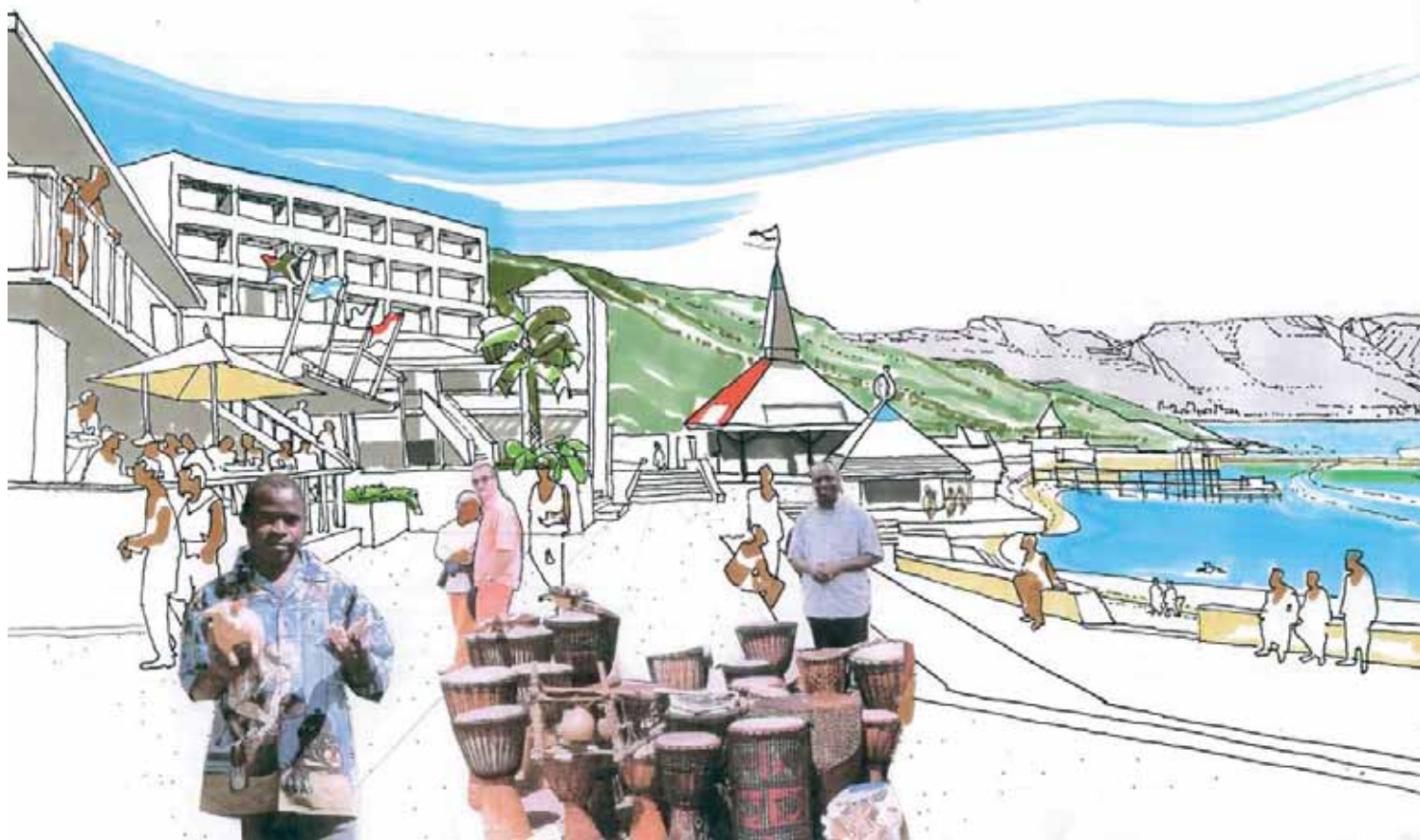


FINAL DRAFT

CitySpace
Planning Cape Town

KHAYELITSHA MITCHELLS PLAIN GREATER BLUE DOWNS DISTRICT PLAN



SPATIAL DEVELOPMENT PLAN &
ENVIRONMENTAL MANAGEMENT FRAMEWORK

TECHNICAL REPORT

2012



CITY OF CAPE TOWN | ISIXEKO SASEKAPA | STAD KAAPSTAD

THIS CITY WORKS FOR YOU

**Approved as a Structure Plan in terms of section 4(10) of the Land Use
Planning Ordinance, Ordinance 15 of 1985**

27 September 2012

REFERENCE GUIDE TO CONTENTS OF THE DISTRICT PLAN

| Section | Purpose and focus |
|--|--|
| 1. INTRODUCTION | <ul style="list-style-type: none"> Outline of background and legislative status of SDP and EMF. |
| 2. DEVELOPMENT AND POLICY CONTEXT | <ul style="list-style-type: none"> Planning directives and policy that inform the SDP. |
| 3. KEY STRATEGIES: THE CONTEXT AND CENTRAL SPATIAL IDEAS | <ul style="list-style-type: none"> Key spatial strategies of the CTSD and how they are applied to the district. Contextualises strategies in terms of the “district now” and “what action is needed” to address issues. Identifies what spatial concepts should be applied to achieve strategy and address issues. Highlights the central spatial ideas, specific to the district, that are key to reinforcing a positive long term metropolitan and district spatial structure. |
| 3.1. Plan for employment and improved access to economic opportunities | <ul style="list-style-type: none"> Identifies the key challenges in respect of economic activity and employment in the district, giving consideration to the form and functioning of economic activity, the relationship between transport systems and land use. Spatial concepts and structuring elements include: multi-directional accessibility grid and areas for intensification. |
| 3.2. Manage a sustainable form of urban growth and create a balance between urban development and environmental protection | <ul style="list-style-type: none"> Identifies the key challenges in terms of the natural environment and managing urban growth within the district. Spatial concepts and structuring elements include: natural assets, development edges and future urban growth areas. |
| 3.3. Build an inclusive, integrated and vibrant city | <ul style="list-style-type: none"> Identifies opportunities for integration and improving public environments including opportunities for civic precincts, destination places. Spatial concepts and structuring elements include: civic precincts, destination places, structuring open space and critical public links, integrated settlement patterns. |
| 4. SPATIAL DEVELOPMENT PLAN: DISTRICT DEVELOPMENT GUIDELINES | <ul style="list-style-type: none"> Application of the spatial concepts and structuring elements, as identified in section 3, 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 6.2. Guidelines are grouped into 5 sections. |
| 4.1. Spatial planning categories | <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 PSDF and CTSD. |
| 4.2. 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. |
| 4.3. 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. |
| 4.4. Development edges | <ul style="list-style-type: none"> Provides direction to urban growth in relation to the definition of development edges in the district. |
| 4.5. Precautionary areas and utility service infrastructure installations and networks | <ul style="list-style-type: none"> Provides development guidance in relation to areas which may present a risk or limits land use or activities in the district (e.g. flood prone areas, buffers associated with noxious uses). |
| 5. ENVIRONMENTAL MANAGEMENT FRAMEWORK (EMF) | <ul style="list-style-type: none"> Provides support mechanism (inclusive of spatial development plan: district development guidelines) in review of development applications. |
| 5.1. Environmental Impact Management Zones (EIMZs) | <ul style="list-style-type: none"> Provides a summary of status, environmental management priorities for environmental attributes. Based on environmental attributes, describes EIMZs, which provide an indication of possible impacts of activities on environmental attributes. |
| 6. IMPLEMENTATION | <ul style="list-style-type: none"> Provides guidance in terms of actions required to implement the proposals contained in the spatial development plan. |
| 6.1. Urban restructuring and upgrading: framework for capital investment | <ul style="list-style-type: none"> Provides an informant to aligning spatial planning (including new development areas and areas for land use intensification) with service and infrastructure planning. Identifies sector specific proposals (capital investment framework) in support of the spatial development plan (including for example new transport links, areas for public space investment, publicly assisted housing, new district scale open space proposals). |
| 6.2. Sub-district development guidelines | <ul style="list-style-type: none"> Supplements the spatial development plan: 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. |

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| 6.3. Local area planning priorities | <ul style="list-style-type: none"> Identifies key local area planning priorities for the district where further work is required along with lead actions and role players. |
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REFERENCE GUIDE TO ENVIRONMENTAL MANAGEMENT FRAMEWORK (EMF)*:

| 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: Section 2.1: Section 2.1 |
| <ul style="list-style-type: none"> A description of how information was captured; Identification of information gaps | <ul style="list-style-type: none"> Baseline information and analysis report: Section 1 Baseline information and analysis report: Section 1 |
| <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: Section 2.1 – 2.3 Summarised in Vol 2: Section 5.2 |
| <ul style="list-style-type: none"> Development pressures and trends; opportunities and constraints | <ul style="list-style-type: none"> Baseline information and analysis report: Section 2.4. (see also section 3) |
| <ul style="list-style-type: none"> Description of the environmental (management) priorities in the area | <ul style="list-style-type: none"> Baseline information and analysis report: Section 2.4 Summarised in Vol 2: Section 5.2 |
| <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"> Technical report: Section 5.2 read with Section 4. |
| <ul style="list-style-type: none"> Management proposals and guidelines | <ul style="list-style-type: none"> Technical report: Section 5.2 (see also section 4 and section 6.2) |
| <ul style="list-style-type: none"> The desired state of the environment | <ul style="list-style-type: none"> Technical report: Section 4 (see also section 3) |
| <ul style="list-style-type: none"> Revision schedule for the environmental management framework | <ul style="list-style-type: none"> Technical report: Section 1.6 |
| <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"> Technical report: Section 1.5 Baseline information and analysis report (annexure) |

*The EMF is an integrated though distinguishable component of the district plan. For ease of reference, the table indicates how the EMF is structured across the district plan product.

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ACRONYMS AND ABBREVIATIONS

| Acronym | Abbreviation |
|---------|--|
| CBA | Critical biodiversity area |
| CBD | Central business district |
| CESA | Critical ecological support area |
| CMA | Cape Metropolitan Area |
| CoCT | City of Cape Town |
| CTIA | Cape Town International Airport |
| CTSDF | Cape Town Spatial Development Framework |
| CTZS | Cape Town Zoning Scheme |
| DFA | Development Facilitation Act (No 108 of 1996) |
| DSDP | District Spatial Development Plan |
| du/ha | dwelling units per hectare |
| EIA | Environmental Impact Assessment |
| EIMZ | Environmental Impact Management Zone |
| EIP | Environmental Implementation Plan |
| EMP | Environmental Management Plan (in terms of Section 11 of NEMA) |
| EMF | Environmental Management Framework |
| GIS | Geographic Information System |
| ICT | Information communication technology |
| IDP | Integrated Development Plan (in terms of the MSA) |
| IDZ | Industrial development zone |
| IEM | Integrated environmental management |
| IRT | Integrated rapid transit |
| ITP | Integrated Transport Plan |
| LGTA | Local Government Transition Act |
| LUMS | Land use management system |
| LUPO | Land Use Planning Ordinance (No. 15 of 1985) |
| MOSS | Metropolitan open space system |
| MSA | Municipal Systems Act (No 32 of 2000) |
| MSDF | Metropolitan Spatial Development Framework |
| NDAs | New Development Areas |
| NEMA | National Environmental Management Act (No 107 of 1998) |
| NLTA | National Land Transport Act (No 5 of 2009) |
| NHRA | National Heritage Resources Act (No 25 of 1999) |
| NMT | Non-Motorised Transport |
| OESA | Other ecological support area |
| PGDS | Provincial Growth and Development Strategy |
| PIIF | Public Infrastructure Investment Framework |
| POS | Public open space |
| PSDF | Provincial Spatial Development Framework |
| PTP | Public Transport Plan |
| SANRAL | South African National Roads Agency Ltd |
| SAHRA | South African Heritage Resources Agency |
| SDF | Spatial Development Framework |
| SDP | Spatial Development Plan |
| SMME | Small, medium and micro enterprises |
| TPC | Town-planning compliant |
| UDZ | Urban development zone |
| VPADD | Voluntary proactive deal driven |
| VPUU | Violence Prevention through Urban Upgrade |
| WSUD | Water-sensitive urban design |

TERMS AND DEFINITIONS (A-Z)

| Term | Definition |
|--|---|
| Accessibility grid | The grid of structuring routes (development and activity routes and activity streets) that facilitates convenient public transport access and multidirectional movement between the district and other parts of the city and within the district (see also section 3.1.3). |
| Activities | In the context of the development guidelines (section 4), refers to the use of land or pursuits in particular locations that may be related to projects or programmes. |
| Activity route | See section 3.1.3 |
| Activity street | See section 3.1.3 |
| Aquifer | Area identified as reflecting physical extent of a water-bearing layer of soil, sand, gravel, or rock that will yield significant usable quantities of water. |
| Biodiversity | Biological wealth of a specified geographical region: including the different marine, aquatic and terrestrial ecosystems, communities of organisms within these, and their component species, number and genetic variation. |
| Biodiversity network | The map of protected and critical biodiversity areas (including natural vegetation and wetlands) for the city based on the fine scale systematic conservation plan, in accordance with legal requirements. |
| Business complex | Areas that are characterised by a mixture of commercial uses, (e.g. restaurants, banks and offices) and recreational uses such as commercialized entertainment located within one building, or a development complex. Residential uses may also form part of the mix. |
| Buffer 1 and 2 areas | See section 3.2.3 |
| Cemetery | A place for the burial of human remains, and may include ancillary buildings such as an office and chapel, but does not include a crematorium. |
| Civic precinct | Concentration of public facilities (e.g. schools, clinics, libraries) located in close proximity. See also section 3.3.3 |
| Coastal edge | Demarcated area around the coast, primarily established to protect coastal resources and to avoid hazards and financial risks pertaining to areas at risk of flooding. |
| Coastal node | Concentrated development at a specific coastal location. |
| Commercial / business area | General business activity and mixed-use development of a medium to high intensity. Whilst the focus of development of these areas is commercial (office and retail development) a mix of uses including high and medium density residential development could be appropriate in these areas. Industrial development is generally not suitable in these areas. |
| Connector route | See section 3.1.3 |
| Core 1 and 2 areas | See section 3.2.3 |
| Critical biodiversity areas | Critical biodiversity areas that are terrestrial and aquatic features in the landscape that are critical for conserving biodiversity and maintaining ecosystem functioning. |
| Critical ecological support area | Natural and rural areas with biodiversity importance which are essential for management consolidation, connectivity and viability of biodiversity in CBAs and protected areas. |
| Critical public link | Route link / public access that does or should serve to provide access to destination places and/or is associated with an existing or potential positive experiential quality relating to the surrounding environment along its length. |
| Cultural landscape | Sites and landscapes of historical significance, areas of scenic beauty and places of spiritual and/or cultural importance. |
| Densification | Increased use of space, both horizontally and vertically, within existing residential areas / properties and new developments, accompanied by an increased number of units. |
| Destination place | A place that forms a significant landmark or area of attraction and is part of the unique identity of Cape Town. Due to these qualities, these places hold potential for exploiting economic opportunities particularly in relation to their role as destinations for locals and tourists. |
| Development corridor | See section 3.1.3. |
| Development edge | A demarcated edge line defining the outer limits of urban development for a determined period of time; there are two types of edge lines, namely urban edge lines and coastal edge lines, - the former being a medium- to long-term edge line, where the line has been demarcated in a position to phase urban growth appropriately, or to protect natural resources. |
| Development route | See section 3.1.3 |
| District park | Park of landscaped / maintained open space with recreational facilities which serves the needs of several surrounding local communities or suburbs. Generally multifunctional, can include formal & informal recreational facilities, sports facilities including kick-about areas, playing fields & playgrounds (perhaps with play equipment). The diversity of activities caters for different age groups & may include a special interest component and/or a natural feature (e.g. river, water body or nature conservation area). |
| District plan | Document which includes integrated District Spatial Development Plan (DSDP) and Environmental Management Framework (EMF) |
| District spatial development plan | Document of which sections 4 and 6.2 feature as statutory components in terms of section 4(10) of LUPO. |
| Ecological buffer | Strip of land adjacent to a watercourse, wetland or vlei required for the protection and enhancement of aquatic and riparian ecosystems. |
| Flood prone areas | Areas that are susceptible to inundation by a specific recurrence interval flood (e.g. a 1:100 |

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| | year flood) which must be managed in terms of catchment management policies and by-law. |
| 50yr flood line | Line to which flooding is likely to occur on average once every 50 years. |
| 100yr flood line: | Line to which flooding is likely to occur on average once every 100 years. |
| Gap housing | Housing for households with a monthly income that fall outside the government housing subsidy income limit and find it difficult or are unable to access finance for housing in the private market (as their income is below the minimum typical income which would allow them to qualify for a conventional mortgage loan). |
| Incremental densification | Small-scale densification that is almost invisible, e.g. subdivisions and second dwellings. |
| Inclusionary housing | Used to describe the inclusion (preferably on site) of residential units targeted at the gap and/or rental (social housing) market as part of the development of new areas. Where contextually appropriate and feasible, a subsidy housing component may be targeted. |
| Industrial development | Allows for all forms of industrial uses, except noxious industries. Allowance is made for limited forms of non-industrial activity such as a factory shop, service station, motor repair garage, but these activities should not compromise the general use of the industrial area. |
| Informal settlement | Settlement area consisting of informal structures, the occupants of which may or may not have rights to the property or land upon which they reside. |
| Land use intensification | Refers to achieving a greater spectrum of mixed uses (commercial, industrial and residential) through the increased use of space, both horizontally and vertically, within existing areas or properties and new developments, accompanied by an increased number of units and/or population thresholds, in accessible, high-opportunity locations. |
| Metropolitan park | Park of landscaped / maintained open space with recreational facilities or an aspect of special interest which serves the needs of the metropolitan community. Generally significant in size and tend towards being large-scale multi-functional parks. Likely to be integrated with other large scale public facilities such as formal sports fields or with natural areas or including natural features such as a river or water body. |
| Mixed land use | Area of existing or proposed horizontal and/or vertical integration of suitable and compatible residential and non-residential land uses within the same area or on the same parcel of land; implies contextually-appropriate intensity of land use that should facilitate efficient public transport and a vibrant local urban environment. |
| Metropolitan open space system. | Inter-connected and managed open space network that supports interactions between social, economic and ecological activities, sustaining and enhancing both ecological processes and human settlements; includes natural areas, and active and passive recreation areas such as sports fields and parks, but also cemeteries, detention ponds servitudes, river corridors and road reserves to promote interconnection and multi-use. |
| Mobility | The ease with which people can travel with minimal delay on route. |
| Multi-functional | The combination of different yet compatible functions within one physical framework to serve a variety of social and community groups; allow for a wider range of facilities that reinforce one another in close proximity, offering greater access to potential users. Differentiation in activity may be physical (different activities on different floors or premises of the same building) or in time (using the same facility for different activities, but at different times). |
| New development area | An area earmarked for future development. |
| Nodal development | Significant and concentrated development in terms of scale, location, impact, diversity and agglomeration of functions (facilities, services and economic activities). |
| Non-motorised transport | Transport modes which are not motorised (e.g. walking and cycling). |
| Risk activity / noxious industry | Comprises hazardous and noxious land uses in terms of smell, product, waste or other objectionable consequences of operation, or that carry a high risk in the event of fire or accident. |
| Other ecological support area | Transformed (e.g. extensive agriculture) sites with conservation importance. |
| Other structuring open space | Open space which is not part of the biodiversity network or significant agricultural areas, but has been identified to promote access to open space for active and passive recreation. Whilst the focus is on areas that usable and accessible for most of the year, the identification has included cemeteries, detention ponds, servitudes, river corridors and road reserves in order to promote the notion of a linked open space system. |
| Overlay zone | A category of zoning applicable to a particular area or land unit which: (i) stipulates development rules in addition to the underlying zone or base zone requirements, which may be more or less restrictive; (ii) may include provisions and development rules relating to primary -, additional -or consent uses, limitations in addition to the underlying base zone, subdivision and subdivisional areas, special planning areas, development incentives, urban form, urban renewal, heritage and environmental protection, etc. |
| Potential high density development | Area proposed for new higher density development where the gross density should average 40+ 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. Controlled opportunities for home employment and low intensity mixed use development could be considered in these areas. |

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| Potential medium density development: | Area proposed for new medium density development where the gross density should average 25-40du/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. Controlled opportunities for home employment and low intensity mixed use development could be considered in these areas. |
| Potential low density development | Area proposed for new lower density development where the gross density could average 10-25du/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. Controlled opportunities for home employment, additional dwellings and low intensity mixed use development on could be considered within these areas. |
| Public transport interchange | Public transport interchange which supports the transfer of public transport users between modes (rail/bus/taxi), but also functions to support economic activity. |
| Publicly assisted housing | The realisation of a range of housing opportunities, formal or informal, that the public sector plays a role in providing or supporting through its housing programmes. |
| Railway station upgrade | Upgrading of the physical station buildings and/or station environment. This could include the development of station forecourts, public access and landscaping intervention. |
| Rural living estates | Extensive land units (ranging in size) located inside the urban edge. |
| Scenic routes (SR1 and SR 2) | Public roads that traverse areas of outstanding scenic quality or that provide a view of scenic areas. Scenic routes facilitate appreciation of Cape Town's natural, built and cultural heritage, and in themselves have become attractions. Two types of scenic routes exist – SR1 routes, which are limited access routes that traverse areas of high scenic quality and SR2 routes which traverse areas of high scenic quality and are frequently accessed. |
| Smallholdings | Extensive land units (ranging in size) located outside the urban edge. |
| Spatial concept | A concept used to describe a particular set of spatial features (e.g. urban node, civic precinct). |
| Strategic site | A land parcel or group of land parcels which due to its/their location or other unique attributes holds the potential to impact significantly on planning policy objectives such as densification and integration and in so doing make a significant contribution to restructuring the city. |
| Structuring element | Spatial aspect that provides structure or form to urban development (e.g. a main road provides structure to which land uses respond). |
| Subsidised housing | Housing supplied in terms of the National Department of Housing's housing subsidy scheme. |
| Transit station area | Refers to the areas that support transit (public transport) stations (including rail stations and trunk, road based IRT stations). These supportive areas are conceptually defined in the district plan, but are generally within comfortable walking distance of these stations (i.e. +/- 800m). Transit stations are categorised in the district plan (e.g. neighbourhood station / urban station), which provides an informant to potential development opportunities / desired land use mix in the supportive areas and which should be further defined and detailed at the local area level. |
| Urban civic upgrade | An area where public investment and/or improved urban management is required as a precondition for an improvement in the local social and economic conditions. These areas are generally strategically located to ensure that public investment has the greatest impact on the most number of people. |
| Urban development | Buildings and infrastructure with a residential purpose as well as offices, shops, community facilities and other associated buildings, infrastructure and public open space necessary to provide for proper functioning of urban areas and amenity and recreation. The term 'urban development' includes golf estates, vineyard estates with a residential component, equestrian estates with a residential component, rural living estates, eco-estates, gated communities and regional shopping centres, Urban development excludes noxious industry and generally excludes land for industrial purposes. However, service trades that generate a low impact on surrounding urban uses may be permissible if the nature and type of service trade is deemed to form an integral part of an area demarcated for urban development purposes. |
| Urban edge | See development edge. |
| Urban edge management zone | Zone or buffer area on either side of the urban edge, where land uses are to be managed to protect the integrity of the urban edge line. |
| Urban node | Area characterised by the intensity, mix and clustering of activities/land uses (including commercial/business development and associated employment opportunities, higher-order services and higher residential densities). See also section 3.1.3. |
| Zoning | A category of directions setting out the purpose for which land may be used and the land use restrictions (e.g. height limits, building lines, bulk, coverage) applicable in respect of the said category of directions by the scheme regulations. |
| Zoning scheme | A scheme consisting of scheme regulations and a register with (or without) a zoning map. |

ANNEXURE

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| Annexure A | Schedule of existing spatial plans/ policies |
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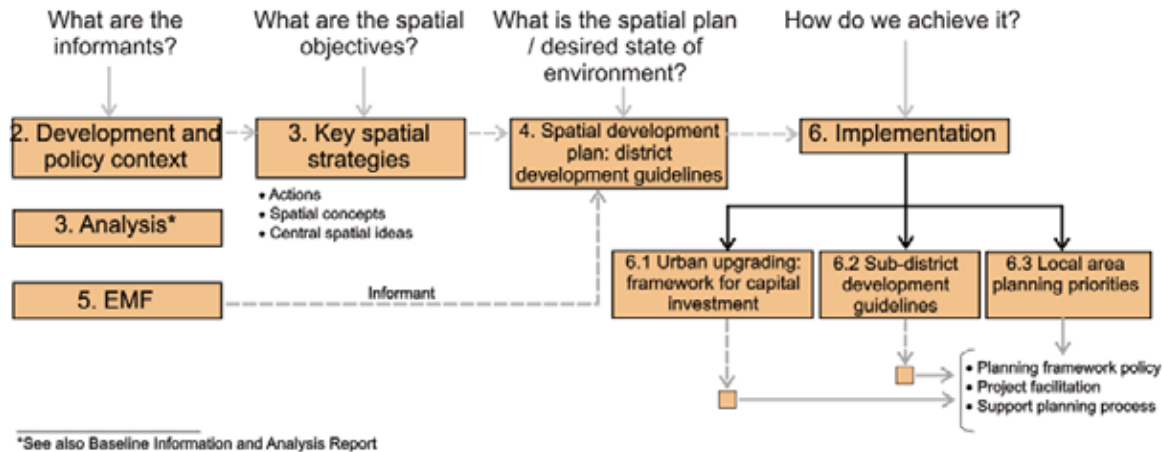
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1. INTRODUCTION

This District Plan forms one of 8 plans developed for each of the planning districts of the City of Cape Town (CoCT), all of them informed by the city-wide Cape Town Spatial Development Framework (CTSDF). Whilst this plan is grounded in a sense of the current realities in the District, 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 concepts and structuring elements), 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 diagram below summarises its contents.



