered by HSDG for top structures and USDG for services.	N/A	9 m ²	N/A	N/A	-	-
Incremental Development Area (IDA) Housing	Seeks to install basic services and secure a site for future implementation of top structures. Focus on speed of delivery, with funding through USDG.	N/A	No standard built form.	N/A	N/A	-	-
Other subsidy instruments							
Integrated Residential Development Programme	Provides for the acquisition of land, servicing of residential stands for low, middle and high-income groups. The land use and income group mix will be based on local planning and needs assessment.	R0–R3 500 (able-bodied persons)	40 m ²	R160 573 (subsidy amount)	-	-	-
		R0–R3 500 (disabled persons)	40 m ²	R160 573 (subsidy amount) plus disability variance	-	-	-
		R3 501–R7 000		N/A	-	-	-
Informal Settlement Upgrading	This programme is aimed at the in situ upgrading of informal settlements through the financing of serviced stands. Beneficiaries may then apply for housing construction assistance through the other National Housing Programmes	R0–R3 500	40 m ²	N/A	-	-	-

Individual Subsidy Programme (FLISP)	This provides access to state assistance where qualifying households wish to acquire an existing house or a vacant serviced residential stand, linked to a house construction contract through an approved mortgage loan.	R3 501–R22 000	No standard built form.	R27 960–R121 626 (subsidy amount)	-	-	-
Consolidation Subsidy Programme	Provides for the completion of houses on the serviced sites. The developer being a municipality or a provincial department is responsible for the implementation of the consolidation project with the full participation of the beneficiaries.	R0–R3 500		R109 947 (subsidy amount)	-	-	-
Enhanced Extended Discount Benefit Scheme (EEDBS)	Focused on the transfer of pre-1994 housing stock and is intended to stimulate and facilitate the transfer of public housing stock to qualifying occupants.	N/A	No standard built form.	N/A	-	-	-