1.1 Purpose

The District Plan is a medium term plan (developed on a +/- 10 year planning frame) that will guide spatial development processes within the District. It will pursue the several strategic actions including:

- Aligning with and facilitating the implementation of the Provincial Spatial Development Framework (PSDF), Cape Town's Integrated Development Plan (IDP) and the CTSDF within the District;
- Performing part of a package of decision support tools to assist in land use and environmental decision making processes;
- Delineating fixes and sensitivities which will provide an informant to such statutory decision making processes;
- Clearly giving direction to the form and desired structure of areas for new urban development as well as areas for land use change in the District in a manner that is in line with the principles and policies of higher level planning frameworks;

Note:

- This District Plan has been informed by a Baseline Information and Analysis Report prepared separately. It is used as an information source and it is not intended that this separate report be consulted for statutory decision making processes.
- The "District Plan" is the term given to the integrated "structure plan" or spatial development plan (SDP) and environmental management framework (EMF) as contained in this document.

- Providing a strategic informant to public and private investment initiatives which will assist in achieving the principles and policies of higher level planning frameworks;

- Informing the development of priorities for more detailed local area planning exercises and frameworks that should provide detailed guidance to land use management and public and private investment.

1.2 Towards a rationalised policy-drive land use management system

The City's planning framework comprised outdated plans with inconsistent status and conflicting development objectives. The City is updating and rationalising all aspects of the current planning framework guided by the relevant legislative and policy development environment. These initiatives promote a more responsive, flexible and policy-driven approach to land use management, in which a broader range of instruments and policies set the guidelines against which all land use decision-making takes place. The District Plan is one of the tools for evaluating applications for new or enhanced land use rights. The hierarchy and role of plans, policies and guidelines that form the cornerstone of the rationalised, policy-driven LUMS are outlined in Table 1.1.

Table 1.1: Hierarchy of spatial plans and policies

| Spatial plan/ policy | Purpose | What it is replacing/ adding to | Who approves | Legislation/ policy guiding approval |
|-------------------------------------|---|--|-------------------------------------|---|
| CTSDF | Long-term (20+ years) citywide spatial structuring elements and plans, and overarching policy framework | Guide Plans (citywide), Metropolitan Spatial Development Frameworks and sub-regional plans approved in terms of Section 4(6) of LUPO | Province Council | MSA LUPO (Section 4(6)) |
| DSDP | Medium-term (±10 years) district-level spatial development plans which indicate land uses in new development areas, and upgrade interventions | Selected district and local structure plans approved in terms of LUPO and policy plans of district and sub-district significance. | Council | LUPO (Section 4(10)) – provision on the lapsing of structure plans after a specified time frame City's system of delegations |
| Environmental Management Frameworks | Environmental Impact Assessment and review of development applications. | First EMF for the district | DEA&DP with the concurrence of DWEA | GN 547 of 18 June 2010 under the NEMA and draft EMF guidelines |
| Local Development Plans | Detailed SDF related to, for example, the management of land uses and detailed local-level planning such as density plans. | Selected local structure plans approved in terms of LUPO and policy plans of local significance. | Council | LUPO (Section 4(10)) City's system of delegations |
| Strategy/policy documents | Detailed issue/land use-specific policy parameters that should determine land use decisions, such as densification, urban edge, and guest houses and bed and breakfast (B&B) policy | Will replace or complement existing policies | Council | City's system of delegations |
| Development guidelines | Detailed guidelines that should inform land use decisions, such as fire protection guidelines and urban design guidelines (for example tall buildings guidelines) | Will replace or complement pre-existing guidelines | Council | City's system of delegations |

The CTSDf has initiated the process of rationalisation of spatial plans and policies by replacing the Guide Plans (Urban Structure Plans), where relevant, and previous metropolitan level planning frameworks. The District Plan will further contribute to the rationalisation of spatial plans through replacing selected section 4(10) and City approved spatial plans of relevance to district planning. The list of plans to be withdrawn is reflected as it pertains to this District in Annexure A.

Central to policy rationalisation efforts will be the **retention of a number of local development plans and policies that continue to provide direction** to development in parts of the metropolitan area. These will be reviewed over time and supplemented by new local plans in areas that are selected as priorities for local area planning initiatives. Selected local development plans and policies that will continue to provide direction are listed, where relevant, in relation to the sub-district development guidelines (see section 6.2) of the District Plan.

1.3 Legal status of the District Plan and consistency principle

The District Plan consists of two components, a District Spatial Development Plan (DSDP) and Environmental Management Framework (EMF) developed in terms of separate pieces of legislation:

- The DSDP term has been used to differentiate it from the CTSDf. It is however regarded as a structure plan as provided for in terms of section 4(10) of the Land Use Planning Ordinance (LUPO) of 1985 and/or the equivalent as provided for in terms of any subsequent legislation that may replace LUPO.
- The EMF has been developed in compliance with the requirements of the National Environmental Management Act (NEMA) Action 107 of 1998 and regulations pertaining to environmental management frameworks promulgated under sections 24(5) and 44 of the said Act.

The statutory components of the District Plan in terms of section 4(10) of LUPO include:

- Section 4: District Development Guidelines and the accompanying DSDP.
- Section 6.2: Sub-district development guidelines and accompanying sub-district plans.

The request for deviation from the will therefore only relate to cases in which the CoCT deems there is a conflict between a development proposal and the statutory components of the District Plan. The other maps, figures and text in the District Plan are included for illustrative purposes and are intended to broaden the general understanding of the DSDP and act as informants to the interpretation of the statutory components of the District Plan. The preparation of local development plans and the assessment of development applications should therefore be guided by due consideration of these informants when interpreting the statutory components of the plan.

As specified in terms of section 5(3) of LUPO, neither the CTSDf, nor the DSDP will confer or take away rights in terms of land. No guidelines or policies or any other provisions in respect of land designation that result from the CTSDf or District Plan shall create any rights or exempt anyone from their obligations in terms of any other legislation.

With regard to the EMF, no provision in law is made for its amendment or for deviation processes. It must, however, be taken into account in the consideration of applications for environmental authorisation in or affecting the geographical area to which the framework applies (see regulations pertaining to environmental management frameworks under sections 24(5) and 44 of NEMA (Act No. 107 of 1998)).

1.3.1 Determining consistency with structure plans

Determining policy compliance and measuring consistency between plans

In line with the consistency principle and hierarchical system of plans, a development proposal (or proposal contained in a lower-order framework plan) must be measured for consistency against the statutory components of the PSDF the CTSDf. The findings of such an assessment must be weighed as follows:

1. The statutory designation and/or text of the CTSDf provides for the proposal (and is generally in line with land development proposals);
2. The statutory designation and/or text of the CTSDf does not explicitly provide for the proposal; but on the other hand, the proposal is not necessarily clearly in conflict with the intent and purpose of the designation and/or text concerned;
3. The proposal is in conflict with the statutory designation and/or text of the PSDF or CTSDf.
4. The proposal is in conflict with the statutory designation and/or text of the District SDP and / or any other structure plan in terms of s4(10) of LUPO or CoCT approved local development plans / land use policies.

These four initial findings lead to different planning and procedural outcomes, respectively:

- In the case of (1), the proposal is considered to be policy compliant and evaluated further, without any further action in terms of the framework or plan against which the proposal was measured;
- In the case of (2), a consistency ruling must be made. If it is positive, the development proposal can be further evaluated or considered;
- In the case of (3), consideration may be given to amending the framework or plan against which the proposal was measured as provided for in terms of Section 34(b) of MSA and Section 4(7) of LUPO (or subsequent provisions in legislation, which may replace it). The amendment of the impacted framework or plan should occur prior to or simultaneous with any other applications in terms of LUPO. Should this amendment not be approved, the proposal is not supported and may not go ahead.
- In the case of (4), the CoCT can consider condoning a deviation from the approved policy. This deviation should be fully motivated as part of any LUPO or building plan applications that may be required. A guide is provided to inform the approach to considering these deviations (see second note below).

Note: The hierarchy of plans and the consistency principle

- In terms of the consistency principle lower order spatial plans and policies must be consistent with higher order spatial plans and policies.
- The CTSDf is deemed to be consistent with the PSDf. Should the provisions of plans of a lower order in the hierarchy (including local scale structure plans) be deemed to be inconsistent with the CTSDf, the CTSDf will take precedence.
- The DSDP, as a structure plan in terms of s4(10) of LUPO, is deemed to be consistent with the CTSDf. Should the provisions of plans of a lower order in the hierarchy be deemed to be inconsistent with the District Plan, the District Plan will take precedence.
- In cases where an amendment of the CTSDf is approved, a simultaneous amendment to the DSDP will be deemed to have been affected.

1.3.2 Relationship between the DSDP and EMF

The EIA regulations promulgated in terms of NEMA provide for the development of EMFs, which are intended to inform planning and environmental management. The various components of the EMF (as required in terms of the NEMA regulations) are spelt out in the reference guide in the front of the District Plan.

The CoCT has integrated an EMF into each of the DSDPs in order to ensure that the EMF effectively informs and responds to the planning context. The broad objectives of the EMF are:

Note: Guide to considering deviations from the district plan

If no amendment to the CTSDf is required, but the findings of the assessment of an application trigger 4 (see above), a deviation from the DSDP (relating specifically to the statutory components of the District Plan) could be considered.

Should a deviation from policy be determined to be necessary, this should be advertised as part of the land use application. The assessment of a deviation from the District Plan should be integral to the LUPO process (i.e. consideration of LUPO applications such as rezoning). In relation to considering deviation from the District Plan, reflection on the desirability of the proposed development (as specified in LUPO or replacement legislation), along with any possible negative impacts should be considered in the context of, but not limited to:

- The provisions of relevant legislation and higher order planning policy principles;
- Whether the proposal supports broader city planning imperatives (including the CTSDf) spatial development principles and strategies and city wide planning policies (e.g. policies relating to densification);
- Whether the proposal, in terms of proposed use and development form, supports the overall goals for the local area in which it is proposed, as reflected by CoCT policy (e.g. local area spatial development frameworks);
- Whether the proposed land use reflects general compatibility or appropriateness within the surrounding land use context;
- The extent of any negative impacts on safety, health and well-being of the local community that may be affected and the degree to which these can be mitigated against;
- The extent of opportunity costs in terms of considerations of the highest and best use of the site(s) in question;
- Whether there are likely to be unacceptable impacts on the environment;
- Any changes in underlying context (e.g. environmental features) or new information which potentially support a different view of development suitability (as may be reflected in the District Plan) at the location in question;
- Whether the land use is appropriate to occur in the proposed location at this point in time (i.e. a timing consideration related to growth informants, for instance the availability of bulk services).

- To inform and guide spatial planning in the District;

- To assist in facilitating investment;
- To function as a support mechanism in the environmental impact assessment process in the evaluation and review of development applications, as well as making strategic informed decisions regarding land use planning applications (as an integral part of the District Plan);
- To guide sustainable development in the area and determine the environmental management priorities; and
- To provide support to the process of delineating geographical areas within which specified activities are to be identified (or excluded from those listed) in terms of NEMA based on sensitivity of the environment to the potential impacts.

The EMF is developed as an input to the DSDP, whilst also having some overlapping components. This should not create confusion or a basis for misalignment as:

- the proposals of the District Plan (specifically the DSDP: district development guidelines, section 4) are also regarded as the “desired state of environment” (fulfilling the requirement for such a component of an EMF in terms of NEMA);
- the area / activity suitability matrix reflected as EIMZs should be read as an informant to section 4 (the spatial development plan: district development guidelines / EMF desired state of the environment) rather than a stand-alone component of the district plan.

In a limited number of cases, there are instances where significant environmental attributes are potentially impacted by the development proposals in the DSDP. These areas of impact are identified as part of the EMF in section 5. Development proposals in these areas would be evaluated as reflected in section 1.3.1 and would be subject to normal statutory processes where required in terms of LUPO, NEMA or other relevant legislation. Furthermore, a set of principles are proposed to guide the manner in which these “areas of potential impact” are addressed. These are included as Annexure B.

1.4 Alignment with Cape Town Zoning Scheme

The District Plan offers a broad level of guidance to decision making at the district scale with supplementary guidelines at a sub-district level. In many cases, there will be a need to develop policies and plans at a greater level of local detail that provide further direction to land use management decision making. As part of these local area planning initiatives, a number of potential products may be developed (e.g. local area structure plans or spatial development frameworks or plans, densification plans, urban design frameworks).

In addition to these policy and guideline tools, and with the approval of the Cape Town Zoning Scheme (CTZS), the concept of overlay zones is introduced. A number of these overlay zones will be put in place with the promulgation of the CTZS. An overlay zone may be imposed if it complies with the rules set out in the CTZS, and, as the City aims to establish a policy-driven Land Use Management system, it must as far as possible be preceded by local planning policies. The development or updating of such local planning policies may be motivated and prioritised through the District Plan process. Overlay zones are thus not developed as part of the District Plan itself. The introduction of overlay zones is not an inevitable consequence of local area planning initiatives, but needs to be considered carefully, based on the strength of individual motivation around the need for (more or less restrictive) development rules in addition to the underlying zone or base zone requirements. Overlay zones are a tool that would be employed on an exceptional basis, when it is critical and strategic that actual land use rights are managed to achieve the vision for Cape Town.

1.5 Overview of the District Plan drafting process

The drafting of the District Plan has been undertaken in line with the legislative requirements of LUPO as well as NEMA. The district plan has also been the subject of a process of internal

engagement within the CoCT. A rigorous and inclusive public engagement process is critical for the successful preparation of the District Plan(s) and as such has included three phases:

- **Phase 1:** In February 2008, the City initiated the first phase of the public engagement process in its 23 Subcouncil areas. The purpose was to launch the process; create a sense of public / stakeholder ownership of and involvement in the process; to elicit stakeholder views on the development issues facing Cape Town and also to identify the principles and strategic goals that should guide the preparation of the District Plan (and CTSDP).
- **Phase 2:** The aforementioned engagement informed the preparation of the draft District Plan(s) circulated for public comment between August 2009 and November 2009. The purpose of this round of engagement was to table and discuss the proposals contained in the draft District Plan(s) including the integrated EMF and DSDP.
- **Phase 3:** A final draft for public engagement was undertaken in 2011. This round of engagement was aimed at allowing for comments on the amended draft district plan(s), following which the final draft District Plan has been submitted to Council structures for approval. The EMF (as a component of the district plan) is submitted to the PGWC, (who have been granted concurrence of National government) for approval.

1.6 Review of the District Plan

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

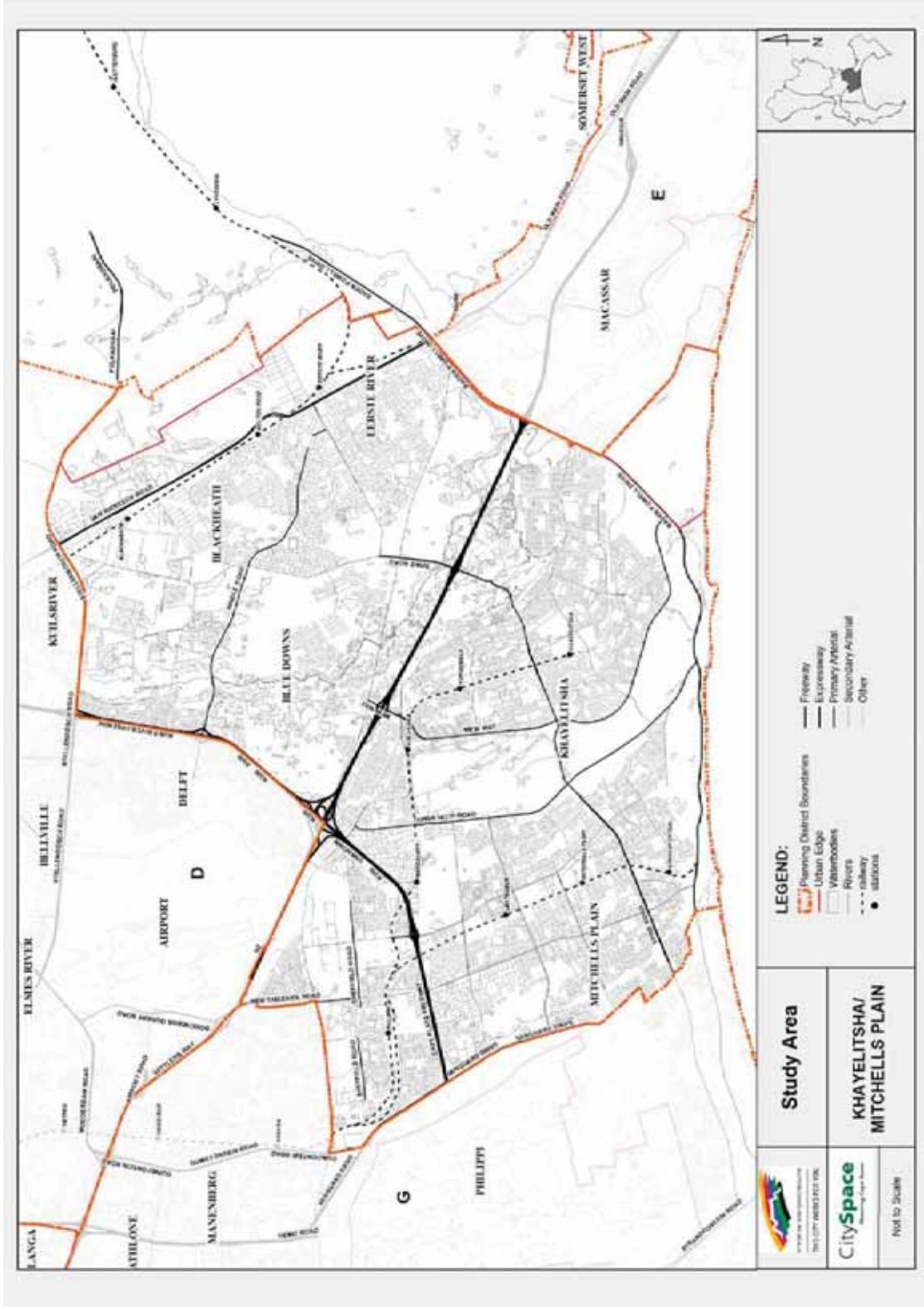
Table 1.2: Schedule for review of the District Plan

| Component of district plan | Scope of review | Period |
|--|--|---|
| District Plan (DSDP and EMF) | Comprehensive | 10 years |
| District Spatial Development Plan: district development guidelines | Limited, focussed on urban edge line. | 5 year basis to coincide with review period for urban edge line. |
| EMF (EIMZ) | Limited to components that are potentially dynamic (e.g. biodiversity network) | 5 year basis (may be updated more frequently) |
| Urban upgrading plan / framework for capital investment | Comprehensive | 5 year (if required) |
| Local area planning priorities | Comprehensive | 5 year (may be updated more frequently as progress made with local area planning initiatives) |

The District Plan could also be the subject of amendment as contemplated under section 4(7) of LUPO should this be necessary on a basis other than specified above.

1.7 Study Area

The study area includes Khayelitsha, Mitchells Plain, Blue Downs, Blackheath and Eersterivier and is bounded by the R300 (east of Blue Downs), Stellenbosch Arterial (north of Blackheath), Baden Powell (east of Eersterivier), Vanguard Drive (west of Mitchells Plain) and sections of Lansdowne Road, New Eisleben Road and the N2.



2. DEVELOPMENT AND POLICY CONTEXT

2.1 Legislative context

The District Plan, which forms a structure plan in terms of LUPO and an EMF in terms of NEMA, has also aligned with the requirements of legislation including:

- Municipal Systems Act (No 31 of 2000) and municipal planning and performance management regulations (2001): The District Plans compliment and support the CTSDF which is a central component of the IDP in terms of the Act. They provide guidelines for land use management and inform a Capital Investment Framework
- Development Facilitation Act (no 108 of 1996): Its principles apply in the Western Cape and have informed the preparation of the CTSDF and District Plan.
- NEMA (107 of 1998): it has informed the preparation of the district plan and specifically the EMF component.
- National Environmental Biodiversity Management Act (Act 10 of 2004)
- National Heritage Resources Act (Act 25 of 1999)
- National Land Transport Act (Act 5 of 2009)
- LUPO (No 15 of 1985): Section 4(10) makes provision for the preparation and submission of structure plans to council for its approval. The purpose is to lay down guidelines for the future spatial development of the area to which it relates in such a way as will most effectively promote the order of the area as well as the general welfare of the community concerned.

2.2 Strategy and policy planning informants

2.2.1 National and regional planning informants

The District Plan is developed and aligned to the CTSDF and as such, is aligned to a range of national and provincial planning informants including:

- The policy directives of the National Spatial Development Perspective
- Provincial Growth and Development Strategy (2008)
- Provincial Spatial Development Framework (2009)

2.2.2 Metropolitan and district planning informants

The District Plan seeks to detail the strategies and proposals of the CTSDF at the district scale. Proposals regarding land development and public investment in space have thus been informed by:

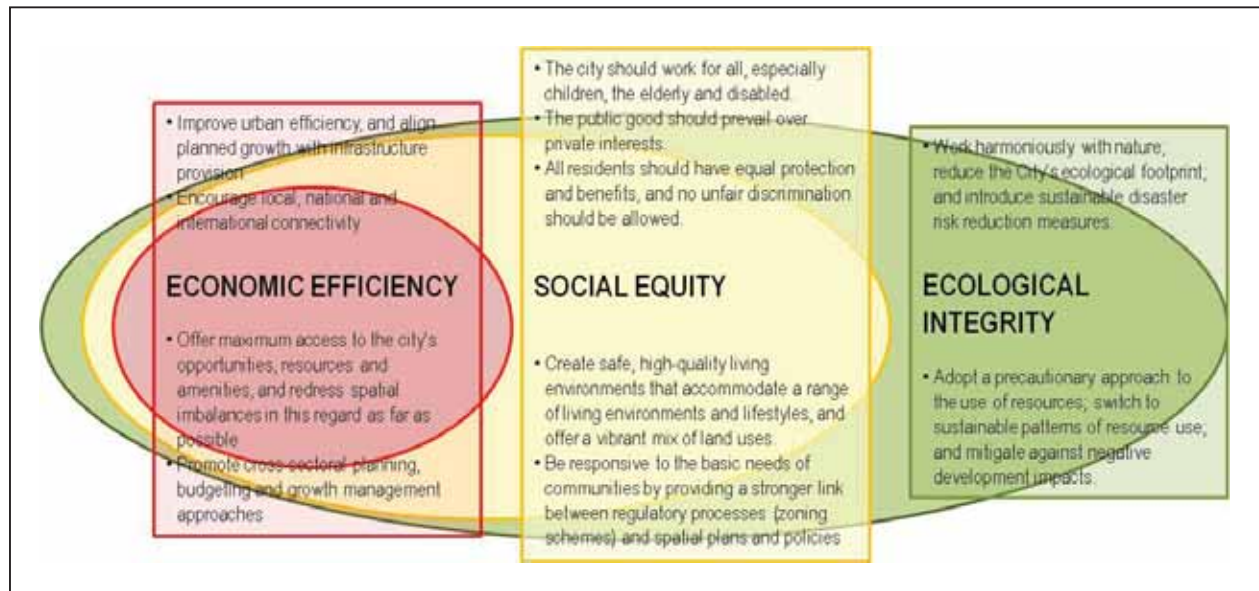
- The spatial principles reflected in the CTSDF which should be used to guide decisions regarding the future development of Cape Town as reflected in Figure 2.1.
- The three spatial strategies of the CTSDF – which have been detailed through the District Plan reflected in table 2.1:
- The spatial development policies and guidelines for land use management as detailed in the CTSDF.

Table 2.1: Key CTSDF Strategies to achieve sustainable, equitable and managed growth

| Strategy | Sub strategy |
|---|--|
| PLAN FOR EMPLOYMENT AND IMPROVE ACCESS TO ECONOMIC OPPORTUNITIES: To improve the accessibility of people to urban opportunities, the City must adopt an integrated approach to land use planning, economic development and transport operations. Spatial planning will have a limited impact on economic growth and development unless the key drivers of growth are recognised and land and infrastructure are made available to guide and support economic investment and facilitate specialisation in desirable city locations. To this end, the City must ensure that it remains competitive and capitalises on existing and future sectoral comparative advantages to promote economic integration and efficiency. A | <ul style="list-style-type: none">• Promote inclusive shared economic growth and development.• Address spatial economic imbalances.• Establish an integrated city-wide public transport system that supports the accessibility grid.• Integrate land use, economic and transport planning.• Support the rationalisation, upgrade and/or development of economic gateways, and manage land uses around the appropriately. |






| | |
|--|--|
| <p>clear spatial logic is necessary to inform economic investment and accommodate freight and logistics demands and improves access to economic opportunities.</p> | |
| <p>MANAGE URBAN GROWTH AND CREATE A BALANCE BETWEEN URBAN DEVELOPMENT AND ENVIRONMENTAL PROTECTION:</p> <p>To put Cape Town on a more sustainable growth path the City needs to protect and enhance its exceptional natural and rural environments. New urban development should be directed towards locations where its impact on critical biodiversity areas, wetlands and agricultural areas will be minimised. The City needs to promote a compact and efficient form of urban development. Densification must be promoted in appropriate locations in order to improve economies of scale and increase thresholds required for public transport. Urban expansion should be managed and ensure effective and efficient use of the city's resources. Planning decisions must be balanced, weighing the competing and conflicting demands of different interests in order to arrive at an optimum level of consensus to ensure short, medium and long term social equity, economic efficiency and environmental sustainability.</p> | <ul style="list-style-type: none"> • Facilitate urban development; • Support incremental development processes; • Encourage a more compact form of development; • Appropriately protect the citizens of Cape Town from hazardous areas/activities; • Appropriately manage urban development impacts on natural resources critical biodiversity networks; • Make efficient use of non-renewable resources; • Protect and enhance the city's rural environment. |
| <p>BUILD AN INCLUSIVE, INTEGRATED, VIBRANT CITY: The City must promote integrated settlement patterns in existing and new residential areas to accommodate Cape Town's growing population and redress social and land use fragmentation. An inclusive, integrated and vibrant city requires that basic services, social facilities and public open spaces are available and accessible to everyone. The City needs to promote equal opportunities, improve the quality of living environments, and reduce the levels of crime. Cape Town's heritage must be respected, protected and enhanced and a network of great destinations and public spaces should be established.</p> | <ul style="list-style-type: none"> • Transform the apartheid city; • Proactively support publicly-led land reform and new housing delivery; • Encourage integrated settlement patterns; • Enhance the unique sense of place and quality of built form of Cape Town; • Enhance the value of heritage resources and scenic routes; • Promote accessible, city wide destination places. |





Fig 2.1: PSDF and City Spatial Development Principles



Furthermore, as part of the preparation of the District Plan, several key metropolitan and district level plans have been reviewed and served as informants.

Table 2.2: Key metropolitan and district level plans

| Plan & Status | | Key features | Overview and Directives |
|---|---|--|--|
| City SDF: Approved 2011 |  | <ul style="list-style-type: none"> Enhance the accessibility and value of the natural and rural environment and open spaces for the people of Cape Town Establish an integrated grid-based movement system Consolidate and intensify development on the accessibility grid Direct urban growth and promote compact, integrated development Develop more great people places | <p>Whilst the metropolitan and district level plans vary in terms of the detail of certain proposals, several themes are consistent including:</p> <ul style="list-style-type: none"> Improving conditions for local economic development and recognising that job creation in this area of the City is critical. Improving environmental quality and rationalising the undeveloped open space. Improving access to public facilities by clustering them within nodes close to public transport interchanges. |
| Guide plan: Approved by PGWC, 1988 |  | <ul style="list-style-type: none"> Approved LUPO 4(6) plan Guidelines for location major land uses Promotes development of Philippi Industrial Area | |
| MSDF redraft: Adopted by Council, 2001 |  | <ul style="list-style-type: none"> Protect natural resources (Urban Edge) Open space system (MOSS) Densification at points of high accessibility (Nodes) – Philippi metro node. Densification on key public transport routes (Corridors) | |
| Metro South East Sub-regional Plan | | <ul style="list-style-type: none"> Philippi node Activity routes and streets MOSS | |
| Urban Renewal SDF Draft 2006 |  | <ul style="list-style-type: none"> Emerging areas of economic opportunity (hierarchy of nodes) Network of linkage to rest of City (activity routes) Enhanced environmental amenity (Rationalised MOSS, Coastal nodes, new parks) | |
| Mitchells Plain: Local Area SDF (2000) |  | <p>Local plan through district level impact.</p> <ul style="list-style-type: none"> Activity nodes associated with mixed use development and clustered public facilities. Activity streets Open space system | |

| | | | |
|--|---|--|--|
| Khayelitsha Spatial Development Framework 1999 |  | Local plan though district level impact. <ul style="list-style-type: none"> • Nodes and critical links and gateways into the urban area • The rationalisation of public facilities • Increasing the potential for economic activity at points of high accessibility • The identification of redevelopable and vacant land • A positive interface with nature areas on the edges of Khayelitsha • Defence of strategic land to ensure future opportunities are not excluded | |
| Structure plan proposal for Philippi East (1993) |  | The overall goals of the plan for this plan are: <ul style="list-style-type: none"> • To create an environment which promotes individual and community potential and access to opportunities • To offer choices of working, living and social opportunities which contribute to a stable and enriching environment which improves the quality of life. | |
| Oostenberg Spatial Development Framework (2001) |  | <ul style="list-style-type: none"> • The study area covers the Greater Blue Downs area. • The primary aim was to create a new spatial framework for the study area, replacing old and fragmented planning. | |
| Greater Blue Downs Spatial Development Framework (GBDSDF) 2000 |  | <ul style="list-style-type: none"> • The primary aim was to establish a new consolidated spatial framework for the Greater Blue Downs Area to address the problem of outdated and fragmented planning in the study area. • The plan was intended to form the basis for more detailed planning for the study area. | |
| Floodplain and River Corridor Management Policy (May 2009) | | The policy aims to <ul style="list-style-type: none"> • Protect watercourses and wetlands. • Limit/manage development on flood prone areas. • Protect life and property in high risk areas. | |

2.3 Local area planning informants

In addition to the above district scale policies and plans, there are a number of local area plans that have relevance to the District. These plans have been considered to carry through any relevant and scale-appropriate proposals into the District Plan. These plans include:

- Greater Blue Downs Spatial Development Framework (2000)
- Mitchells Plain LASDF (2001)
- Khayelitsha SDF (1999)
- Lentegour Urban Design Framework
- Kapteinsklip Urban Design Framework (2001)
- Macassar Dunes Management Plan (2001)
- Weltevreden Valley Local Area Structure Plan (1989)
- Blue Downs CBD Spatial Development Framework(2002)
- Eersterivier CBD Spatial Development Plan and Strategy -Technical draft: (2001)

3. KEY SPATIAL STRATEGIES

The District Plan gives effect to the key spatial strategies proposed by the CTSDf at a district scale. These strategies are used as a basis for organising this chapter in relation to four key questions:

1. **What are the key spatial planning challenges facing the *Khayelitsha-Mitchells Plain-Greater Blue Downs District* now?** Key issues are drawn from the *Khayelitsha-Mitchells Plain-Greater Blue Downs District Spatial Development Plan: Baseline Document*, which provides detailed information on the state of the District.
2. **What action is needed to address these challenges?** This includes an articulation of a number of spatial objectives (both in terms of the role of the Khayelitsha-Mitchells Plain-Greater Blue Downs District in the City and at an intra-district level), which aim to address the key issues identified.
3. **What are the general structuring elements and spatial concepts?** These are proposed by the CTSDf and the District Plan contributes to addressing those challenges.
4. **Associated with these spatial concepts and structuring elements, what are the central spatial ideas around which proposals for the future spatial development of the *Khayelitsha-Mitchells Plain-Greater Blue Downs District* will be built?**

The chapter concludes by bringing together the ideas into a spatial vision and a composite spatial concept for the *Khayelitsha-Mitchells Plain-Greater Blue Downs District*.

Key issues are drawn from the *Khayelitsha-Mitchells Plain-Greater Blue Downs District Spatial Plan: Baseline Document – Volume 1*, which provides detailed information on the state of the District. The required action in the District is reflected in the articulation of a number of spatial objectives (both in terms of the role of the District in the city and at intra-district level), which aim to address the key issues identified. Finally, a number of central spatial ideas (e.g. reinforcement of land use around a multi-directional accessibility grid) are proposed as the means through which the strategies can be achieved.

3.1 Strategy 1: Plan for employment and improve access to economic opportunities

This strategy focuses on encouraging both formal and informal economic development in accessible locations in order to ensure accessible opportunities to a broader range of people.

3.1.1 Khayelitsha–Mitchells Plain–Greater Blue Downs District now

This section identifies the key challenges in respect of the economic activity and employment in the District, giving consideration to the form and functioning of economic activity, the relationship between transport systems and (economic) land use and reflecting on accessibility of economic opportunities in the District.

A number of issues require consideration in respect of the District in relation to the City of Cape Town as a whole. These include the following:

Population and socio-economic issues

- The district represents some of the most marginalised areas in the city with very limited economic activity and with 42.8% of the District's population unemployed (the highest level of unemployment in the City of Cape Town).
- A drastic increase in the population of this District, especially the Greater Blue Downs (which is anticipated as a major growth area because of development opportunities represented by large tracts of vacant land) is expected. The potential growth of the District has implications for an increase in the need for community facilities, public transport infrastructure and employment opportunities.

Economy and development

The preconditions for investment and economic development in this District have historically been poor. The attractiveness of the area as a location for investment has been limited by:

- The broad locational issue (the area is spatially dislocated from the economic drivers in Cape Town, which include major concentrations of employment)
- The poor structure of connections with surrounding areas and the rest of the metro. (e.g. lack of north-south links/connections and lack of direct access to the Philippi Industrial Area).
- The concentration of poverty in what were planned as dormitory suburban areas.
- Perceptions of 'risk' associated with the area. As a result the District suffers from a lack of investment and lacks in economic property, with very low commercial and industrial property values.
- The low percentage of economic property in relation to the rest of the City requires a large percentage of people within the District to travel outside the District to access employment, often at great cost.
- Unemployment within the District is further increased by unrealised latent economic potential common in parts of the District, particularly in the Philippi industrial area and within the False Bay coastal nodes. The features of the natural environment with economic potential are not capitalised upon as a result of a range of factors such as poor accessibility, limited investor confidence, safety and insufficient thresholds for viable economic activities.
- Recent investments that have occurred (which reflect both changing perceptions of the area and recognition of the opportunity reflected by the local market), have often been in the form of shopping mall development and the extension of chain stores rather than a mix of economic activity with greater job creation potential (including industrial and other commercial activity). As such, most employed residents in the area continue to travel to other areas of the City to access employment, often at significant costs due to the distances and changes of transport mode required.

Informal economy

- A significant component (whist difficult to quantify) of the District's economy is made up of informal economic activity. Small and micro enterprises also reflect a level of vibrancy in the District.
- Informal activity reflects a dominance of retail functions mainly concentrated around the main public transport interchanges and along heavily utilised pedestrian routes. Much of this activity operate on limited margins and is based dominantly on narrow retail functions.
- The ability of the informal sector to grow and generate further employment is limited by a range of factors. Some of these factors are associated with the physical environment.
 - Generally, the spatial structure of the area does not support small business activity. Movement routes are generally focussed on maximising mobility and do not support the agglomeration of business activity in response to flows of energy.
 - Little provision in made in terms of allocation of appropriate space for informal traders operating at numerous transport interchanges.
 - Small formal business centres have, in many cases, been planned in a neighbourhood manner, with local businesses being poorly located in terms of capturing passing flows.
- Informal activity has, in some cases, overcome this by operating in exposed road reserve locations, though this has led to a certain conflict of use of these areas. With more recent formal business activity seeking out the limited number of exposed locations (particularly at transport interchanges), conflicting imperatives for economic activity in these areas has become evident.

Movement

- As a result of limited local job opportunities within the District, there is significant demand for movement (particularly work-related travel) to areas outside the District. Pedestrian movement is the most significant mode of movement with high foot movement zones located around the transport interchange generators. For both work and non-work travel, there is also strong reliance on public transport (particularly rail in Khayelitsha, although bus and taxi use are significant in all areas).
- The strong reliance on public transport is reflected by the fact that several public transport facilities in the District are amongst the busiest in the City, with Mitchells Plain public transport interchange (PTI), Nolongile PTI, Philippi Station and Nonkqubela PTI all reflect more than 30 000 passenger trips per day.
- The District is relatively well served by passenger rail with 14 rail stations. Several of these stations form significant interchanges with road based public transport including Philippi Station, Mitchells Plain PTI, Nolongile PTI, Eerste Rivier station and Nonkqubela PTI.
- The Blue Downs rail link proposed between the Khayelitsha rail line and the Strand rail line through Mfuleni and Blue Downs has been prioritized by the Western Cape Regional Rail Plan (2006). It is an important link currently missing from the Cape Metropolitan rail network as it will enable the restructuring of Cape Town's rail network from a radial system into a circular system, thereby providing more efficient rapid transit and facilitate the strong movement desire line between the Bellville area and the Metro South-east.
- Connection of the District with the north and north eastern metro remains a constraint. Planned links will assist in addressing this including the Saxdowne Road connection north of Old Faure Road. East west connection is limited due to the Philippi Horticultural Area (PHA).

3.1.2 What action is needed?

The following spatial objectives are aimed at addressing key spatial challenges and are relevant to the district in relation to the economy and movement networks of the City as a whole. They include:

- **Maximise corridor opportunities:** Reinforce and support established concentrations of economic activity within the District which hold competitive advantage, particularly where they can be accessed via key movement routes/public transport routes.
- **Intensify development around nodes:** Encourage attraction of further investment into the District's established economic areas (Khayelitsha Business District, Nolongile/N2 axis,

Mitchells Plain Town Centre and the Promenade) and emerging economic areas (Blue Downs CBD, Mfuleni and Eerste Rivier), as well as into areas with latent economic potential such as Philippi Industrial area and the Kapteinsklip/Mnandi nodal area.

- **Facilitate better access to economic opportunities:** Facilitate better access to economic opportunities in other parts of the City by facilitating efficient movement through the District towards metropolitan economic centres and improving transport links between the metro south east and the main economic centres of the city. Key opportunities include a focus on improving public transport to the west via Lansdowne Road and north via Symphony Way.
- **Improving public transport:** Support the development of an efficient, integrated and complementary non-motorised and public transport network within and across the District.
- **Provision for NMT facilities must be prioritised:** NMT Pedestrian access is a priority in this District and as such investment in MNT facilities and infrastructure must be prioritised to ensure safe pedestrian access. NMT intervention should focus on:
 - Main movement generators (including public transport interchange/station areas)
 - Critical public links which connect to destination places and movement generators and
 - Linked internal open spaces.
- **Create a more sustainable economy:** Reinforce and support a hierarchy and range of economic areas which hold competitive advantages within the district;
 - Encourage economic development to locate on, or adjacent to, the accessibility grid, along identified activity routes and development corridors.
 - Transformation of townships and informal settlements into economically integrated residential neighbourhoods through urban upgrading and renewal.
 - Encourage expansion and infill of existing industrial areas.
 - Safeguarding, enhancing and improving access to the coast to take advantage of the unrealised potential of Monwabisi and Mnandi coastal resorts and the crucial recreational and economic development role of these assets.
- Intensify development in proximity to the accessible existing economic centres to facilitate thresholds to support them.
- Encourage the creation of new economic opportunities at locations with economic viability within the District by carefully considering the location and the form of such activity, as well as encouraging the requisite thresholds/ residential development to support them.
- Facilitate integration of economic activity by facilitating and creating the space for greater interaction and synergy between formal business, small business and the informal economy in locations to which it is suited.
- Ensure the informal sector and small businesses are not excluded from economic centres.

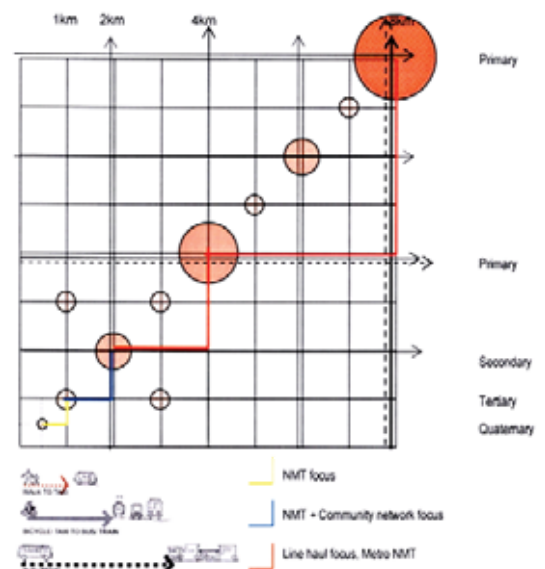
3.1.3 Spatial concepts and structuring elements

Spatially, the movement system needs to provide convenient access to jobs and other opportunities and to further concentrate employment in areas that are convenient and easy for people to access. In this regard, several spatial structuring elements and concepts are significant in thinking about the spatial organisation of the City and District:

a) The multi-directional accessibility grid

The aim is to set up a grid of accessibility that facilitates convenient access and multidirectional movement between the District and other parts of the city ("primary accessibility grid") and within the District ("secondary accessibility grid") which will feed the primary grid.

This grid will comprise a hierarchy of routes which provide varied, but complimentary roles in terms of accommodating a continuum of mobility and accessibility functions.



The **primary accessibility grid** incorporates:

- **Activity routes:** Activity routes are characterised by strip and/or nodal urban development along sections of the route. Activity routes are generally supported by a mix of land uses and higher density urban development. Activity routes are characterised by direct access and interrupted movement flows, especially at bus and taxi stops and traffic lights.
- **Development Routes:** Development routes have a greater mobility function than activity routes. Mixed land use and higher-density development tend to be nodal, with access provided at intersections and generally linked to parallel and connecting side routes. Development routes may include short stretches of activity route-type development.



The primary accessibility grid is supported by a system of mobility links, which play a key role in reinforcing urban structure and include:

- **Urban freeways:** Urban freeways fulfil a mobility function, and do not permit direct accessibility to abutting land uses. The high connectivity provided by direct freeway/expressway connections tends to attract manufacturing, warehousing, major retail and industrial land uses. These opportunities tend to be realised around key intersections / off ramps and roads running parallel or linked to urban freeways.
- **The rail network:** the rail network provides for mobility over longer trip distances. The stations supporting the rail service are primary points of accessibility, particularly when associated with areas of high road based accessibility and can generally support intense concentrations of activity and medium to high land use densities.

The **secondary accessibility grid** incorporates:

- **Activity Streets:** Activity streets are characterised by strip and/or nodal urban development along sections of the route, although generally of lower intensity than typically found on activity routes. Activity streets are generally supported by a mix of land uses and medium-higher density residential development. Activity streets are characterised by direct access and interrupted movement flows, especially at bus and taxi stops and traffic lights.
- **Other structuring route:** Routes which provide structure (ordering land use configuration and intensities) to local areas and may accommodate a mixed activity / mobility function, but do their role in accommodating activity is less intense than activity routes/streets.

The secondary accessibility grid is supported by a system of lower order mobility links which may include:

- **Connector route:** Connector routes connect different areas of the city and are typically characterised by high volumes of fast-moving traffic. In some instances, direct access to abutting land uses and residential properties is provided along connector routes.

The hierarchical, multidirectional accessibility grid envisaged for Cape Town lays the foundation for the routing and service design of an Integrated Public Transport Network (IPTN) intended to place over 85% of the city's population within 1 km of a high-quality public transport system. The IPTN will inform a hierarchy of public transport services relating to the accessibility grid, including:

- A **rail service** that provides a high-performance, high-volume and safe public transport service, which will be the preferred mode of choice of long-distance commuters. Conceptually, this service should be provided at 8-16km intervals on a city-wide to district level - forming part of the *Primary* tier of the accessibility grid.

- A **road based trunk service**, provided by articulated and standard buses on dedicated and semi-dedicated right-of-way infrastructure that offers an 18-hour frequent and rapid service along major metropolitan and district level roads, and along development and activity routes – forming part of the *Primary* tier of the accessibility grid.
- A **community (feeder and distribution) service**, at 4-8km intervals, provided by standard buses and smaller vehicles, that feeds into the trunk bus and rail services. The community service will operate at a district to inter-suburb scale, along district-level activity routes and streets – forming the *Secondary* tier of the accessibility grid.
- **Pedestrian and cycle lanes** should be provided along public transport routes and around public transport stops, stations and interchanges to facilitate safe and convenient access to public transport services – forming the *Tertiary and Quaternary* tier of the accessibility grid.

Note: The route designation reflected above does not replace the City's Hierarchical Road Network Classification system, nor is it intended to run in parallel as a duplicate classification system. Annexure E describes the relationship between the CTSD / District Plan route designations and DoT, the PSDF and the City's hierarchical road classification network.

STRATEGY 1: THE CENTRAL SPATIAL IDEAS

a) Khayelitsha-Mitchells Plain-Greater Blue Downs: The multi-directional accessibility grid

The integration of rail and road movement network and easy accessibility to interchanges or points of access where the secondary accessibility grid (community/feeder public transport network) meets the primary grid (18hr public transport network) are central to the functioning of the District. The specific function of each of these routes should be reinforced to support the larger system, with a particular priority on good public transport, with rail as the backbone, and also including local non-motorised transport.

In this context, the central spatial ideas in relation to the **accessibility grid** highlighted in the district spatial concept include:

The reinforcement and expansion of the “primary accessibility grid” (see Figure 3.2):

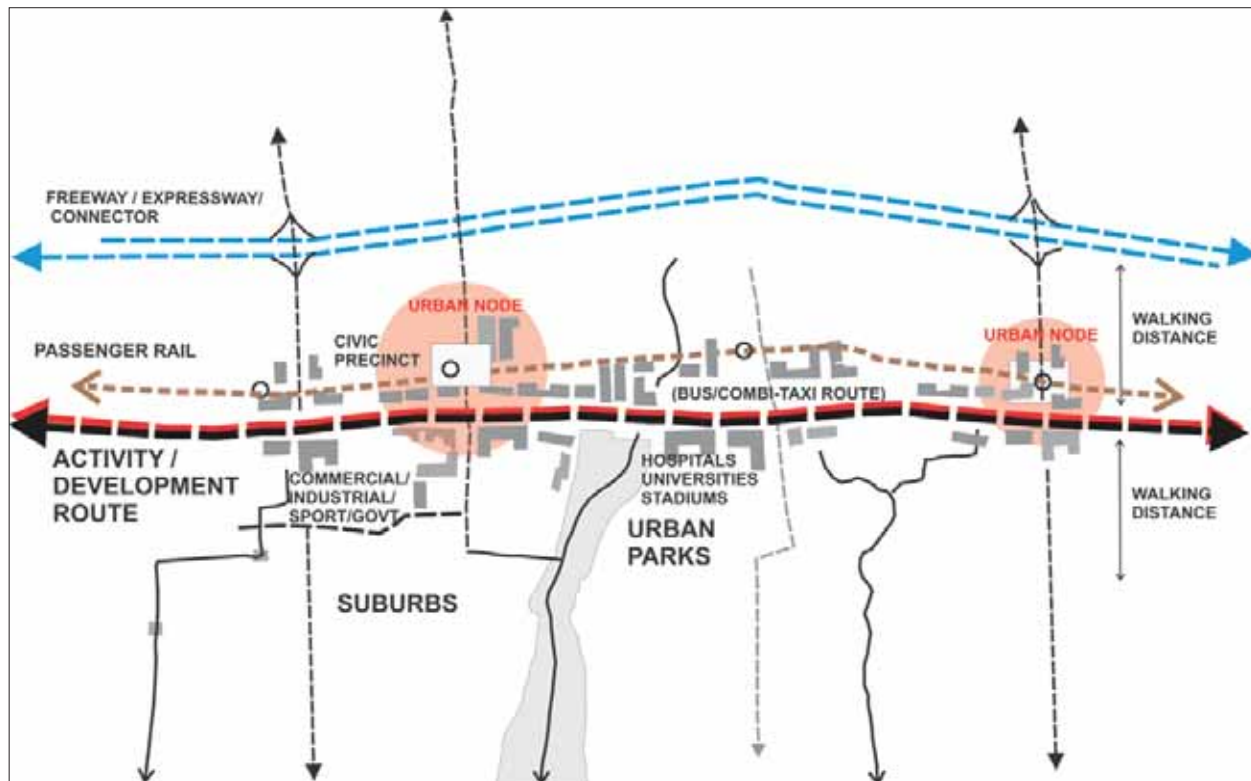
- The reinforcement of the **“primary accessibility grid”** is informed at the city scale by:
 - The primary north south axes: Bonga and AZ Berman promoted as activity routes associated with a parallel rail system and district nodes (the centre of Khayelitsha and Mitchells Plain).
 - The primary east west axes: Lansdowne Road promoted as an activity route associated with a parallel rail system and linking district nodes. This axis further connects the southern portion of the City through the Philippi and Khayelitsha areas to the Helderberg District (Strand / Somerset West);
 - Linkages to areas of economic importance outside of the District via Sheffield Road (linking west), Symphony Way (linking north), Mew Way / Saxdown Road (linking north) and Spine /Eersriv Roads (linking north).
 - The secondary east west (Spine Road) and north south (New Eisleben) development route connections.
 - The secondary east west development route connections being established with Stellenbosch Arterial and Hindle Road.
 - Establishing an activity route (partially) through Blue Downs (proposed rerouted Eerstriv Road) to link in future across Stellenbosch Arterial with Erica Drive across the R300.
 - Establishing an activity corridor along Forest Drive.
- In addition to the above, reinforcing the development of a **“secondary accessibility grid”** feeding local movement generators and the primary grid including:
 - A system of local activity streets within the area.
 - A range of other structuring routes which contribute to the completing the secondary accessibility grid;
 - A system of interchanges or points of access where the secondary accessibility grid (community /feeder public transport network) meets with the primary grid (line haul, 18hr public transport network).
- **Development of North-South Links:** The integration of the broader Khayelitsha and Mitchells Plain to the Greater Blue Downs area by rail, road and NMT links is a critical and should be prioritised as such.
- **Mobility Network:** The mobility network, including rail, freeways (N2, R300, Vanguard Drive) and connector routes (Baden Powell, Faure Road, Saxdowns link, Spine Road Extension), plays a key role within the District as a whole. The mobility network should thus be reinforced, along with the provision of a quality public transport service to ensure these functions are met.

b) Areas of land use intensification

The City's intention is to encourage land use intensification along the accessibility grid to ensure that the opportunities they offer can be accessed by a broader range of people (see Table 3.1). The process of land use intensification refers to achieving a greater spectrum of mixed uses (commercial, industrial and residential) through the increased use of space, both horizontally and vertically, in accessible, high-opportunity locations. Employment-generating activities, retail development, social facilities, public institutions and intensive mixed-use and residential development should be encouraged on and adjacent to the accessibility grid, particularly the primary accessibility grid. The spatial organisation of development in the areas of land use intensification can take a variety of forms, including development corridors, strip development and urban nodes.

- **Development corridors:** Development corridors are broad areas of high intensity urban development centred around activity and development routes. They are characterised by a dynamic, mutually supporting relationship between land use and the supporting movement system. Development corridors are generally supported by a hierarchy of transport services which function as an integrated system to facilitate ease of movement for private and public transport users. Corridor development is focused predominantly on activity / development routes serviced by mass rapid public transport services (i.e. rail or BRT), however, the system of routes may serve different functions, with some routes combining route functionality in terms of accessibility and mobility. Figure 3.1 shows the basic elements of development corridors, including activity routes, passenger rail, stations, modal interchanges and freeways/expressways. The combined operational capacity of the public and private transportation system supports a mix of land uses, and enables the development of medium and high levels of land use intensity.

Fig. 3.1: Development corridor



- **Urban nodes:** Urban nodes are characterised by the intensity, mix and clustering of activities or land uses (including commercial/business development and associated employment opportunities, higher-order services and higher residential densities) at points of maximum accessibility, exposure, convenience and urban opportunity. The generative capacity of an urban node is generally a function of the mix of land uses that it supports and its position in the accessibility grid (see Table 3.1). The role and function of urban nodes is differentiated in terms of scale (metropolitan, sub-metropolitan, district, local) based upon its structural position within the accessibility grid, and the intensity and mix of land uses it supports. Urban nodes are identified as areas for further land use intensification, clustering and reinforcing economic land uses, public services and high-density residential development.

Table 3.1: Alignment and hierarchy of the accessibility grid and areas of intensification

| Accessibility grid | Span | Associated development | Scale of operation | Areas of land use intensification |
|--------------------|----------|------------------------|-----------------------------|--|
| Primary | 8–16 km | Metropolitan node | Citywide | Corridor/strip development/urban nodes |
| Primary | 4–8 km | Sub-metropolitan node | Sub-metropolitan | Corridor/strip development/urban nodes |
| Secondary | 2–4 km | District node | Inter-district significance | Strip development/urban nodes |
| Tertiary | 1–2 km | Local nodes | Inter suburb | Usually urban nodes |
| Quaternary | 0,5–1 km | Neighbourhood centre | Suburb | Usually nodal |

- **Strip type development:** Strip development is characterised by intense and mixed use development often located along portions of activity routes/streets and development routes. Depending on the intensity of development, the width of the strip could range from half a street block to two or more blocks. The mix of activity along these strips may vary, with some areas having a stronger commercial/retail focus, while other may be characterised by dense residential development.

Other forms of intensification of development on the accessibility grid (development routes, activity routes and streets) could be encouraged in a locally appropriate manner including:

- **industrial areas** where the changing of their nature is supported by the District Plan;
- particular **business complexes** that are on the accessibility grid (development and activity routes / streets);
- areas associated with **transit stations (system of rail stations and the IRT trunk stations)** especially those which are a component of identified urban nodes. With regard to these areas, a typology of opportunities is proposed which considers the transport and land use role of the transit stations (rail and IRT trunk stations) and associated areas (comfortable walking distance from the station) in the broader urban system (see table below). Transit station areas that are associated with urban nodes as well as associated significant foot movement (based on their role in the transit system) are generally more likely to support more intense mixed use environments.

Table 3.2: Transit (Rail and IRT trunk) station precinct typology

| Transit station area typology | Land use character / role | Intermodal connectivity | Structural urban position | Example station |
|-------------------------------|---|--|---|-------------------|
| Metropolitan station | High intensity land use mix (office, residential, commercial, civic and government) | Major intermodal connectivity and destinations | Generally associated with metropolitan urban node | Cape Town Station |

| | | | | |
|-----------------------------|--|---|--|--------------------|
| Major urban station | Mix of office, retail, residential, commercial and public uses | Major intermodal connectivity | Generally associated with sub-metropolitan / district urban node | Wynberg Station |
| Employment station | Specific industrial / commercial uses and destination | Limited intermodal connectivity | Generally associated with industrial area. | Blackheath Station |
| Urban neighbourhood station | Local centre of activity, live, work, shop | Transit feeder station with parking | Generally associated with local urban node | Rondebosch station |
| Neighbourhood station | Primarily residential function. | Local transit feeder station with limited parking | Likely to reflect embedded position in urban fabric. | Harfield Station |
| Coastal station | Coastal amenity with surrounding residential / tourism / restaurant orientation. | Limited intermodal connectivity | Generally outlying areas with minor urban catchments. | St James Station |

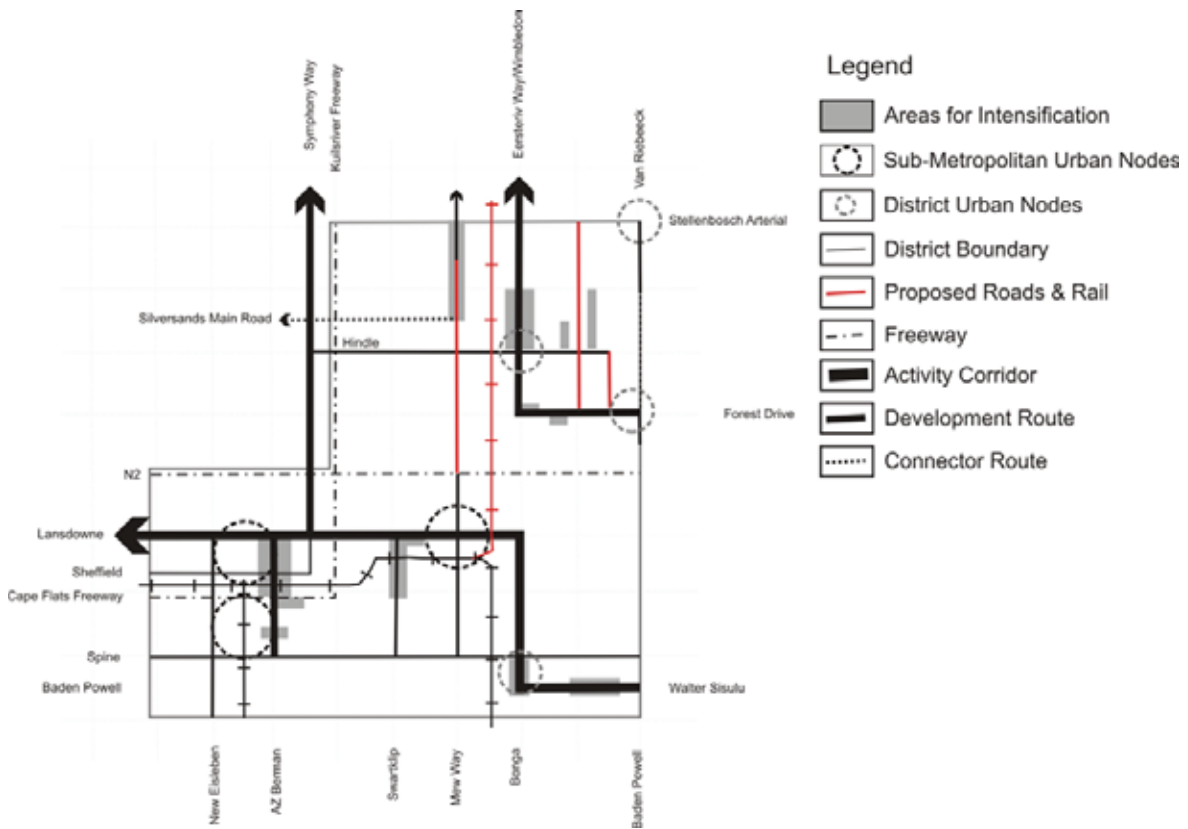
STRATEGY 1 - THE CENTRAL SPATIAL IDEAS

b) Khayelitsha-Mitchells Plain-Greater Blue Downs District: Areas of Intensification

The plan identifies the following as areas for intensification.

- **Station areas and main public transport road corridors as the primary area for intensification:** The primary focus of intensification should be along areas of high exposure (areas associated with the accessibility grid) such as along station areas and main public transport routes (see grey areas on fig 3.2 corresponding with activity routes and the rail network). This will support public transport in the corridor and build on existing positive patterns of development.
- **Intensification within the district nodes:** including the Khayelitsha CBD, Mitchells Plain CBD, Blue Downs CBD, Stock Road, Nolungile/N2 axis, Mfuleni, and Eerste Rivier CBD (see nodes indicated on figure 3.2 below).
- **Intensification in suitable locations abutting development and activity routes** (as identified in section 4.4) including Lansdowne Road, Hindle Road, Stock Road, van Riebeeck Road, Eerstriv Way, Bonga / Lwandle / Walter Sisulu Drive and AZ Berman / Stock Road (see grey areas indicated on fig. 3.2 below).
- **Urban infill and urban renewal/upgrading:** Areas for new settlement growth include infill sites within the district and upgrade of informal settlements that are located on land suitable to urban development.
- **Local urban nodes in a “pedestrianized context”:** The establishment of a hierarchy of urban civic precincts/nodes of a district and local scale associated with the accessibility grid, rail stations and public transport interchanges hold potential for local economic development. In general these nodes should be promoted as areas for intensification local mixed use / commercial development. A priority is also placed on supporting the informal sector through appropriate upgrading interventions associated with structuring routes.

Fig. 3.2: Khayelitsha-Mitchells Plain-Greater Blue Downs District: Accessibility grid and areas for intensification



3.2 Strategy 2: Manage a sustainable form of urban growth and create a balance between urban development and environmental protection

This strategy focuses on managing the pressures of urbanisation in a deliberate and coordinated manner and one that is environmentally sustainable.

3.2.1 Khayelitsha-Mitchells Plain-Greater Blue Downs District now

A number of challenges present themselves when considering the District in relation to the City of Cape Town as a whole. These include:

Development pressure

- associated with the increasing demand to develop the False Bay coastline;
- on open space, and valuable open space areas alongside rivers and wetlands, or even within their flood or ecological buffer areas.

Underutilised/undeveloped and poor quality open space

- Undeveloped and poor quality open space is pervasive in many areas of the District and is underpinned by:
 - the application of excessive space standards for community facilities and limited uptake of commercial - and industrial zoned properties;
 - the poor relationship and interface between the built environment and defined public environments such as streets and open space;
 - limited development of structured open space into active and functional areas (e.g. parks and sports fields).
- Portions of undeveloped land and open space within the District not only amount to a waste of a valuable resources in a land-scarce City, but also fragment the urban fabric by severing movement and creating isolated and unsafe pockets of land (which presents challenges in terms of public/community safety).
- Poor integration of open spaces with the surrounding urban fabric results in a general lack of use, with the spaces attracting individuals displaying anti-social and criminal behaviour.
- Illegal dumping on open spaces in the District further degrades the quality of these spaces.
- In specific communities consisting of poor residents living in high density urban settlement (e.g. Site B, Site C/TR section, BM Section, France, Crossroads, Kosovo, Monwabisi Park/ Harare, Mfuleni, Green Park, Los Angelos), a critical lack of open space exists. Invasion of informal settlement on public open space is also common in these areas, exacerbating the lack of active and passive recreational spaces in these areas.

Accessibility

- Despite the population making up almost a quarter of the City's residents, access to truly functional city-level public amenities and quality public recreation facilities is limited.
- Existing settlements do not relate well to the significant opportunity of the coast and resort development has failed to provide a functional recreational asset to these areas.
- The lack of meaningful access to nature and the associated value that is attached to these natural areas presents challenges associated with informal settlement invasion and illegal dumping.
- Higher order parks are not provided evenly across the District, with Philippi and areas of Khayelitsha poorly provided for. Whilst the link between poorly functioning open space and crime has been drawn, issues with regard to poorly developed public environment also impacts on preconditions for economic development and investment in the area.

Environment

- Pollution of the Kuils River system and its associated stormwater system and infrastructure.
- Illegal and unmonitored sand mining of dune areas and pressure to open more sand mining areas due to demand for building sand.

- Illegal dumping on some of the District's open spaces and along rivers resulting in pollution.
- Security issues (dunes overlooking residential areas) (e.g. on the Dagbreek/Westridge dune). High crime rates constrain the potential for tourism development in the area.
- The existence of livestock practices is highly prevalent within the District, especially in Khayelitsha and Philippi. This poses several challenges related to the accommodation of animals in an urban context.

Urban form

- The lack of environmental quality is clear in many informal settled areas where open space has either been invaded or never planned for. Formal planning for the District has not fared particularly well in creating quality environments that are an asset to local communities.
- Undeveloped and poor quality open space is pervasive in many areas of the District (Blue Downs, Mfuleni, Philippi and Khayelitsha).
- The poor quality of the public environment has a strong link to the prevalence of crime in the District. Research has reflected that there is an increasing recognition that a spatial patterning of crime exists and it is most often experienced in poorly developed public environments and unsafe open space where the strongest concentrations of crime are felt.

Infrastructure & Services

- Infrastructure and service provision in certain areas is reaching capacity in relation to urban growth and needs upgrading.

3.2.2 What action is needed?

The following spatial objectives are aimed at addressing key spatial challenges relevant at a City scale in relation to proactively managing the natural environment and urban growth. They include:

- Protect the key resources of environmental and economic value by effectively managing and guiding urban development towards appropriate areas.
- Protect floodplains from inappropriate development.
- Secure and manage critical biodiversity areas and ensure these resources remain available to future generations.
 - Manage urban development along the coast in a sustainable and precautionary manner.
 - Reduce the impact of urban development on river systems, water bodies, aquifers and aquifer recharge areas.
- Capitalise on areas where latent potential exists and encourage infill development on underutilized and vacant land that is well located in order to relieve development pressure on environmentally sensitive areas.
- Support and enhance the natural environment and open spaces in these areas.
- Rationalisation of the open space system, where contextually appropriate, in order to promote safety through improving interfaces, as well as viability by reducing the amount of unmanaged open space where the provision of space is excessive.
- Focus efforts in shaping the open space system on the quality of open space developed and the functionality of that space, rather than the quantity.
- Discourage/manage the use of open spaces as a dumping ground.
- Control and monitor illegal or unregulated sand mining and adopt a proactive approach to mining resource management.

3.2.3 Spatial Concepts and Structuring Elements

a) Natural Assets

Cape Town's natural assets and biological diversity are part of what makes the City a unique and desirable place in which to live, work and play. Because people derive benefits from the natural environment in a number of direct and indirect ways, natural resources play an important role in shaping where and how the City develops. The recreational functionality and functional integrity and connectivity of ecosystems must be improved and an interlinking network of linear parks with

foot and cycle paths should be established to facilitate easy movement of fauna and flora. Urban development must respect the presence, role and function of natural assets and should make the most of the possible benefits residents and visitors can derive from them. The CTSDf and District Plan identifies the natural assets that are of value to the city, merit protection in the longer term, and/or where the impacts of development need to be carefully managed.

Informed by their underlying environmental significance (e.g. agricultural land, biodiversity areas), the natural assets are categorised, each demanding different management approaches:

- **Core 1:** Statutory conservation areas (biodiversity areas that are formally protected and managed); critical biodiversity areas; conservation priority zones; critical, irreplaceable and restorable biodiversity sites; public conservation areas and private conservation areas.
- **Core 2:** Ecological corridors; critical ecological support areas; significant coastal and dune protection zones, major river corridors and waterbodies excluding waste water treatment works.
- **Buffer 1:** Rural areas, game and livestock farming areas and other natural vegetation areas that do not form part of the core areas, but are recognised as areas that could provide opportunities to establish biodiversity offsets. Essential utility service infrastructure may be located in buffer 1 areas.
- **Buffer 2:** Other ecological support areas, transformed game and livestock farming areas, and rural areas that do not form part of core 1 and core 2 areas. Essential utility service infrastructure, cemeteries outside the urban edge, and areas zoned public open space may be accommodated in buffer 2 areas.
- **Intensive agriculture (high potential and unique agricultural land):** High potential and unique agricultural land worthy of long term protection given unique production, cultural and heritage attributes.
- **Intensive agriculture (agricultural areas of significant value):** Agricultural areas of significant value given (1) existing use, (2) potential and emerging agricultural use due to new cultivation technology, availability of irrigation water, new varieties and crop types and the realisation of terroir qualities, and (3) food security.

This categorisation is consistent with the categorisation contained in the PSDF and the CTSDf. The network of natural assets is further integrated and linked into the urban areas via a system of structuring open space including parks and sports fields (see section 3.3.3).

STRATEGY 2 - THE CENTRAL SPATIAL IDEAS

a) Khayelitsha–Mitchells Plain–Greater Blue Downs District: Natural Assets

- **Protecting the Kuils River System:** The Kuils River is the most important river system in the District. Although seriously disturbed, the Kuils River system has been identified as an important green link in the ecological and open space system. The Kuils River system and its associated sensitive natural environment, flood prone areas and natural courses such as wetlands and streams need to be protected especially from development that will impact negatively on this system and its associated parts.
- **Enhance the False Bay Coastal Corridor:** The False Bay coastal zone has high conservation, scenic and tourism value and development proposals should be managed in a sustainable and pre-cautionary manner. A continuous natural link along the False Bay coastline should be retained as well as further establishing the natural biodiversity corridor between the coastal system and the high priority biodiversity area within the Denel site. It is also important to ensure public access to the coastline and associated beaches and that appropriate development on the coast is located in identified coastal nodes.
- **Retain the Dune System:** A proactive planning approach to mining resource management should be adopted. Key dune systems should be retained, linked and enhanced within the settlement footprint and the Macassar Dunes system should be protected and retained.
- **Develop the Nature Reserves in an appropriate and sensitive manner:** The Driftsands Nature Reserve is ideally located to be developed as a multi-function area incorporating conservation and urban land uses. Development proposals should be appropriate and sensitive so as to enhance the conservation value and potential of the site. Driftsands and Wolfgat nature reserves, the Khayelitsha Wetlands Park and their associated sensitive natural environments must be promoted and managed as nature-based destination places.
- **Enhance the value of the Open Space System:** Exploring opportunities for creating a special destination place associated with the proposed metropolitan park and conservation area proposed on the Denel / Swartklip site in order to enhance access to open space in the area.

b) Development edges

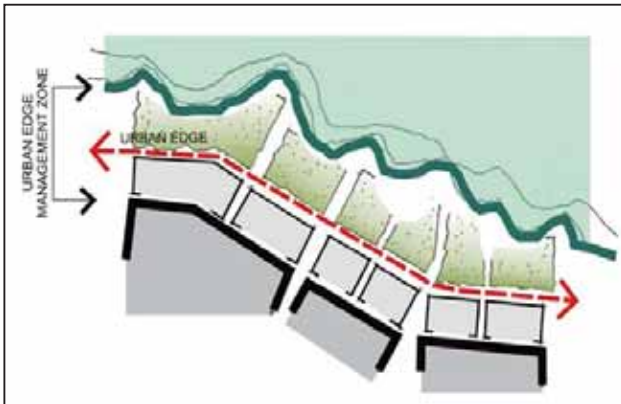
The spatial growth of the District will be managed through the use of development edges and the identification of future urban growth areas.

Two types of development edges will be used to manage urban development: the urban edge and coastal edge, namely

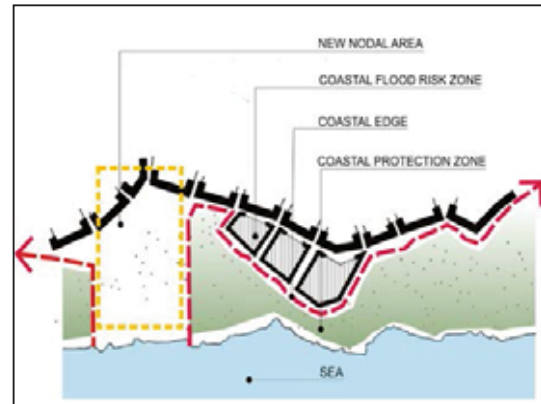
- **The urban edge line:** a medium to long-term edge line that has been demarcated to phase urban growth appropriately or to protect natural resources. Spatial growth in the medium term (10–15 years) should be prioritised within the urban edge. In the longer term (15–50 years), the City will need to provide more undeveloped land for urban development, and the edge line will have to be adjusted on the basis of the City's growth direction.

- The **coastal edge line**: established to protect coastal resources and to avoid hazards and financial risks pertaining to areas at risk of flooding.

Urban Edge



Coastal Edge



STRATEGY 2 - THE CENTRAL SPATIAL IDEAS

b) Khayelitsha-Mitchells Plain-Greater Blue Downs District: urban and coastal edges

- **Urban and coastal edge – protection of natural assets:** The designation of edge lines is vital to the protection of environmental areas, but also to protect humans (by means of managing human habitation and activities which could be to risks relating to sea storms, sea and riverine flooding and veldfires). An essential component of this is appropriate treatment of the urban interface areas.

c) Future urban growth areas:

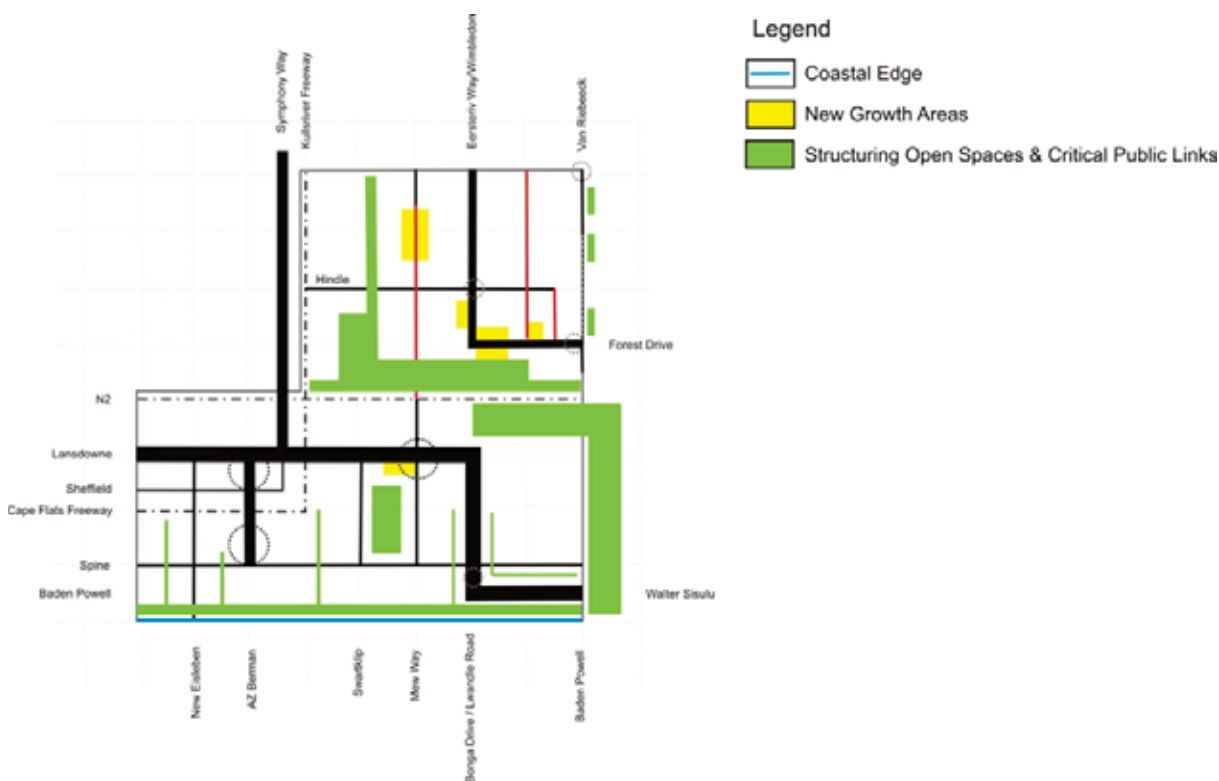
Urban development should be directed away from significant natural asset resource areas (e.g. nature and agricultural areas, aquifer) and hazards. It should occur as a priority within the existing footprint (such as development of underutilised infill sites or other forms of densification) and, where it expands beyond this, into areas of settlement / developmental opportunity that are appropriate for urban development. Future urban development should occur as part of a phased, coordinated growth process associated with infrastructure provision (e.g. roads, stormwater, water, waste water, solid waste, and electricity services) as well as planning for the required range of social and community facility provision (e.g. health facilities, schools, libraries, parks and cemeteries).

STRATEGY 2 - THE CENTRAL SPATIAL IDEAS

c) Khayelitsha-Mitchells Plain District: future urban growth areas

- **Promote new integrated settlements in the Greater Blue Downs area:** This sub-district has adequate capacity to sustain infill development, owing to the large tracks of vacant land that exists in the area. New growth in this area should respond directly to available opportunities, identified nodes and mixed use areas, and primary public transport route. The area should also be prioritised for infrastructure maintenance and upgrading linked to increased capacities.
- **Infill Development in Khayelitsha, Mitchells Plain and Philippi:** Undeveloped land for new housing in Khayelitsha, Mitchells Plain and Philippi is relatively limited in some parts with much of the smaller pockets of land suited to infill higher density housing. Infill opportunities in these areas can be explored:
 - within the settlement footprint which can be oriented around reinforcing the public transport network;
 - where undeveloped land with development potential is available, associated with investment in new infrastructure and services exist.

Fig. 3.3: Khayelitsha-Mitchells Plain-Greater Blue Downs District: Natural assets and urban growth



3.3 Strategy 3: Build an inclusive, integrated and vibrant City

This strategy focuses on the redressing the transformation of the apartheid city and encouraging more integrated settlement patterns. Furthermore, the intent is to enhance the quality and value of the qualitative aspects the urban fabric and the unique aspects of the City and District for its people as well as those that visit the area.

3.3.1 Khayelitsha-Mitchells Plain-Greater Blue Downs District now

A number of challenges present themselves when considering District in relation to the City of Cape Town as a whole, and include:

Low income residential development

- Approximately 33% of dwellings in the District are not formal. This is the highest percentage of non-formal housing in any of the districts making up the City of Cape Town.
- The rapid growth of informal settlements appears to absorb the highest proportion of population growth in the area, which has or will result in increased demand for public facilities and services.
- Social issues such as crime and the spread of disease (associated with poor quality living environments in many informal settlements where basic service provision is lacking where there are backlogs) remains an issue.
- Socio-economic challenges and high crime rates associated with high unemployment rates affect poorer communities in most parts of the District.

Amenity and Facilities

- There is a major gap in respect of public facilities/services, as well as areas for recreation within the District. In some cases, (especially in areas with major population concentrations and significant informal settlements) land identified for facility uses (health, education, open space) has often been invaded (e.g. Site B and C in Khayelitsha) in terms of the provision of a range of public facilities.
- Untapped potential for recreational facilities along the False Bay coastline and within the existing (underdeveloped) open space network (which offer significant opportunity) have received little attention in terms of facilitating public access and shaping them as places people can visit and enjoy.

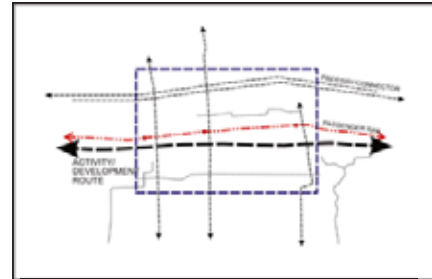
Access to opportunities

- The District suffers from historic marginalisation in respect of investment in public facilities and services.
- There are limited opportunities for passive recreation in particular and often the poorest people live in areas which are densely developed with limited purpose-developed places of recreation.
- The scale and distribution of public amenities including open space in the District is a concern, especially as existing settlements do not relate well to the significant opportunity of the coast and resort development has limitations in its role as a functional recreational asset to the areas.

3.3.2 What action is needed?

The following spatial objectives are aimed at addressing key spatial challenges in relation to building inclusive, integrated and vibrant living environments. They include:

- Development of integrated settlements (where housing is mixed with public facilities, functional open space and economic opportunities) must be seen as a guiding principle throughout the District.
- Encourage public investment that will be a catalyst to urban regeneration in areas which have historically been marginalised and suffer from a severe lack of public investment in public facilities and services, as well as urban infrastructure.
- Ensure that all new and existing development areas (in suitable locations) are made up of a mix of land uses, including easily accessible economic opportunities, social facilities and public transport.
- Upgrade existing informal settlements where they are not in hazardous or environmentally sensitive locations.
- Utilise potential infill sites that are state-owned towards addressing the public housing backlog. This includes supporting identified land restitution initiatives, partnerships in inclusionary housing initiatives, 'ring-fencing' land sales (for city owned land, and a portion thereof in the case of other state departments) in areas inappropriate for state-assisted housing for exclusive use in land acquisition and similar developments elsewhere, and identifying land for state assisted housing in well located areas (close to public transport and other opportunities such as jobs etc.).
- Promote a greater mix of market-driven gap and subsidised housing developments in as many neighbourhoods as possible to avoid large concentrations of poor people.
- Guide possible locations for infrastructure development that aims to address socio-economic challenges and accommodate social programmes in a way that makes public facilities and services more accessible to a greater number of people with the District.
- Create places where people from across the District can gather, interact, socialise and participate in passive recreation while experiencing unique places along the coastline and adjacent to large water bodies and within areas of unique natural value and character.
- Transform townships and informal settlements into economically and socially integrated neighbourhoods by supporting and facilitating the creation of environments in well-located areas that accommodate a mix of residential types and a range of income levels.



Road hierarchy



Interchange



Public investment



Private response

- Build on local civic precincts to support the pockets of need and improve coordination of the institutional arrangements between various line departments around sharing the responsibility of managing and maintaining of existing infrastructure (buildings, fences/walls and other structures) and to allocate public resources more efficiently.

3.3.3 Spatial Concepts and Structuring Elements

a) Civic Precincts

Social facilities and public institutions should be clustered in civic precincts at the points of highest accessibility (the intersections of the grid). The hierarchy of the civic precincts will be determined by the hierarchy of the accessibility grid (see Table 3.1). The civic precincts that are of citywide significance will by and large be located at the intersection of the primary grid, such as the Nolungile Station/N2 axis, Mitchells Plain Town Centre, Khayelitsha Business District, Blue Downs CBD and the emerging Mfuleni and the Eerste Rivier nodes. The civic precinct will be the focus of public investment and will create opportunity for private-sector investment in commercial, mixed-use and higher-density residential development. They will therefore be closely associated with urban nodes

STRATEGY 3 - THE CENTRAL SPATIAL IDEAS

a) Khayelitsha-Mitchells Plain-Greater Blue Downs District: Civic precincts

The plan calls for the reinforcement of a hierarchy of civic precincts to be distributed equitably across the District. These are associated with intense urban environments, located close to public transport routes and interchanges and where commercial and high density residential activity is encouraged.

- **Reinforce Higher order civic precincts on the accessibility grid:** Several higher order urban civic precincts (accommodating public and social facilities serving significant parts of the District and potentially broader region) including Nolungile Station area, Mitchells Plain town centre, Mfuleni CBD, Blue Downs CBD and Khayelitsha Business District should result in significant private sector response in regeneration of this area into the major urban node in the District.
- **Build on local civic precincts to support areas of need:** Accessible civic precincts that provide access to local level public facilities and services that service a local area or collection of local areas within the District should be reinforced by encouraging local mixed use development around these precincts namely, Lenteguur, Rocklands, Tafelsig, Beacon Valley, Wespoort, Philippi Station, Nonkqubela Station, Kuyasa Station, Makhaza, Harare, and Eerste Rivier node. Attention should also be given to local civic precincts as they meet local area needs for an increasing proportion of the District's communities located within walking distance from such civic precincts.
- **Accommodate new public facilities in new development areas** as part of their planning and implementation, depending on the shortfalls experienced in that particular area.

b) Destination places

A destination place is a node, landmark or location that forms a significant point or area of attraction, and is part of the identity of Cape Town and the District. High-order destinations are those that every resident and visitor should visit at least once, whereas local-level destinations include public spaces such as squares, parks and sports facilities.

| Destination place | Examples |
|-------------------|----------|
|-------------------|----------|

| | |
|----------------------------|---|
| Nature-based | Existing: Wolfgat Nature Reserve, Driftsands Nature Reserve, Khayelitsha Wetlands Park Proposed: Special destination place at the Denel / Swartklip site |
| Built/heritage-based | LookOut Hill, Philippi Methodist Mission Station |
| Coastal-based | False Bay Coastal stretch including Monwabisi and Mnandi Coastal Nodes |
| Special cultural landscape | Baden Powell Scenic Route |

Table 3.3: Types of destination places

STRATEGY 3 - THE CENTRAL SPATIAL IDEAS

b) Khayelitsha-Mitchells Plain-Greater Blue Downs District: Destination places

- **The coastal nodes:** Promote Monwabisi and Mnandi as coastal special places enabling meaningful and safe access to the coast for residents and visitors.
- **Nature area attractions:** Promote existing nature-based destination places such as the Driftsands and Wolfgat Nature Reserves and the Khayelitsha Wetlands Park. Investigate the possibility of creating a new special destination place associated with the proposed Urban Park and Conservation Area on the Denel / Swartklip Site.
- **Special places of cultural/heritage significance:** Places of cultural and historic significance that require conservation and enhancement within the District include the Philippi Methodist Mission Station.

c) The structuring open space system and critical public links

The structuring open space system reflects an interlinking network of parks, sports fields and green links for walking and cycling. This system provides structure to urban areas and provides an escape from the more intense urban environment. Critical public links (see section 6.1.1 C) are identified as a component of the broader non-motorised transport network linking through these open spaces to significant destinations.

STRATEGY 3 - THE CENTRAL SPATIAL IDEAS

c) Khayelitsha-Mitchells Plain-Greater Blue Downs District: Structuring open space system and critical public links.

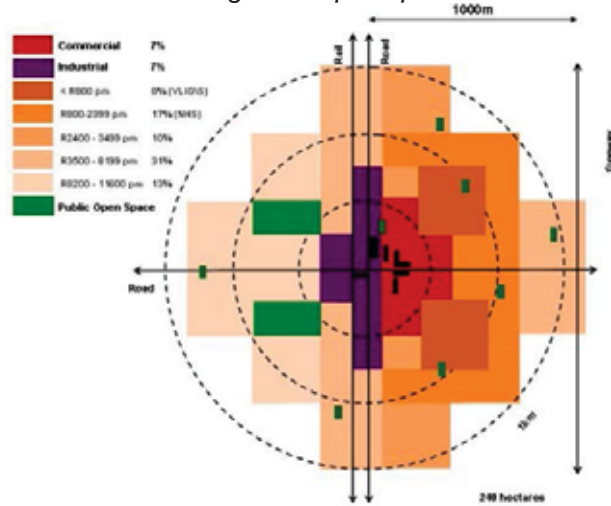
- **Other District structuring open space:** In addition to the District's major natural asset areas such as the coastal resorts and nature reserves are the District-significant parks, sports facilities, school grounds, golf courses and cemeteries. These are major attractions to communities within the District and beyond. The specific functions of each of these spaces, as well as minor open space linkages between them, should be reinforced to support the greater open space system. Similarly, their role as areas of open space relief within the urban area should be exploited, with intensified urban development and improved urban interfaces around them.
- **Critical Public Links:** Key open space public linkages should be developed to maximise public benefit from the extraordinary natural assets and other open spaces within the District. Continuous public footpath access should be realised to link special places/destinations and spaces within the broader NMT network.

d) Integrated human settlement patterns

The promotion of integrated human settlement patterns is based on the qualitative aspects of the built environment as it pertains to the new growth areas of the City as well as upgrading of existing

areas. In principle these areas should support the creation of a wider mix of residential options and income groups as well as accommodating the appropriate provision of social (including civic precincts) and economic opportunities.

Fig. 3.4: Spatial model of socio-economic gradient principle



(Ref: Western Cape PSDF, 2009)

STRATEGY 3 - THE CENTRAL SPATIAL IDEAS

d) Khayelitsha-Mitchells Plain-Greater Blue Downs District: Integrated settlement patterns

- **The infill pockets:** Khayelitsha, Mitchells Plain and Philippi present smaller pockets suited to infill higher density housing. Larger areas for settlement opportunity in these areas are in many cases encumbered by a number of constraints of varying levels of significance, including:
 - Flood prone areas associated with wetlands and internal storm water system;
 - Areas of biodiversity significance;
 - The aquifer and its recharge areas;
 - The threat of sea level rise (which is less significant in this area due to embryonic dunes remaining relatively intact);
 - Airport noise contours;
 - Urban infrastructure and utilities such as the Swartklip landfill site.
- **Undeveloped areas within the District's urban edge,** suitable for urban development, should be identified for such. These should in general be developed at slightly higher densities than their surrounding areas in support of a more compact city, but not to the detriment of the local area. Attention should be given to their potential role in addressing the imbalances in access to housing opportunities close to amenity and other opportunities. Public housing provision is most possible on state-owned and particularly city-owned land, subject to access to public transport and work opportunities
- **Promoting publicly assisted housing opportunities** in a manner that enables social and economic integration on an on-going basis through social and inclusionary housing opportunities.

3.4 Synthesis: Khayelitsha-Mitchells Plain-Greater Blue Downs District spatial concept and vision

The spatial concept for Khayelitsha-Mitchells Plain-Greater Blue Downs District synthesises the central spatial ideas for the area. The key elements include:

- Linking Khayelitsha and Mitchell's Plain to the coastal nodes of Mnandi and Monwabisi (see D and E on fig 3.5) by means of for example NMT access from Kapteinsklip Station and Oscar Mphetha Road and retaining public access along the coastline.
- Developing portions of the Denel / Swartklip site as an opportunity for integrating the communities of Khayelitsha and Mitchells Plain and exploring the possibility of creating a special destination place on this site.
- Ensuring that all coastal development is sensitive towards the environment by retaining the coastal biodiversity corridor and respecting the visual sensitivity of Baden Powel Drive (scenic drive).
- Locating economic opportunities along development corridors along the accessibility grid (comprising roads identified as activity routes and which are supported by railway infrastructure and good public transport) such as AZ Berman Drive, Lansdowne Road, Walter Sisulu Road, Eersteriv Way and Forest Drive.
- Developing district nodes at strategic locations / intersections along above-mentioned corridors as part of the economic backbone of the District by promoting the co-location of civic nodes at nodes associated with stations (Nolungile station at node C, Mitchells Plain station at node A) and intensified land use or new development / upgrading opportunity (new industrial development at node B, urban civic upgrades and mixed use intensification at nodes A and B).
- Locating economic opportunity along other public transport routes such as New Eisleben Road, Mewway, Spine Road, Hindle Road and Stellenbosch Arterial.
- Prioritising the least affluent areas of the District for regeneration, service provision and upgrading of informal settlements.
- Implementing upgrading processes in an integrated manner by including poverty alleviation and job creation strategies such as skills development programmes.
- Minimising the loss of valuable agricultural land used for housing purposes and encouraging and promoting small garden schemes and urban agriculture (including training) in less affluent communities.
- Providing youth facilities and youth development programmes for the District's young population and encouraging the clustering of civic and institutional facilities at strategic points on the accessibility grid.
- Supporting the accommodation of a range of housing typologies in new housing developments so as to also cater for the larger household sizes prevalent in the District.

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

An economically viable and well-connected District of opportunity that attracts investment to development nodes and corridors and that provides easily accessible employment opportunities and well-located housing opportunities. A District characterized by vibrant meeting places around station precincts and connected to a celebrated coast, which welcomes residents and visitors alike.

Acknowledging the role of this District in the metropolitan context and how it needs to contribute to broader, city-wide planning objectives is vital (the District being a broadly contiguous area despite

its arguably illogical boundaries). The following identifies the **strategic role** of the District in relation to the broader metropolitan area:

Fig. 3.5: Spatial vision for Khayelitsha-Mitchells Plain-Greater Blue Downs District



4. SPATIAL DEVELOPEMNT PLAN: DISTRICT DEVELOPMENT GUIDELINES

EMF: DESIRED STATE OF THE ENVIRONMENT

The spatial development plan essentially comprises the application of the spatial concepts and structuring elements discussed in chapter 3 to the context of the Khayelitsha-Mitchells Plain-Greater Blue Downs District. The identification and active promotion of the spatial concepts and structuring elements are fundamental to responding to the 3 spatial strategies identified in chapter 3 and realising the appropriate medium to long term spatial structure for the District. This is also reflected graphically in the progression from spatial concepts and structuring elements at citywide scale, to the spatial vision for the District, to the District Spatial Development Plan (DSDP) (see figure 8). The purpose of this graphic is to illustrate the strategies at conceptual level as the 'golden thread' between the two scales of planning and to illustrate the application of the strategies from concept to reality in the DSDP.

This section also serves to synthesise the proposed broad 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 CTSDF policies and actions (referenced in the category tables in the sub-sections below) and sub-district development guidelines (contained in section 6.2 of this document).

The District Plan comprises 5 broad types of categories:

- Spatial planning categories
- Transport infrastructure and route designation
- Conceptual designations
- Development edges
- Precautionary areas and utility service infrastructure installations

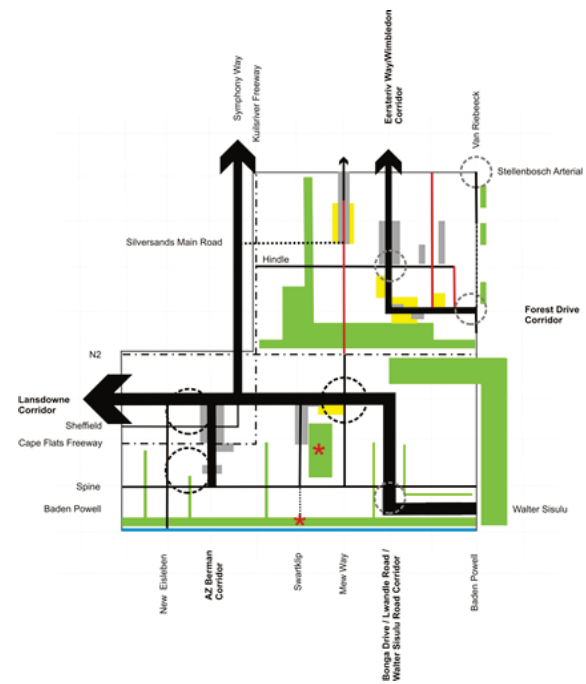
Each of these sections includes a description of each of the applied spatial concepts and structuring elements to the Khayelitsha-Mitchells Plain-Greater Blue Downs District. This section also serves to synthesise the proposed broad spatial structure for the District and desired "end state" that will guide investment and land use decision-making.

The DSDP 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 (see figure 10). However, the spatial planning categories, although appropriate at a District and sub-district scale, 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.

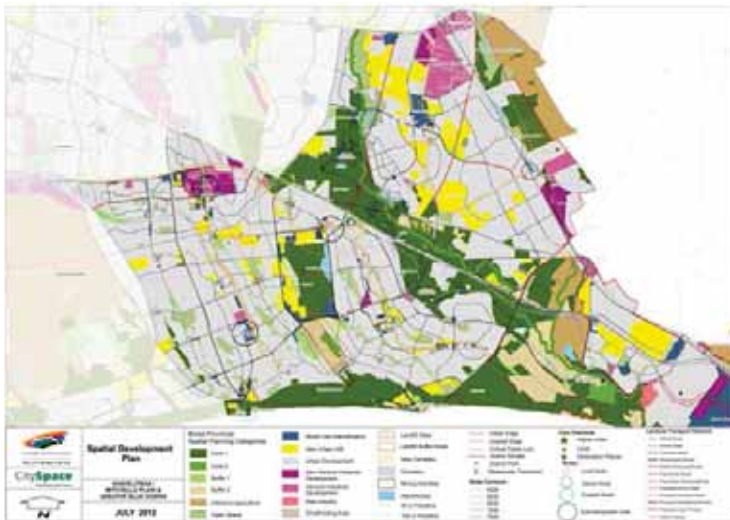
The spatial development plan is the application of the conceptual framework and structuring elements to the Khayelitsha-Mitchells Plain-Greater Blue Downs District at a greater level of detail.



Citywide spatial concept



Khayelitsha-Mitchells Plain- Greater Blue Downs spatial concept



Spatial development plan

4.1 Spatial planning categories

The land use classification system adopted by the District Plan is consistent with the bio-regional planning framework and broad provincial Spatial Planning Categories (SPCs) adopted by the PSDF (2009), and utilised by the CTSDf. Additional categories included in the District Plan commensurate with the greater level of planning detail (e.g. other structuring open space, mixed use intensification, and cemeteries). The SPCs specify the inherent land use suitability of the city's environmental, cultural, and urban landscapes.

Further guidance on more detailed land use management at the sub-district scale can also be found in section 6.2.

Table 4.1: Spatial planning categories (SPCs)

| Spatial planning category | District elements | District development guidelines | Relevant CTSDf policies* |
|---------------------------|--|--|--------------------------|
| a. Core 1 | <p>Core 1 areas in this District are largely within the False Bay coastal area, nature reserves and the associated parts of the Kuils River system along Faure Road.</p> <p>Core 1 areas in this district include:</p> <ul style="list-style-type: none"> False Bay coastline biodiversity areas and the Macassar Dune system. Nature reserves including Wolfgat and Driftsands Provincial Nature Reserve Faure/ Kuils River area along the N2 Erf 116 and 117 Eerste Rivier South Portion of the Denel site (Erf 52676), Dagbreek /Westridge dunes in Mitchells Plain Portions of the Jacobsdal Smallholding area and Stellenbosch Farms. | <ol style="list-style-type: none"> Activities in these areas should focus on conservation use with conservation management activities (e.g. alien clearing, research) encouraged. 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). Where possible, all new utility infrastructure, services and structures should be located outside of these areas. No further development of any kind should be allowed in formalised reserves and other sites identified as Core 1 without a detailed assessment of the impacts. Further subdivision of these areas should generally be discouraged and consolidation encouraged. New development inside of the urban edge that potentially impacts on areas of high biodiversity importance should only be considered under exceptional circumstances or where social and economic imperatives merit consideration of development in parts. Such development should then be sensitive to biodiversity considerations affecting these areas. Where biodiversity corridors are located within proposed urban areas, the extent of the biodiversity corridor is indicative and precise configuration should be determined through relevant land use and statutory processes including but not limited to a local development framework as part of future land use applications. Reference should be made to the EMF's conservation and biodiversity priority zone and specific environmental attribute detail for further guidance around the potential desirability of specific activities. | P1, P25-27 |
| b. Core 2 | <p>Core 2 areas comprise only a small part of the natural area in the District, as floodprone areas are generally reflected as Core 1 areas due to their significant biodiversity value. Core 2 areas identified within the District include:</p> | <ol style="list-style-type: none"> Activities in these areas should focus on conservation use with conservation management activities (e.g. alien clearing, research) encouraged. In general, low impact activities such as passive recreation (e.g. walkways and trails), environmental education and tourism may be appropriate, but should be | P1, P25-27 |

| | | | |
|---------------------------------|--|--|------------------|
| | <ul style="list-style-type: none"> The link east of Swartklip landfill site | <p>subject to stringent controls (e.g. limits to development footprint, management plans).</p> <ol style="list-style-type: none"> Where possible, all new utility infrastructure, services and structures should be located outside of these areas. Sites indicated as Core 2, but which also fall within identified precautionary areas (i.e. flood prone areas) should take into account district development guidelines identified for these areas. Where biodiversity corridors are located within proposed urban areas, the extent of the biodiversity corridor is indicative and precise configuration should be determined through relevant land use and statutory processes including but not limited to a local development framework as part of future land use applications. Reference should be made to the EMF's conservation and biodiversity priority zone and specific environmental attribute detail for further guidance around the desirability of specific activities in these areas. | |
| c. Buffer 1 | <p>Buffer 1 areas identified in the District include:</p> <ul style="list-style-type: none"> Dune system at LookOut Hill (Erf 27530) Portion of land south of Good Hope College (portion of erf 18370) Erf 51883, Open space north of Westridge Sports Complex: Mitchells Plain Portions of Swartklip Sports Complex (Erf 544) | <ol style="list-style-type: none"> Low impact activities (as per Core 1/2) may be appropriate. 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. Reference should be made to the EMF's conservation and biodiversity priority zone and specific environmental attribute detail for further guidance around the desirability of specific activities in these areas. | P24-27, P32, P33 |
| d. Buffer 2 | <p>Buffer 2 areas identified in the District include:</p> <ul style="list-style-type: none"> Swartklip landfill site and a portion of land north of it, Portion of land within Stellenbosch farms. | <ol style="list-style-type: none"> Low impact activities (as per Core 1/2) may be appropriate. 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. 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. Further uses and activities could be considered where contextually appropriate such as small-scale holiday accommodation, restaurants, farm stall / shop and tourist facilities. Non-agricultural uses (e.g. those specified above) should be managed through spot rezoning or consent uses and fragmentation of farm units should be discouraged. Reference should be made to the EMF's conservation and biodiversity priority zone and specific environmental attribute detail for further guidance around the desirability of specific activities in these areas. | P25-27 |
| e. Intensive agriculture | <p>Intensive agriculture areas: high potential and unique agricultural land identified within the District include:</p> <ul style="list-style-type: none"> Stellenbosch farms Jacobsdal | <ol style="list-style-type: none"> Preserve and utilise high potential agricultural land. Adhere to identified urban edges around the periphery of high-value agricultural areas to prevent urban intrusion. Encourage activities that reinforce primary | P25, P28, P31-33 |

| | | | |
|---|--|---|-------|
| land | | agricultural use of these areas. | |
| <ul style="list-style-type: none"> Agricultural areas of significant value | | <ol style="list-style-type: none"> 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. Limit (residential) development to existing zoning rights for agricultural land in these areas. Discourage further subdivision of agricultural land. Reference should be made to the EMF's natural economic resources zone and specific environmental attribute detail for further guidance around the desirability of specific activities in these areas. | |
| i. Other structuring open space | <p>Other structuring open space includes recreational, sports and education related open spaces, which are closely related to urban development and meeting human needs. It also includes smaller linkage open spaces aimed at creating a broader integrated and linked open space system.</p> <p>Other structuring open spaces identified in the District include:</p> <ul style="list-style-type: none"> Internal dunes systems within the district Linear open space system (Mitchells Plain) Existing sports complexes within the district. Open spaces associated with detention ponds. | <ol style="list-style-type: none"> In general, avoid development of these areas in a manner that would compromise open space linkage. Encourage development to respond to and promote opportunities for linkages between identified structuring open space in developed areas. In general, 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. Subject to contextual informants, appropriate high or medium density development (e.g. 2/3 storey development) along open space interfaces could be considered to improve passive surveillance. Safety and security should be considered in the upgrading, landscaping or development of public open spaces. Where contextually appropriate, consider commercial activities such as small cafes, kiosks and restaurants that will enhance the open space. Where feasible, opportunities for low impact sustainable use of open spaces, by local communities should be considered (e.g. small scale urban agriculture), but this should take into account the wider access / linkage needs and public open space provision requirements. | P41 |
| i. Urban development | <p>General (all areas)</p> | <ol style="list-style-type: none"> These areas should be considered for a wide variety of urban uses such as housing development, public open spaces, community facilities, mixed use / business development (where appropriate) but should not include noxious industrial uses. Sites indicated for urban development, but which also fall within identified precautionary areas should take into account associated district development guidelines. Sites indicated for urban development, but where potential impact may occur with natural ecosystems (e.g. critical biodiversity areas) should be subject to EIA processes that take into account principles for dealing with development proposals in these areas of potential impact. | P1-50 |
| | Existing developed urban areas | <ol style="list-style-type: none"> Support the incremental densification over time of urban areas where appropriate. This | P1-50 |

| | | | |
|-------------------------------------|--|--|--------------------------|
| | | <p>should be guided by available infrastructure capacity, neighbourhood density and character, proximity to job opportunities and social facilities and access to public transport.</p> <p>5. Consider the existing character and heritage value of areas of significance (as may be reflected in detailed policies) as an informant to development and redevelopment proposals.</p> | |
| | <p>New development areas / new urban infill:</p> <p>Philippi:</p> <ul style="list-style-type: none"> Philippi industrial area, Stock road precinct Farm 693 and portions of vacant land along Lansdowne road. <p>Mitchells Plain:</p> <ul style="list-style-type: none"> R300 sites Mandalay Station Precinct Lentegeur Kapteinsklip / Mnandi, Erf 644 Schaapkraal , Weltevreden Valley (Farm 787 relevant portions), <p>Khayelitsha:</p> <ul style="list-style-type: none"> Washington Square, OR Tambo Precinct, Khayelitsha Business District Kuyasa Station (Station 4), Monwabisi resorts and environs, Swartklip site / Denel land (erf 52676) <p>Greater Blue Downs Area:</p> <ul style="list-style-type: none"> Bardale Extension Hillcrest Heights The Cornifers, Blue Downs Central Business District (CBD) (inter alia erf 1893) | <p>6. Acknowledge and respect the surrounding urban environment and develop accordingly; considering neighbourhood density and character and access to public transport, job opportunities and social facilities.</p> <p>7. In general, support the development of new development areas at higher densities than existing densities in these locations, but with due regard for appropriate transition to surrounding areas.</p> <p>8. Develop utilising the principle of socio-economic gradient.</p> <p>9. Particular design attention should be given to applications interfacing between existing and new development areas, especially where urban character may be impacted or where socio-economic gradient is steep.</p> <p>10. Support the appropriate development of identified new development areas subject to infrastructure availability and in line with requirements for provision of associated social facilities and recreational spaces.</p> | P39-42 |
| | <p>Informal Settlements including:</p> <ul style="list-style-type: none"> Browns Farm Boys Town Crossroads Kosovo e-Nkanini Monwabisi Park Site B and Site C BM and TR Sections Happy Valley Mfuleni Green Park Los Angeles | <p>1. Support incremental upgrading and formalisation of existing formal settlements that are identified as appropriate to remain as urban areas according to the criteria for categorisation of informal settlements.</p> <p>2. Support for incremental upgrading and formalisation should also apply to areas where backyard shacks are widely prevalent.</p> <p>3. Limit expansion of informal settlements into identified precautionary areas (e.g. flood prone areas) or sensitive environmental areas such as biodiversity network areas.</p> | P36 |
| i. Mixed use intensification | <p>Areas identified for mixed use intensification should include horizontal and/or vertical integration of suitable and compatible residential and non-residential land uses within the same area. Proposals should be context appropriate and include an intensity of land uses which should facilitate efficient public transport and a vibrant local urban development.</p> | <p>1. Generally, support mixed use intensification as indicated, subject to any local guidelines and bulk service and transport infrastructure availability.</p> <p>2. 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.</p> | P11-P16, P20, P22 P39-42 |

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|----------------------------------|--|---|----------------------|
| | <p>Identified mixed use intensification in the District include:</p> <ul style="list-style-type: none"> • areas around railway stations and railway lines to increase the end user threshold for public transportation. • All business areas associated with identified urban nodes and train station area and business complexes. • Business strip areas, including Lansdowne Road, Stock Road, Hindle Road, Van Riebeeck Road and Eerstriv Road • Areas that are accessible and reinforce the public transport network and the system of structuring routes. • Major opportunities for mixed use also relate to the business districts or town centres. | | |
| 7. Industrial development | <p>Existing industrial activity is focussed on several areas within the District, including:</p> <ul style="list-style-type: none"> • the relatively undeveloped light industrial areas at Silvertown and Khaya • Philippi Industrial Area • Eerste Rivier Industrial • BlackHeath Industria • Saxenburg Park | <ol style="list-style-type: none"> 1. General industrial uses should generally be supported in these areas. 2. Due to particular requirements for road and waste infrastructure associated with industrial zoned land, these areas should generally be reserved to optimise this infrastructure and mitigate potential impacts 3. Allowance could be made for limited forms of non-industrial activity, but these activities should not compromise the general use of the areas zoned for industry. 4. Where proposed new industrial areas are surrounded by residential development (e.g. Philippi) consideration has to be given to the social, health and safety impacts of proposed industries. | P4, P5, P7, P8, P16, |
| 7. Noxious industry | <ul style="list-style-type: none"> • None identified in this District | <ol style="list-style-type: none"> 1. These areas should be reserved for noxious trade and risk activity. Consent for uses outside of this zoning should take into account potential negative impacts. | P4, P5, P7, P8, P16 |
| i. Cemeteries | <ul style="list-style-type: none"> • Welmoed cemetery • Khayelitsha Cemetery • Kleinvlei and Mfuleni cemeteries have reached full capacity • The proposed Metro South-East cemetery | <ol style="list-style-type: none"> 1. Support continued use of cemeteries for this purpose. 2. Support the utilisation of parts of older cemeteries for other social and recreational activities (e.g. memorial gardens, public parks) subject to further exploration. | P41, P47 |

* list is not exhaustive

4.2 Transport infrastructure and route designation

Transport infrastructure is reflected indicating selected elements of the district-wide movement system. In alignment with the CTSDf, the District Plan utilises a route designation indicating land use functionality that will encourage an appropriate level of development and more intense land uses to locate on or adjacent to the accessibility grid. This will contribute towards establishing the thresholds required for sustainable and cost effective public transport. It is important to note that opportunities along routes can also be linked to parallel streets and side roads. Furthermore, routes exhibit different characters and do not exhibit a uniform mix and density of land uses along their length. The District development guidelines should thus be read along with sub-district guidelines and local plans and policies where applicable and not necessarily be interpreted in a blanket manner for the length of the route.

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. Annexure E describes the relationship between the CTSD / district plan route designations and DoT, the PSDF and the City's hierarchical road classification network.

Table 4.2: Transport infrastructure and route designations

| Transport infrastructure and route designations | District elements | District development guidelines | Relevant CTSD policies* |
|---|--|--|--------------------------------|
| a. Activity routes | <ul style="list-style-type: none"> Lansdowne Road Bonga / Lwandle / Walter Sisulu Drive Forest Drive Eerstriv / Wimbledon Road AZ Berman/Stock Road | <ol style="list-style-type: none"> 1. Support the functioning of Lansdowne Road as an activity route through encouraging its public transport role. 2. In general, intensification of land use along most sections of Lansdowne Road is appropriate in close proximity to the route and subject to sub-district and local area policy guidelines where relevant. 3. Greater intensification of land use, including mixed use development, is proposed along highly accessible sections of this route. 4. The process of land use intensification along the route must consider the nature of access roads, additional traffic impacts and parking requirements. 5. In general, development should front onto the activity route, active street interfaces should be encouraged and large extents of blank wall should be avoided. 6. Civic upgrades, landscaping and NMT provision should be made as and where appropriate to ensure quality streetscapes. 7. A wide range of facilities and services that are supported and shared by communities should be encouraged along these routes. 8. Where open spaces intersect with the corridor, the former should be retained and enhanced in order to develop the 'green' network, and also contribute to a variety of uses along the corridor. | P3-4, P10-11, P13-16, P35, P39 |
| b. Activity streets | <p>Mitchells Plain:</p> <ul style="list-style-type: none"> Merrydale Avenue Park Avenue Alpine Kilamanjaro <p>Philippi:</p> <ul style="list-style-type: none"> Ingulube/Amsterdam Roads <p>Khayelitsha:</p> <ul style="list-style-type: none"> Tandazo Ntlazane <p>Eerste Rivier:</p> <ul style="list-style-type: none"> Blue Downs Way <p>Mfuleni:</p> <ul style="list-style-type: none"> Mfuleni Main Road O.Nqubelani street M.Baba Street / Uluntu Street | <ol style="list-style-type: none"> 1. Support the functioning of these routes as activity streets through encouraging their role as community service public transport routes. 2. Whilst these routes are not likely to reflect the same level of intensity of land use as activity routes, higher intensity land uses (including mixed use development) should be supported at highly accessibility areas. 3. The process of land use intensification along these streets must consider the nature of access roads, additional traffic impacts, and parking requirements. 4. In general, development should front onto the activity street, active street interfaces should be encouraged and large extents of blank wall should be avoided. 5. Direct access onto these streets from abutting properties is generally supported, but should be consolidated where possible. 6. Civic upgrades, landscaping and NMT provision should be made as and where appropriate to ensure quality streetscapes. 7. A wide range of facilities and services that are supported and shared by communities should be encouraged. 8. Where open spaces intersect with the street, the former should be retained and enhanced | P3-4, P10-11, P13-16, P35, P39 |

| | | | |
|------------------------------------|--|--|--------------------------------|
| | | in order to develop the 'green' network and contribute to a variety of uses along the street. | |
| c. Development routes | <ul style="list-style-type: none"> Lansdowne Road (Khayelitsha) New Eisleben Road Spine Road Sheffield Hindle Road Mewway Swartklip Road Stellenbosch Arterial | <ol style="list-style-type: none"> These routes should continue to perform a mobility function. Their role as structuring routes providing improved access and movement continuity between districts and between distant work and living areas should be reinforced. In general, intensification of development should be promoted to support line haul public transport, but this should be concentrated at identified nodal points. The process of land use intensification along these routes must consider the nature of access roads, additional traffic impacts and parking requirements. Direct access onto these routes from abutting properties is not supported. Instead, limited access, with a focus on high access nodal points, should be permitted and where necessary service roads should be developed. Mitigation of the impact of the road's dominant mobility function (including design efforts to slow traffic) may be appropriate at high intensity nodal intersections. The route between these nodes should remain primarily mobility-orientated through residential areas, with appropriate landscaping and adherence to the Boundary Wall Policy. Civic upgrades, landscaping and NMT provision should be made as and where appropriate to ensure quality streetscapes. | P3-4, P10-11, P13-16, P35, P39 |
| d. Urban freeways | <ul style="list-style-type: none"> N2 R300 Vanguard Drive | <ol style="list-style-type: none"> In general, the mobility role of these routes should not be compromised. Access from the freeway system onto the primary accessibility grid should be promoted where appropriate, to encourage proposed mixed use intensification. | P6, P10, P14-16 |
| e. Connector routes | <ul style="list-style-type: none"> Baden Powell Drive Old Faure Road Saxdowne Link Van Riebeeck Road | <ol style="list-style-type: none"> In general, support the dominant mobility role of these routes. Development along connector routes which are also indicated as scenic routes should take related guidelines into account (see below). | P10, P14-16 |
| f. Other structuring routes | <ul style="list-style-type: none"> Amsterdam Street New Eisleben Road Highlands Drive Morgenster Road Wespoort Road Pama Road Steve Biko Road Oscar Mpetha Road Nooiesfontein Road Westbank Main Road Silversands / Buttskop Albert Philander street Raymond Ackerman Bobs Way Forest Drive Beverly Drive | <ol style="list-style-type: none"> The characteristic mix of predominantly residential function and character but interspersed with small mixed use areas and mobility and activity functions should remain and generally be contained in their current forms. The role of these routes as (in many cases, future) significant community service public transport routes should be reinforced. Support, where appropriate, limited commercial or mixed use activity at points on or along specified portions of these routes, subject to sub-district development guidelines and / or local area plans. Expansion of these uses should be strongly controlled. Civic upgrades, landscaping and NMT provision should be made as and where appropriate to ensure quality streetscapes. | P10, P13 |
| g. Railway infrastructure | <p>The framework identifies 14 rail stations within the district, these are:</p> <ul style="list-style-type: none"> Philippi Station | <ol style="list-style-type: none"> Retain existing passenger rail lines for public transport right of way. Adopt a precautionary approach to | P9-18 |

| | | | |
|------------------------------|---|---|-------|
| | <ul style="list-style-type: none"> • Stock Road Station • Mandalay Station • Nolungile Station • Nonqubela Station • Khayelitsha Station • Kuyasa Station • Chris Hani Station • Lentegeur Station • Mitchells Plain Station • Kapteinsklip Station • Blackheath Station • Melton Rose Station • Eerste Rivier Station | alienation of land associated with freight rail. | |
| h. IRT (trunk routes) | (None identified as yet). | <ol style="list-style-type: none"> 1. Support the general alignment of proposed IRT trunk routes in the District with the accessibility grid (designated Activity Routes, Development Routes, and Activity Streets); subject to the spatial planning principles for public transport route alignment (see CTSDf). 2. Ensure public transport infrastructure is complimentary to the identified land use and development role of the route. 3. Any future redevelopment of these roads, associated pavement areas and land uses fronting these roads should take place with the potential IRT infrastructure improvements in mind (e.g. potential stations). This focus should also include NMT considerations. | P9-18 |
| i. Scenic routes | SR 1 routes: <ul style="list-style-type: none"> • Baden Powell Drive SR 2 routes: <ul style="list-style-type: none"> • None identified | <ol style="list-style-type: none"> 1. In general, development along scenic drives and routes should seek to retain views from the route and avoid negatively affecting the character of the landscape through which it passes. 2. Any redevelopment along scenic drives and routes should focus on landscaping improvements to the (public and private) areas abutting the road. 3. Land use management decisions should be guided by the Scenic Drive Network Management Plan (Vol 3, 2003) or subsequently approved management plans. | P48 |

* list is not exhaustive

4.3 Conceptual designations

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

Table 4.3: Conceptual designations

| Conceptual designations | District elements | District development guidelines | Relevant CTSDf policies* |
|-------------------------|--|---|--------------------------|
| a. Urban nodes | Sub-metropolitan urban nodes: <ul style="list-style-type: none"> • Philippi industrial area / Stock Road / Lansdowne Road • Mitchells Plain Town Centre, • Nolungile Station/N2 axis | <ol style="list-style-type: none"> 1. In general, support high intensity mixed use development (e.g. office, retail, residential), the extent of which should be guided by relevant city/district and local area policy guidelines. 2. In general, support residential densification in line with the provisions of the City's Densification Policy (2012) and sub-district / relevant local area development guidelines. 3. Support a more flexible position to parking provision and related departures in these nodes, where well served by public transport. | P3-4, P10, P16, P22 |
| | District urban nodes: | 1. In general, support high intensity mixed use | P3-4, P10, P16, P22 |

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|---------------------------------|--|---|----------------------------|
| | <ul style="list-style-type: none"> • Khayelitsha Business District. • Eerste Rivier node • Blue Downs CBD • Blackheath Industria | <p>development (e.g. office, retail, residential), the extent of which should be guided by relevant city/district and local area policy guidelines.</p> <p>2. In general, support residential densification in line with the provision of the City's Densification Policy (2012) and sub-district / relevant local area development guidelines.</p> <p>3. Support a more flexible position to parking provision and related departures in these nodes, where well served by public transport.</p> | |
| | <p>Local urban nodes:</p> <ul style="list-style-type: none"> • Philippi Station node • Westgate nodal area • Westridge node • Rocklands node • Tafelsig node • Lentegeur node • LookOut Hill nodal area • Harare • Kuyasa station node • Vuyani centre • Mfuleni | <p>1. In general, support locally appropriate mixed use development.</p> <p>2. In general, support locally appropriate residential densification in line with the provision of the City's Densification Policy (2012) and sub-district / relevant local area development guidelines.</p> <p>3. Support a more flexible position to parking provision and related departures in these nodes, where well served by public transport.</p> | P10, P16, P22 |
| b. New coastal nodes | <ul style="list-style-type: none"> • Kapteinsklip / Mnandi • Monwabisi | <p>1. Promote greater recreational and tourism opportunities at these destination places where potential exists for significant improvement.</p> <p>2. Appropriately sensitive development opportunities in the adjacent urban areas could be associated with these improvements.</p> <p>3. Support the retention and improvement of public access and recreational opportunities associated with further development of destination places.</p> <p>4. Support the maintenance and enhancement of the character of natural and recreational aspects of these nodes.</p> | P1, P7, P23, P27, P48, P50 |
| c. Transit station areas | <p>Metropolitan station</p> <ul style="list-style-type: none"> • None | 1. See metropolitan nodes. | P10, P16, P22 |
| | <p>Major urban station</p> <ul style="list-style-type: none"> • Philippi • Nolungile • Mitchells Plain • Stock road • Khayelitsha | 2. See sub-metropolitan or district urban nodes (as relevant). | |
| | <p>Employment station</p> <ul style="list-style-type: none"> • Blackheath | 3. Promote intense development focussing on employment (e.g. industrial uses) and contextually-appropriate local mixed use development. | |
| | <p>Urban station</p> <ul style="list-style-type: none"> • Kuyasa • Mandalay • Lentegeur • Kapteinsklip • Eerste Rivier | <p>4. Promote appropriate mixed use development (e.g. including local retail development) and densification in line with guidelines for the associated urban nodes and areas for mixed use intensification.</p> <p>5. Retain opportunities for park and ride (including shared parking opportunities), subject to local assessments and transport planning.</p> | |
| | <p>Neighbourhood station</p> <ul style="list-style-type: none"> • Melton Rose • Chris Hani | <p>6. Allow for moderately scaled densification, where appropriate, in a manner that is sensitive to existing preservationworthy character and subject to infrastructure availability.</p> <p>7. Retain opportunities for park and ride, subject to local assessments and transport planning.</p> | |
| | <p>Coastal station</p> <ul style="list-style-type: none"> • Kapteinsklip | 8. Support an appropriate local mixed development that compliments the coastal role of the station, particularly those that are tourism gateways. | |
| d. Civic precincts | <p>Higher order civic precincts: Generally associated with metropolitan and sub-metropolitan urban</p> | <p>1. Support the development and improvement / upgrade of higher order public facilities / facility clusters and public spaces at the identified higher order civic precincts.</p> <p>2. Where feasible, link the development of civic</p> | P41, P47, P50 |

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| | <p>nodes including:</p> <ul style="list-style-type: none"> • Stock Road Station area • Nolungile Station area • Mitchells Plain town centre • Khayelitsha Business District <p>and the emerging</p> <ul style="list-style-type: none"> • Blue Downs CBD • Eerste Rivier and • Mfuleni CBD's. | precincts to the redevelopment of business districts through public-private partnerships. | |
| | <p>Local civic precincts:</p> <ul style="list-style-type: none"> • Generally associated with district and local nodes. | 1. Support the development and improvement / upgrade of local public facilities / facility clusters and public spaces at the identified local civic precincts. | |
| e. Destination places | <p>Coastal-based:</p> <ul style="list-style-type: none"> • Monwabisi • Mnandi <p>Proposed special destination place:</p> <ul style="list-style-type: none"> • Denel / Swartklip Site: proposed Metropolitan Urban Park and Conservation Area <p>Existing nature reserves:</p> <ul style="list-style-type: none"> • Driftsands Nature Reserve and proposed urban park • Wolfgat Nature Reserve <p>Existing District Parks:</p> <ul style="list-style-type: none"> • Khayelitsha Wetlands Park | <p>1. Promote greater recreational and tourism opportunities at these key high visitor number destination places, and particularly where potential exists for significant improvement.</p> <p>2. Appropriate development opportunities in the adjacent urban areas could be associated with these improvements.</p> <p>3. Support the retention and improvement of public access and recreational opportunities associated with further development of destination places.</p> <p>4. Support the maintenance and enhancement of the character of natural, recreational, and / or heritage aspects of smaller (i.e. those that shouldn't or can't expand) but hugely valuable recreational and tourism nodes.</p> <p>5. Support the many existing small natural special places, which are not appropriate for large numbers of people and attendant support facilities, but which nevertheless are valuable natural assets that contribute to quality of life, recreation and the tourism economy.</p> | P1, P50 |
| f. Critical public links | See section 6.1.1 (C) | <p>1. Any development should ensure that critical public links are maintained.</p> <p>2. Uninterrupted public access along river corridors and green belts are essential.</p> <p>6. Informal pedestrian links should be formalised/upgraded wherever possible to provide for safer and better quality pedestrian environments</p> | P13 |

* list is not exhaustive

4.4 Development edges

Development edges are lines defining the outer limits of urban development for a determined period of time. In the District these are generally either resource or hazard protection lines that should be maintained in the long term.

Table 4.4: Development Edges

| Development edges | District elements | District Development Guidelines | Relevant CTSDF policies* |
|----------------------|--|---|------------------------------|
| a. Urban edge | <ul style="list-style-type: none"> • The urban edge line in the District is generally aligned with Baden Powell | <p>1. Land beyond the urban edge line should not be used for urban development.</p> <p>2. Promote development forms which supports positive urban edge conditions with due regard for local</p> | P22, P23, P25, P26, P28, P33 |

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| | Drive from Monwabisi coastal node crossing the N2 national road towards the administrative boundary of the city. The second portion of the urban edge runs east of the R102 and includes the area beyond Penhill to Stellenbosch Arterial. | considerations (e.g. fire risk, visual impact). 3. The urban edge in the District is considered a long-term edge line, where the line has been delineated in a position to protect natural resources. | |
| b. Coastal edge | <ul style="list-style-type: none"> False Bay coastal edge | <ol style="list-style-type: none"> 1. Land on the seaward side of the coastal edge line should not be used for urban development. 2. At identified destination places amenity opportunities on the seaward side of the coastal edge line could be considered to enhance its tourism and recreation role. This should not negatively affect the coastal environment and processes. 3. Only low impact activities are appropriate within the coastal protection zone (i.e. seaward side of the coastal edge line), for example conservation and restoration activities, passive recreation and tourism, essential coastal environmental management activities and sustainable harvesting of natural resources. 4. Encourage development form which reflects a positive urban interface with the coastal protection zone. 5. Reference should be made to the EMF's coastal and dune zone for further guidance around the desirability of specific activities. | P22, P23, P25-27 |

* list is not exhaustive

4.5 Precautionary areas and utility service infrastructure installations and networks

These areas are generally defined at a cadastral level and are likely to present a form of risk to development or activities. Although this may not exclude any underlying uses as depicted (e.g. urban development), the risks related to the identified precautionary areas may place certain restrictions on development (e.g. in terms of use, density, form).

Table 4.5: Precautionary areas and utility service infrastructure installations and networks

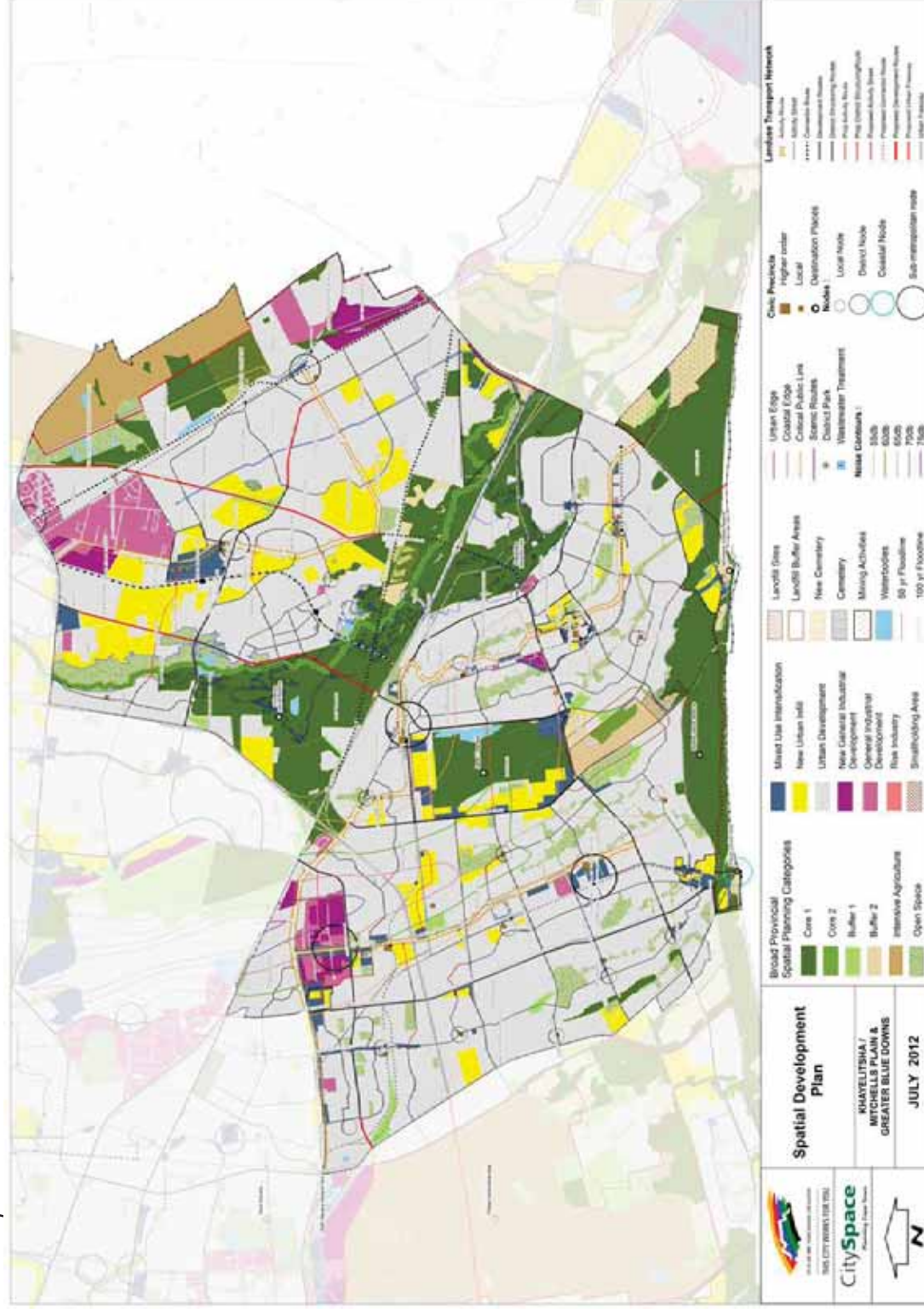
| Precautionary areas and utility service infrastructure installations | District elements | District development guidelines | Relevant CTSDF policies* |
|--|---|---|--------------------------|
| a. Floodprone areas | <ul style="list-style-type: none"> Low lying parts of Khayelitsha Philippi wetlands Kuils River floodplains/wetland. | <ol style="list-style-type: none"> 1. Reference should be made to the EMF's hydrological zone and specific environmental attribute detail for further guidance around the desirability of specific activities within specified flood risk areas. 2. Undesirable activities in terms of the EIM Zone should only be authorised under exceptional circumstances, subject to compelling motivation (e.g. where there is an existing right). 3. Apply more restrictive building setback lines and maximise on-site water infiltration and permeability in relation to redevelopment initiatives in flood prone areas. 4. Although some agricultural activities may be | P24 |

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| | | <p>permitted within the flood risk and flood fringe 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).</p> <p>5. No agricultural activities should be approved within the 1:2 year flood line.</p> <p>6. 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.</p> <p>7. 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.</p> <p>8. In general, new buildings and developments abutting rivers should be orientated towards the river, where possible, and the principles of Water Sensitive Urban Design should be applied.</p> <p>9. Aquifer re-charge areas and sole-source aquifers should be protected from potential sources of pollution.</p> | |
| b. Coastal flood risk areas | <ul style="list-style-type: none"> As identified in the Coastal and Dune EIM Zone | <p>1. Where possible, avoid major new urban development infrastructure and bulk services investment in coastal areas that are vulnerable to coastal storm events and inundation, especially low lying areas on the west coast of the District.</p> <p>2. Appropriate emergency planning must be formulated for any development within coastal flood risk areas, including flood warnings, evacuation procedures and routes.</p> <p>3. 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.</p> | P27 |
| c. Noise Exclusion zones | <ul style="list-style-type: none"> CTIA noise zones (2025 ultimate scenario) Airport obstacle limitation surfaces (AOLS) | <p>1. Residential uses are not recommended within the 65 dBA noise contour zone of the CTIA planned primary runway 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.</p> <p>2. Non-residential uses may be accommodated up to the 70dBA noise contour, provided that certain mitigating measures against the noise pollution are put in place.</p> <p>3. A portion of the airport east site was investigated and found suitable for use as a cemetery.</p> <p>4. 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.</p> | P24 |
| d. Landfill buffer zones | <ul style="list-style-type: none"> Swartklip Landfill Site Driftsands Landfill Site along Faure Road | <p>1. Environmental conditions in these areas should be monitored to assess the need for appropriate buffer areas around landfill sites.</p> | P24 |
| e. Utility service infrastructure installations and networks | <ul style="list-style-type: none"> WWTW Electricity transmission / power line and utility / bulk services servitudes Other bulk infrastructure | <p>1. Where possible, all new infrastructures, services and structures should be located outside of patches of vegetation that have been identified as Core 1 and 2 areas.</p> <p>2. In general, and in addition to the upgrade of existing installations, land within the structure plan designated as Buffer 1 or 2 may be used for the establishment of space extensive essential</p> | P24 |

| | | | |
|--|--|--|--|
| | | <p>engineering infrastructure services and installations such as municipal engineering services, power substations, landfill sites, wind turbine infrastructure and for telecommunications purposes, subject to any necessary environmental authorisations.</p> <p>3. Linear infrastructure which forms part of a services network such as power lines, bulk service pipes and ICT cabling may be suitable in any of the identified planning categories subject to relevant statutory authorisations and taking visual impact into account.</p> <p>4. Where feasible, new electrical power lines should be located or planned for underground through existing urban areas or new development areas. This infrastructure should avoid or at worst be sensitively located in relation to areas of scenic or visual significance (e.g. associated with scenic drives / routes).</p> <p>5. In general, support the use of bulk services servitudes for uses such as public open space, and urban agriculture.</p> | |
|--|--|--|--|

* list is not exhaustive

Map 4.1: Spatial Development Plan



5. ENVIRONMENTAL MANAGEMENT FRAMEWORK

5.1 Introduction

The following section describes the Environmental Impact Management Zones (EIMZ), which must be considered in planning, development, environmental and land management decisions. The information provided in this section has been informed by the attributes (characteristics and sensitivity) of the various environments described in the baseline information and analysis document. This chapter includes management guidelines for each management zone. Further to these impact management zones, areas of potential impact have been identified that reflect areas prioritised for development purposes, but where underlying environmental attributes may be impacted.

5.2 Environmental impact management zones and land use development informants

Environmental Impact Management (EIM) zones have been identified using the best available information at the time of report compilation. They comprise areas with homogenous or similar environmental attributes. 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 should be regarded as a basis for the possible future exclusion of certain activities listed in the NEMA EIA Regulations (2010) from the requirement for environmental authorisation. The following tables should be read together with the accompanying EIM Zone maps¹. Each attribute that is mapped as an environmentally sensitive zone has an accompanying table indicating the following:

- **Kinds of developments, land uses or activities that would be undesirable:** These are types of activities which may be contrary to the desired state of the environment in a particular zone and should be discouraged, unless there is compelling motivation to the contrary.
- **Types of developments, land uses or activities that may have a significant impact:** These are types of activities that could be considered in a particular zone, provided potential impacts resulting from the activity are adequately assessed, prior to approval, and adequate mitigation measures to limit and reduce the negative impacts are identified and implemented.
- **Types of developments, land uses or activities that may not have a significant impact:** These are types of activities that are generally desirable and unlikely to cause significant impacts in a particular zone. However these activities 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).

Additionally, each table indicates relevant **policy and guideline documents** which should be consulted (see also annexure C).

Important note: The **types of developments, land uses or activities** described in the EIM tables below are not the listed activities as contained in NEMA EIA Regulations (2010)². 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

¹ The District Planning Office needs to be contacted for finer scale maps that enable the placement of individual properties relative to the EIM zones.

² i.e. the List of Activities and Competent Authorities identified in terms of section 24 of the National Environmental Management Act No 107 of 1998 (as amended)

the NEM: Air Quality Management Act. Reference should also be made to section 38 of the National Heritage Resources Act.

The need to undertake an EIA in any of the environmental impact management zones listed below should be determined by whether the proposed project includes one or more listed activities as identified in the EIA Regulations (2010, as amended).

Furthermore, should an EIA not be required, the local authority may still require an assessment of possible impacts on environmental attributes or specific environmental information in order to have sufficient information to evaluate an application made in terms of the Land Use Planning Ordinance (15 of 1985) or replacement legislation. Such requests for assessment or information may also apply in cases when there is likely to be any significant damage to or degradation of the environment, in which case an environmental assessment (or other precautionary steps as listed in section 28(3)) should be undertaken in terms of the Duty of Care Principle of NEMA (see below), sections 28(1), (2) and (3).

Note: Duty of Care Principle

Any person undertaking any activity that may cause damage or degradation to the environment is subject to the Duty of Care Principle in terms of NEMA, section 28.

NEMA (S 28(1)) requires that: Every person who may cause significant ... degradation of the environment must take reasonable measures to prevent such degradation from occurring ...or, in so far as such harm to the environment is authorized by law or cannot reasonably be avoided ... to minimize or rectify such ... degradation of the environment.

The Duty of Care Principle therefore may apply to any activity or land use, irrespective of whether it is included in the listed activities in the EIA Regulations (2010).

The measures required in terms of subsection (1) may include measures to -

- (a) investigate, assess and evaluate the impact on the environment;
- (b) inform and educate employees about the environmental risks of their work and the manner in which their tasks must be performed in order to avoid causing significant pollution or degradation of the environment;
- (c) cease, modify or control any act, activity or process causing the pollution or degradation;
- (d) contain or prevent the movement of pollutants or the cause of degradation;
- (e) eliminate any source of the pollution or degradation; or
- (f) remedy the effects of the pollution or degradation.

The environmental attributes are grouped in a number of EIM Zone maps as shown in Table 5.1 on the following page.

Each zone is preceded by a summary of its status (summarised from the detailed description in the baseline report) and a description of the environmental management priorities.

Please turn the document around (landscape) to facilitate reading of the next section.

Table 5.1: Khayelitsha – Mitchell's Plain-Greater Blue Downs: Overview of EIM Zone Maps

| Map number | Figure 5.1 | Figure 5.2 | Figure 5.3 | Figure 5.4 | Figure 5.5 | Figure 5.6 |
|---------------------------------|--|---|--|--|--|---|
| Map Name | Hydrological Zone | Coastal Protection Zone and dunes | Conservation and Biodiversity Priority Zone | Cultural and Recreational Resources Zone | Natural Economic Resources Zone | Urban Uses and Utilities Zone |
| Environmental attributes | <ul style="list-style-type: none"> Flood risk area 1 (1:50 year flood) Flood risk area 2 (1:100 year flood) Flood risk area 3 (areas prone to flooding) River courses, estuaries and wetlands and associated buffers Aquifers | <ul style="list-style-type: none"> Coastal protection zone | <ul style="list-style-type: none"> Protected areas Critical Biodiversity Areas 1 Critical Biodiversity Areas 2 Critical Ecological Support Areas Other Ecological Support Areas Other Natural Vegetation | <ul style="list-style-type: none"> Cemeteries Initiation sites Scenic drives Palaeontological sites Potential archaeological sites Public open spaces and recreational areas | <ul style="list-style-type: none"> Agricultural areas Mineral extraction areas | <ul style="list-style-type: none"> Commercial activity areas Industrial activity areas Noise cones / contours Exclusion areas around waste sites Storm water and retention areas Infrastructure |

5.2.1 Hydrological Zone

SUMMARY OF STATUS

The Kuils River is the only major river in the District, of which only a very small section passes through the District. Large parts of it have been canalised to minimise flooding and it is now a barrier to movement and highly polluted. The Kuils River does however have a substantial wetland system associated with it in the north eastern section of the District. There is an extensive stormwater management system in the area, with many stormwater ponds now replacing wetlands that used to occur in the District. Although polluted, these have recreational potential in association with parks and open space.

The District is underlain by the Cape Flats aquifer, which is still regarded as a potential supplementary water source for Cape Town and therefore needs to be protected. Recharge is largely via natural seepage into the aquifer. Aquifer water would need to be softened, filtered and disinfected prior to use. Potential locations for boreholes have been identified and schoolgrounds, parks and public open space play an important role in enabling the aquifer to be used in the future.

ENVIRONMENTAL MANAGEMENT PRIORITIES

| Management Priority | Priority area of focus |
|-------------------------------|---|
| 1. Enhance and Restore | <ul style="list-style-type: none"> Improvement of water quality of river systems and associated wetlands, in particular the Kuils River and Khayelitsha wetlands. Restoration of river systems through recreation of natural river systems which have flood control and water cleansing functions. |
| 2. Retain and protect | <ul style="list-style-type: none"> River corridors, wetlands, the aquifer and the services provided by them (water purification, assimilation of contaminants, conveyance of stormwater, flood attenuation, water supply). Protect floodplains from inappropriate development. |
| 3. EIA requirements | <ul style="list-style-type: none"> A detailed Environmental Management Programme (EMP) must be drawn up and implemented for all activities approved in these zones, in accordance with the CoCT's specifications for EMPs. New development within the 1:100 year flood line should be subject to formal acknowledgment by the owner of flood risk and is only permissible where there are existing rights. A stormwater analysis is required to determine the extent and scale of activities that are or are not permitted. Activities abstracting large volumes of water from major aquifers must demonstrate that such abstraction is sustainable. Development of resort and other permanent structures within the 1:100 year flood zone have to be located on a higher lying land and designed to accommodate the 1:100 year flood zone. |
| 4. Monitor and manage impacts | <ul style="list-style-type: none"> Prevention of illegal dumping and littering. Management of reed growth where it becomes problematic. Removal of alien vegetation (e.g. acacia and water hyacinth). Monitoring of status and quality of aquifer water. Improvement of catchment and landscape management to reduce loss of sand and soil into stormwater system. |
| 5. Research and Educate | <ul style="list-style-type: none"> Education of local communities about the roles of stormwater, river and wetland systems and how to protect them as well as their own livelihoods and property. |

ENVIRONMENTAL IMPACT MANAGEMENT TABLE: HYDROLOGICAL ZONE. Refer to Figure 5.1.

Note: All activities contemplated within the 'hydrological zone' must be supplemented with the activities as contained in the Floodplain and River Corridor Management Policy (2009)

Table 5.1a): Flood Risk Areas

| Environmental attributes | Kinds of developments, landuses or activities that would be undesirable | Kinds of developments, land uses or activities that may have a significant impact | Kinds of developments, land uses or activities that may not have a significant impact | Relevant policy and guideline documents for environmental and land use management |
|--|--|---|--|---|
| 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 NOTE: ALL ACTIVITIES LISTED AS 'UNDESIRABLE' ARE PROHIBITED IN TERMS OF THE FLOODPLAIN AND RIVER CORRIDOR MANAGEMENT POLICY (2009). | <ul style="list-style-type: none"> Any activity which impedes the ecological and / or hydrological functioning or flooding of the river or low lying area Any permanent building with foundations, i.e. residential, business, educational, community and public facilities and institutions Informal residential areas Manufacturing, Storage, treatment or handling of any dangerous or hazardous substances Telecommunication exchangers and transmitters Generation of power Any industrial or agri-industrial activity Transportation of hazardous products by pipeline, funicular or conveyor Abattoirs Any structure or activity that would pollute the river if it was flooded Solid and liquid waste disposal The infilling or depositing of any material into a watercourse, stream, dam or wetland Bulk infrastructure, including waste water treatment works, pump stations and power generation, electrical substations Service stations Rail transportation and infrastructure and bus depots Establishment of cemeteries Tourist accommodation Rooftop base station | <ul style="list-style-type: none"> Essential engineering and utility services such as outfall sewers and storm water systems and underground services Road, rail, pipeline and cable crossing and bridges Road and rail infrastructure Agricultural and agri-industrial activities Generation of renewable energy Transmission Towers Initiation/cultural uses Parking areas Pedestrian walkways Resorts and camping/caravan sites Air or underground rights Sustainable harvesting of natural resources. Conservation related facilities or infrastructure All excavation and mining related activities and infrastructure Onsite sewage treatment (conservancy tanks) Bank protection, flow diversion structures and earthworks (e.g. dams, weirs, walls, levees) Sports fields and picnic areas | <ul style="list-style-type: none"> Nature Reserve conservation activities Public open space with appropriate low-impact recreation activities Agriculture (excluding grazing activities where presence of stock will affect water quality of a river, wetland, estuary, stream or aquifer – or cause erosion) | <ul style="list-style-type: none"> Kuils River Environmental Management Study (May 1994) Kuils River MOSS (September 1999) State of Rivers report (2005) Scenic Route Management Plan City of Cape Town Floodplain and River Corridor Management Policy (2009) City Of Cape Town's Management of Urban Stormwater Impacts Policy (2009) |

| Environmental Attributes | Kinds of developments, landuses or activities that would be undesirable | Kinds of developments, land uses or activities that may have a significant impact | Kinds of developments, land uses or activities that may not have a significant impact | Relevant policy and guideline documents for environmental and land use management |
|---|--|--|--|--|
| Flood Risk Area 2: <i>These constitute areas within the 1:100 flood line, i.e. where floods of this magnitude are equalled or exceeded on average once in 100 years.</i> <ul style="list-style-type: none"> Areas between the 1:50 and 1:100 year floodline of the Kuis River Note: there is currently no calculated 1:100 year floodline within the Khayelitsha wetland area or anywhere in this District. NOTE: ALL ACTIVITIES LISTED AS 'UNDESIRABLE' ARE PROHIBITED IN TERMS OF THE FLOODPLAIN AND RIVER CORRIDOR MANAGEMENT POLICY (2009). | <ul style="list-style-type: none"> Manufacturing, Storage, treatment or handling of any dangerous or hazardous substances or products. Any structure or activity that would result in significant pollution if the area became flooded Railway stations or bus depots Industrial activities Service stations Abattoirs Establishment of cemeteries Bulk infrastructure, including waste water treatment works, pump stations and power generation, electrical substations Solid waste disposal sites Telecommunication exchangers and transmitters Community and public facilities (including hospitals, old age homes, fire stations, educational facilities etc) Informal residential areas Infilling or reclamation activities | <ul style="list-style-type: none"> Conservation related facilities or infrastructure Pedestrian walkways All excavation and mining related activities Essential engineering and utility services such as outfall sewers and storm water systems Road and rail (elevated above Natural ground level) Transmission Tower and rooftop base station Renewable power generation Initiation/cultural uses Facilities for the temporary landing of helicopters (but not maintenance or storage thereof) Formal residential development (which complies with specific conditions for development within this zone*) Commercial development (which complies with specific conditions for development within this zone*) Bank protection, flow diversion structures and earthworks, infilling (e.g. dams, weirs, walls, levees) Utility services Tourism facilities (which comply with specific conditions for development within this zone*) Agri-industrial activities. Resorts and camping/caravan sites Parking areas | <ul style="list-style-type: none"> Nature reserve Conservation activities Public open space areas with appropriate low-impact recreation activities Recreation facilities and public facilities for sports excluding stadia. (permeable surfaces) Urban Agriculture (including grazing) Groundwater abstraction Tourist facilities (day visitors) Sustainable harvesting of natural resources | <ul style="list-style-type: none"> By-law relating to Stormwater Management (September 2005) PG6300 City of Cape Town's Management of Urban Stormwater Impacts Policy (2009) Storm water Master Plan Local Storm water Plan City of Cape Town's Storm water Management Planning and Design Guidelines for New Developments City of Cape Town Floodplain and River Corridor management policy (2009) Kuis River Environmental Management Study (May 1994) Kuis River MOSS (September 1999) State of Rivers report (2005) City of Cape Town: Prioritization of City Wetlands (2009) City of Cape Town Biodiversity Strategy |
| Flood Risk Area 3 <i>These are areas prone to flooding but are not necessarily associated with river or vlei systems, as flooding may originate from groundwater or collection of storm water or</i> | # Activities can be considered in conjunction with the implementation of appropriate engineering solutions to localised potential flooding. | Activities can be considered in conjunction with the implementation of appropriate engineering solutions to localised potential flooding | Activities can be considered in conjunction with the implementation of appropriate engineering solutions to localised potential flooding | |

runoff in low lying areas.

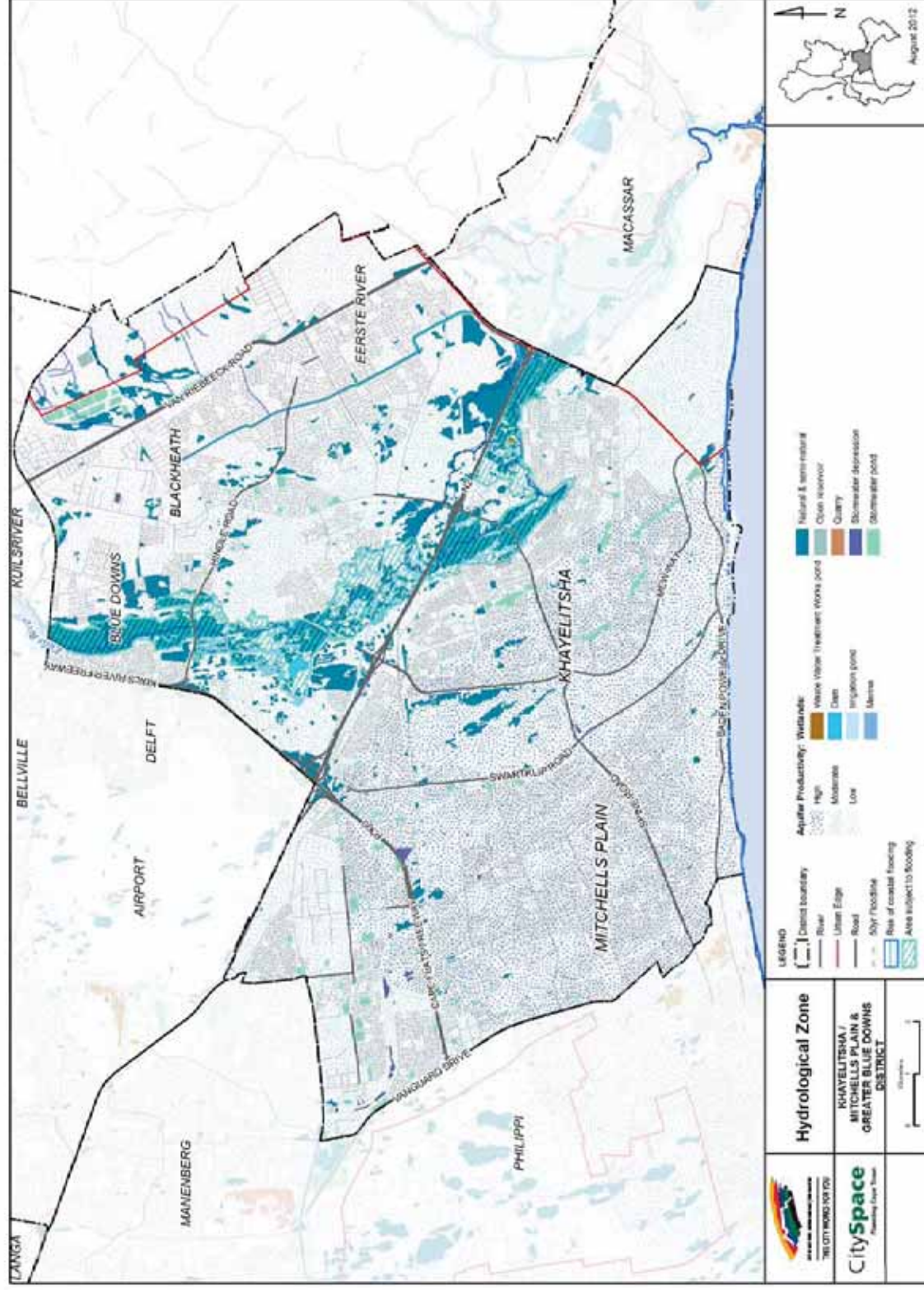
Table 5.1b): Rivers, Wetlands and Estuaries: Ecological Buffer Areas

| Environmental Attributes | Kinds of developments, landuses or activities that would be undesirable | Kinds of developments, land uses or activities that may have a significant impact | Kinds of developments, land uses or activities that may not have a significant impact | Relevant policy and guideline documents for environmental and land use management |
|---|---|--|--|--|
| <ul style="list-style-type: none"> • Buffer along Kuils River (Refer to the City Of Cape Town's Floodplain and River Corridor management policy for calculation of buffers) • Wetland on Swartklip site and other smaller wetlands. Wetland buffer widths vary in width and may extend up to 75m from the outer delineated edge of the wetland. | <ul style="list-style-type: none"> • All of the activities listed above in zones 1a) and 1b) but including road and rail infrastructure and, renewable power generation. • Mining activities • Utility services • Tourist facilities • Transmission Tower • Air or underground rights • Rooftop base station • Urban agriculture (including grazing); • Any activity that would have a negative impact on the vegetation cover and/or hydrological functions of the buffer or wetland area(s) • Infilling/reclamation | <ul style="list-style-type: none"> • Conservation related facilities or infrastructure • Essential engineering services such as outfall sewers and storm water systems • Essential road, rail, pipeline and cable crossing and bridges • Sustainable harvesting of natural resources • Urban agriculture excluding grazing • Sports fields and picnic areas • Resorts and camping/caravan sites | <ul style="list-style-type: none"> • Passive / low impact recreation activities • Nature Reserve/conservation activities • Where applicable, appropriate boating activities | <ul style="list-style-type: none"> • Kuils River MOSS • As above for 5.1a) |

Table 5.1c): Aquifers

| Environmental Attributes | Kinds of developments, landuses or activities that would be undesirable | Kinds of developments, land uses or activities that may have a significant impact | Kinds of developments, land uses or activities that may not have a significant impact | Relevant policy and guideline documents for environmental and land use management |
|--|--|--|---|---|
| <ul style="list-style-type: none"> • Cape Flats Aquifer that underlies parts of Khayelitsha, Mitchells Plain and Philippi | <ul style="list-style-type: none"> • Any activity that would lead directly or indirectly to pollution of the aquifer • Any land use or activity that would compromise the ability of the City to extract, treat and distribute water from the aquifer • Manufacturing, storage, treatment, transportation or disposal of hazardous wastes and/or dangerous substances • Solid and unregulated liquid waste disposal. | <ul style="list-style-type: none"> • Mining activities and infrastructure • Cemeteries • Waste water treatment works • Water abstraction • Industrial activities • Agricultural activities | <ul style="list-style-type: none"> • Residential • Commercial • Light industry • Parks and Open Space • Institutional facilities • Conservation activities and related facilities or infrastructure • Engineering and utility services (excluding waste disposal and waste water treatment works) • Roads, rail, pipelines and cables • Tourism facilities | <ul style="list-style-type: none"> • Department of Water & Environmental Affairs (DWEAs) Guideline for the Assessment, Planning and Management of Groundwater Resources in South Africa (2008). • DWEA's Groundwater Resource Directed Measures (2006) • DEA & DPs Guideline for involving Hydrogeologists: Specialists in EIA processes. • City of Cape Town's Management of Urban |

| | | | | | | | |
|--|--|--|--|---|-------------------|---------|--------|
| | | | | <ul style="list-style-type: none"> • Transmission towers and rooftop base stations • Sustainable harvesting of natural resources. | Stormwater (2009) | Impacts | Policy |
|--|--|--|--|---|-------------------|---------|--------|



5.2.2 Coastal and Dune Zone

SUMMARY OF STATUS

The coast in the District is relatively intact, which makes it less vulnerable to the effects of storms or sea level rise. However, it is a dynamic and exposed coastline and any structures in the coastal area are vulnerable to extensive damage from wind and sand – and thus have very high maintenance costs. The coast is currently underutilised during most of the year, with intensive use on specific public holidays, such as at Easter and New Year's Day. Access and security problems have hampered the realisation of the coast's considerable recreational potential.

Landforms in the District have been largely influenced by the underlying geology (as shown in the Limestone cliffs at Wolfgat). The District used to be covered by large parabolic dunes, but rapid urbanisation has largely flattened or modified the remaining dunes. There are 3 dune types that characterise the area i.e. the highly sensitive Embryo dunes on the coast, parabolic dunes that extend from the coast inland and dune sand over bedrock (sandstone, limestone and granite). The parabolic dune remnants are usually vegetated, whereas the Embryo and bedrock sand areas are usually unvegetated and more mobile. The remaining dunes play an important role as ecological corridors, supporting important vegetation types as well as fauna. The dunes also protect this coast from the impacts of storms. The fact that dunes remain along this coast also makes it less vulnerable to the effects of sea level rise.

ENVIRONMENTAL MANAGEMENT PRIORITIES

| Management Priority | Priority area of focus |
|-------------------------------|--|
| 1. Enhance and Restore | <ul style="list-style-type: none"> Restore landforms/profiles to either their previous state or an agreed land use as per an appropriate Environmental Management Programme after construction or mining activities (e.g. Macassar dunes mining area) |
| 2. Retain and protect | <ul style="list-style-type: none"> Retain and protect embryo dunes (in particular) and other dunes to maximise their role in acting as a buffer between land and sea. Retention of dunes over the aquifer is also important (for replenishment) as is retention of inland dunes (e.g. Swartklip site) and those which provide socio-economic opportunities (e.g. Dagbreek/Westridge dune). Protect coastal cliffs at Wolfgat Retain a functional ecological corridor to maximise retention of biodiversity and faunal corridors and maintain opportunities for ecotourism |
| 3. EIA requirements | <ul style="list-style-type: none"> Undeveloped areas within the Coastal Protection Zone (inside the coastal edge) should be considered as 'no-go' areas for any type of development, except at the strategic coastal nodes as identified in this district. Undesirable activities should not be authorised except under exceptional circumstances and subject to compelling motivation. An EMP must be drawn up and implemented for all activities approved in this zone, in accordance with the CoCT's specifications for EMPs. |
| 4. Monitor and manage impacts | <ul style="list-style-type: none"> Monitor the effect of sea level on ground water levels and quality. |
| 5. Research and Educate | <ul style="list-style-type: none"> Maximise involvement of local communities in the protection and utilisation of the coastal and dune zone so that its full potential can be realised. |

ENVIRONMENTAL IMPACT MANAGEMENT TABLE: COASTAL AND DUNE ZONE: Refer to Figure 5.2

Table 5.2a) Coastal Protection Zone

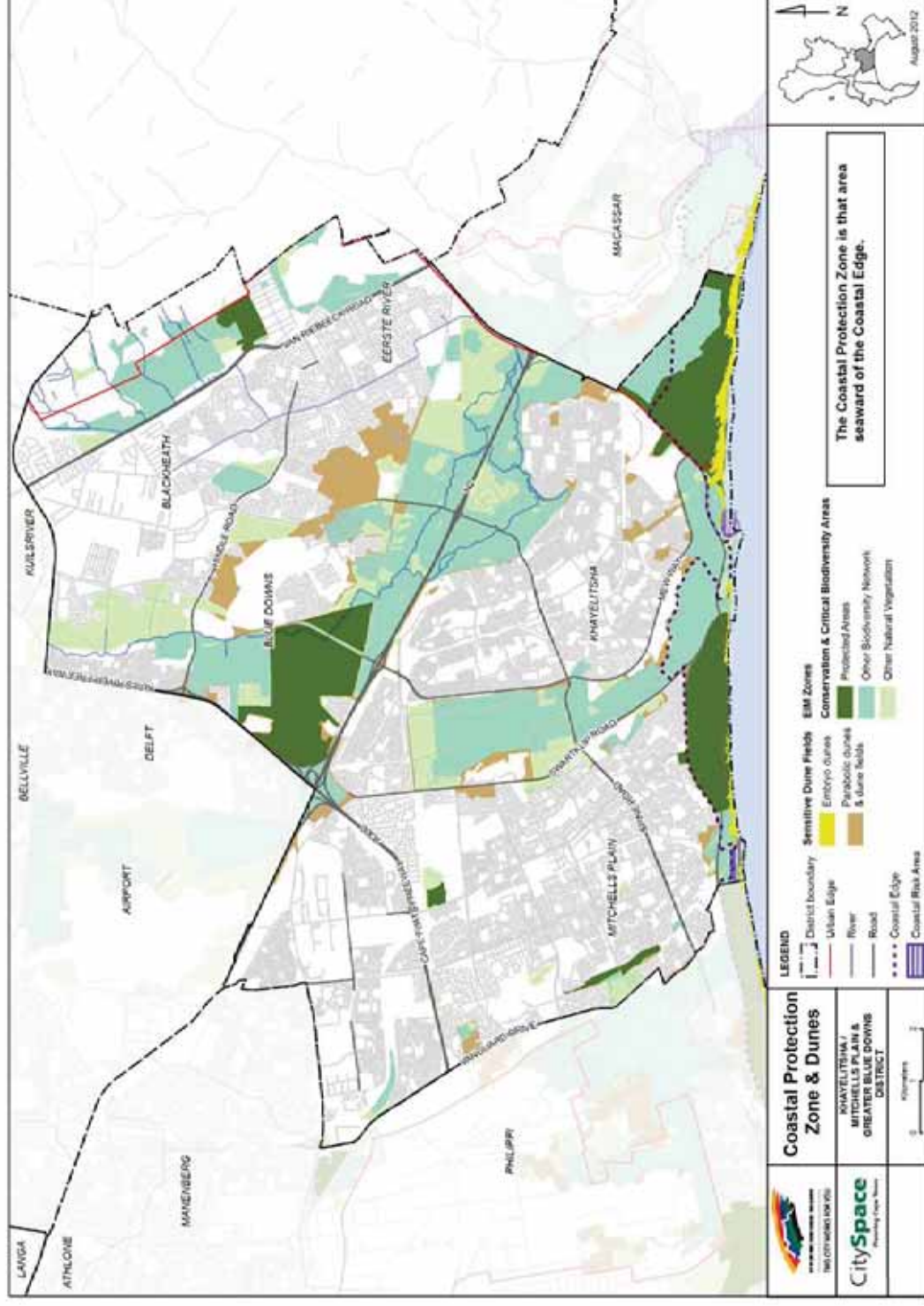
| Environmental Attributes | Kinds of developments, activities that would be undesirable | Kinds of developments, land uses or activities that may have a significant impact | Kinds of developments, land uses or activities that may not have a significant impact | Relevant policy and guideline documents for environmental and land use management |
|--|--|---|--|---|
| <p>The Coastal Protection Zone (CPZ)</p> <p>The CPZ has been determined by the City Of Cape Town, using a number of parameters, including sea level rise, storm surge, biodiversity, coastal access and other coastal processes. It is delineated by the coastal edge line.</p> | <ul style="list-style-type: none"> Manufacturing, storage, transport, treatment or disposal of dangerous/hazardous substances Solid and liquid waste disposal Abattoirs New bulk infrastructure, including Waste Water Treatment Works and power generation Any industrial activity Any permanent structure including residential and commercial uses as well as canals, weirs and dams Mining / excavation and associated infrastructure Any activity or land use that will significantly change sand and/or dune dynamics Activities/landuses that will harden surfaces and/or stabilise the dunes Activities which result in high traffic (pedestrian and vehicular) activity Any other activity entailing clearance of indigenous vegetation within 100m of the high water mark. Tourist accommodation Roof top base station Transmission tower Utility service Cemetery Urban agriculture Air or underground rights | <ul style="list-style-type: none"> Landscaping (only for purposes of dune management or creation of sheltered areas for passive recreation) Tidal pools; embankments; stabilizing walls Infrastructure associated with marine and safety uses Renewable energy generation Sustainable harvesting of natural resources Environmental and educational facilities Institutional activities Tourist facilities at identified nodes <p>Note: Although development of any type is inadvisable in this zone, two development nodes have been identified in Khayelitsha/Mitchells Plain that may bring permanent residential and other development at Mhandi and Monwabisi. The full impacts of these nodal developments will have to be assessed and detailed layout plans developed.</p> | <ul style="list-style-type: none"> Nature Reserves/Conservation activities Public open space with appropriate low impact recreation activities Passive recreation Where applicable, appropriate boating activities | <ul style="list-style-type: none"> City of Cape Town Coastal Zone Management Strategy. City of Cape Town Energy & Climate Change Strategy. The Coastal Management Act Department of Environmental Affairs and Development Planning Coastal Zone Policy City of Cape Town Coastal Development Guidance for Future (CCT 2007). City of Cape Town Coastal Protection Zone Policy (in preparation 2010) City of Cape Town's Management of Urban Stormwater Impacts Policy (2009) City of Cape Town Biodiversity Strategy National Policy for Sustainable Development in SA. Macassar Dunes Management Plan. Khayelitsha-Mitchell's Plain Sensitivity and Suitability Study. City of Cape Town. November 2006. Prepared by B.Low (Coastec). CCT: Wolfgat Nature Reserve Draft Management system (undated) CCT: Wolfgat Nature |

| | | | | | |
|---------------------------|--|---|---|--|--|
| | | | | | Reserve: Draft Environmental Management Programme: June 2001 |
| Coastal Risk areas | <p>These are areas that have been developed in the past but which have been identified as being vulnerable to flooding. In most cases, they are located outside (inland) of the coastal edge. However, there are some pockets of developed or semi-developed land on the seaward side of the coastal edge which would also qualify as coastal risk areas.</p> <p>The City of Cape Town will be developing a policy for the management of coastal risk areas. In all cases a precautionary approach must be adopted and emergency planning for flood and storm events undertaken.</p> | <ul style="list-style-type: none"> • | <ul style="list-style-type: none"> • | <ul style="list-style-type: none"> • Delineation of the proposed Coastal Protection Zone for the City Of Cape Town (2009) | |

Table 5.2b): Dune Areas

| Environmental attributes | Kinds of developments, land uses or activities that would be undesirable of activities | Kinds of developments, land uses or activities that may have a significant impact | Kinds of developments, land uses or activities that may not have a significant impact | Relevant policy and guideline documents for environmental management |
|---|--|--|--|---|
| Sensitive dune fields <i>This zone constitutes sensitive dune fields, including embryo, linear, parabolic, sand sheet and transverse dunes.</i> | <ul style="list-style-type: none"> • Activities involving excavation and mining. • Activities restricting the natural movement of sand. • Activities which harden the surface and stabilise the dunes. • Activities which result in high traffic (pedestrian and vehicular) activity. • Any other activity entailing clearance of indigenous vegetation within 100m of the high water mark. | <ul style="list-style-type: none"> • Pedestrian walkways. (a) Landscaping associated with coastal and dune management. | <ul style="list-style-type: none"> • Conservation activities. (b) Public open spaces with appropriate low impact recreation activities. (c) Essential activities required for the environmental management of the coastal and dune areas. | <ul style="list-style-type: none"> • D:EA&DPs Coastal Zone Policy • City of Cape Town Coastal Zone Policy • City of Cape Town Coastal Development Guidance for Cape Town Coastline into the Future. • National Policy for Sustainable Coastal Development in South Africa • Draft Coastal Zone Policy for the Western Cape. • City of Cape Town's Management of Urban Stormwater Impacts Policy (2009) • City of Cape Town Biodiversity Strategy |

Zone Map F1: Coastal Protection Zone and Dunes



5.2.3 Conservation and Biodiversity Priority Zone

SUMMARY OF STATUS

The main vegetation type in this area is Cape Flats Dune Strandveld, an endangered vegetation type of which only 6% is conserved. The conservation target is 24%, with a large proportion of the Strandveld needed to achieve the target, occurring in Khayelitsha – Mitchells Plain. There is also a variety of terrestrial mammals still occurring within the District (approximately 11 species as well as 6 species of bat) – none of which are threatened nationally, but which are of local conservation significance. Their future survival in the District is dependent on there being larger natural open space to ensure that viable populations exist. The ecological corridors linking important natural areas are essential for the continued survival of many mammal species. Important ecological corridors within this District are the Kuils River (linking Driftsands Nature Reserve to the coast) and the False Bay coastal strip. There is also a wide variety of avifauna, two threatened reptiles and 2 butterfly species of conservation importance.

ENVIRONMENTAL MANAGEMENT PRIORITIES

| Management Priority | Priority area of focus |
|------------------------|---|
| 1. Enhance and Restore | <ul style="list-style-type: none"> Consideration of habitat requirements of key species when designing developments in Greenfield areas such as Mbandi and the Swartklip site e.g. maintenance or creation of dune slacks with Cottonwool grass for Barber's Cape Flats Ranger butterfly |
| 2. Retain and protect | <ul style="list-style-type: none"> Conservation and appropriate sustainable utilisation of key biodiversity resources. Natural resource areas such as Wolfgat Nature Reserve, the remaining Macassar dunes and the Swartklip sites' full potential have still to be realised. Retain and enhance green corridors such as the coastal corridor linking Strandfontein to Monwabisi and the corridor extending from Monwabisi up into the Swartklip site. Conservation of specific vegetation remnants for endangered species e.g. the Khayelitsha wetland that support a multispecies heronry. The principles of Water Sensitive Urban Design should be applied. |
| 3. EIA requirements | <ul style="list-style-type: none"> New development inside the urban edge 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 CoCT's Biodiversity Branch. Specialist botanical input must be obtained for proposed new development inside the urban edge that potentially impacts on areas of high biodiversity importance. If tourism facilities are proposed, that include buildings or other major infrastructure (roads, parking areas etc) – such developments should wherever possible, be located outside the biodiversity area on adjacent land, unless disturbed areas of low biodiversity value exist on the site. Other natural vegetation sites may become important as biodiversity offset sites. Some higher impact activities could be considered on degraded portions but vegetation in good condition should be subject to low impact activities only. An EMP must be drawn up and implemented for all activities approved in this zone, in accordance with the CoCT's specifications for EMPs. Key issues to be considered: subsurface & surface erosion and pollution potential, health & safety, infill and illegal dumping, storm water quality and quantity and management thereof, river/wetland/bank fringe management, catchment management with respect to the proposed project, flood potential & management, recreational and agricultural potential; visual impacts, heritage impacts, |

| | |
|-------------------------|--|
| | biodiversity and rehabilitation, restoration potential/opportunities, cumulative and interdistrict/transboundary impacts, the retention of aquifer recharge areas and areas needed for extraction and treatment of aquifer water, risks to aquifer of pollution and/or over abstraction, risk of ingress of seawater to aquifer due to excessive extraction of aquifer water, coastal dynamics (winds, tides, sand movement, erosion potential etc) as it affects or is affected by activities and/or structures (current and proposed), role of natural environment (e.g. dunes & vegetation) in providing protection against storm damage, sea level rise levels and storm damage potential (actual and predicted), risk and liability issues, retention of access to the coast, scenic and aesthetic character, archaeological and palaeontological sites, heritage and cultural value, potential for sustainable livelihoods, conservation & restoration of vegetation, connectivity and access, ecological functioning/processes, fire control and land management issues, pollution prevention, invasive alien control and management, protection of fauna and associated habitat (note that other natural vegetation' sites may become important as biodiversity offset sites and thus this role may need to be considered prior to development). |
| 4. Research and Educate | <ul style="list-style-type: none"> Raising awareness of the value and functions of natural habitat and flora. Maximisation of local involvement in conservation, education and ecotourism initiatives. |

ENVIRONMENTAL IMPACT MANAGEMENT TABLE: BIODIVERSITY: Refer to Figure 5.3

Table 5.3a): Conservation and Critical Biodiversity Areas

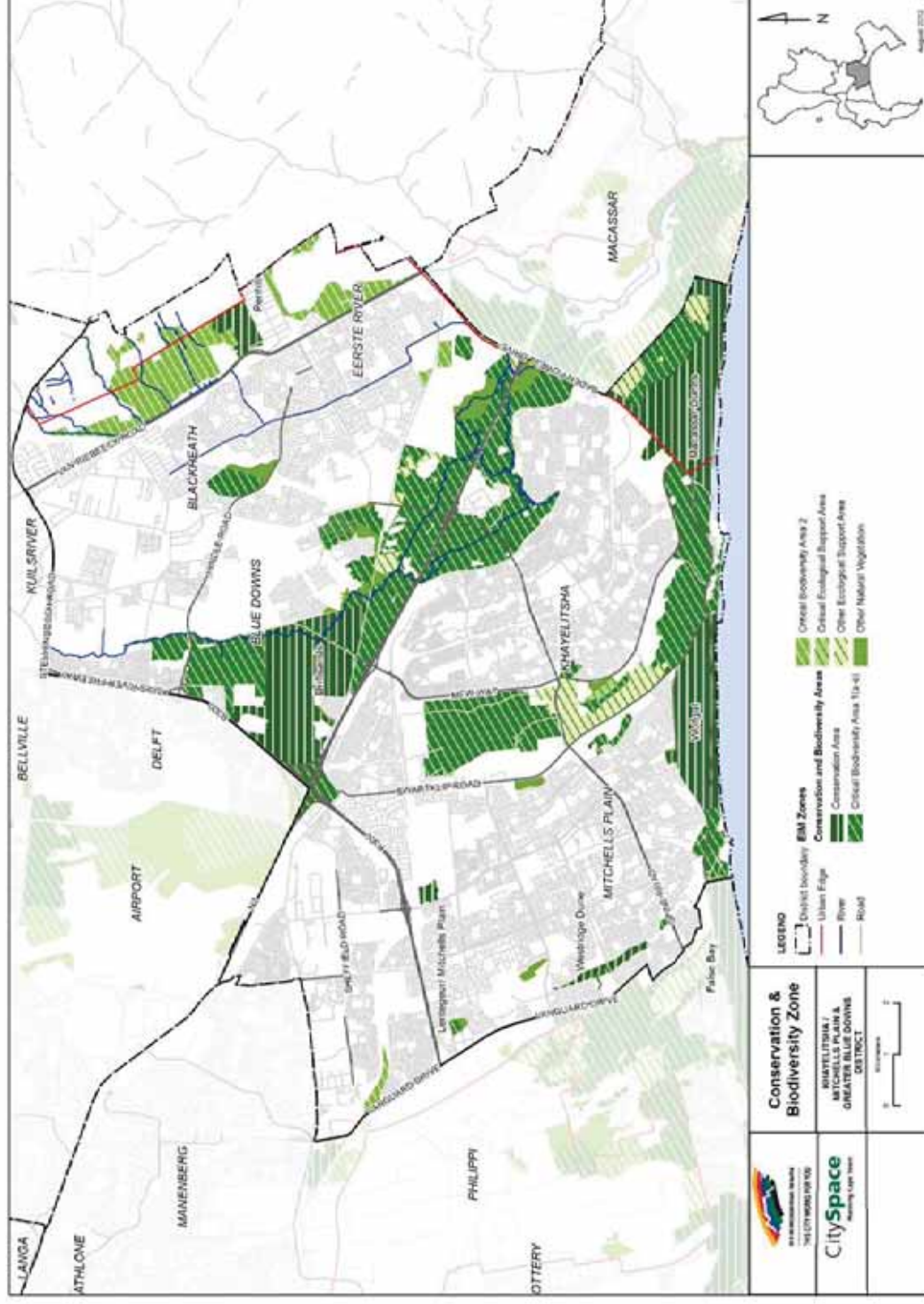
| Environmental Attributes | Kinds of developments, landuses or activities that would be undesirable | Kinds of developments, land uses or activities that may have a significant impact | Kinds of developments, land uses or activities that may not have a significant impact | Relevant policy and guideline documents for environmental and land use management |
|--|---|---|---|--|
| <p>Protected areas</p> <p><i>This area overlaps with the following zone (coastal protection zone and dunes), but includes terrestrial conservation areas that extend further inland and may not be regarded as 'coastal'.</i></p> <p>This zone includes protected and managed biodiversity areas i.e.</p> <ul style="list-style-type: none"> Wolfgat Nature Reserve (formal protected status: core flora site) Macassar Dunes (core flora site) | <ul style="list-style-type: none"> Any land use or activity that will have an impact on the vegetation cover or ecological functioning of the area including: <ul style="list-style-type: none"> Storage, treatment or handling of any dangerous or hazardous substance; Any industrial and/or agri-industrial activity; Residential and commercial development Abattoirs Permanent structures/ buildings (other than those associated with low impact recreation facilities); All excavation and mining related activities and infrastructure; Solid and liquid waste disposal; | <ul style="list-style-type: none"> Essential services Tourism facilities Conservation related facilities or infrastructure (e.g. parking and offices) Environmental education facilities Sustainable harvesting of natural resources Any other activity entailing clearance of critically endangered indigenous vegetation. | <ul style="list-style-type: none"> Low impact passive recreation /ecotourism activities (hiking trails, walks etc) Environmental education Activities necessary for the management of the conservation areas. Nature Reserves/Conservation Activities | <ul style="list-style-type: none"> City of Cape Town Coastal Zone Management Strategy The Identification and Prioritisation of a Biodiversity Network for the City Of Cape Town Reserve Sensitivity and Zonation Plans (June 2010) City of Cape Town's Natural Interface Study: Veldfire Planning Guidelines (CCT 2004). DEA&DP's guideline for involving Biodiversity specialists in EIA processes The Fynbos Forum's guidelines for Environmental Assessment in the Western Cape (2005) The Coastal Management Act 24 of 2008l Department of Environmental Affairs and Development Planning Coastal Zone |

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| | <ul style="list-style-type: none"> Excavation and mining activities Tourist accommodation Roof top base station Transmission tower Utility service Cemetery Urban agriculture Air or underground rights Initiation / cultural sites | | | <ul style="list-style-type: none"> City of Cape Town Coastal Development Guidance for Cape Town Coastline into the Future (CCT 2007). Macassar Dunes Management Plan. Wolfgat Nature Reserve Draft Management System Discovering Wolfgat Nature Reserve (1996) Wolfgat Nature Reserve Draft Environmental Management Programme (June 2001) Wolfgat-Macassar Node: Concept Spatial and Management Framework (April 2005) Khayelitsha-Mitchell's Plain Sensitivity and Suitability Study. City of Cape Town. November 2006. Prepared by B.Low Coastec |
| <p>Critical Biodiversity Area 1</p> <p>This zone encompasses critical biodiversity, minimum selection, consolidation and connectivity categories CBA 1a), 1b, 1c, 1d, 1e), including</p> <ul style="list-style-type: none"> Monwabisi dunes The undeveloped parts of the Swartklip site (core flora site) Khayelitsha Kulls River wetlands Westridge dune area (Mitchell's Plain) Strandfontein dunes The area surrounding mining activities at the Macassar dunes | <ul style="list-style-type: none"> Any land use or activity that will have an impact on the vegetation cover or ecological functioning of the area including: <ul style="list-style-type: none"> Storage, treatment or handling of any dangerous or hazardous substance; Any industrial and/or agri-industrial activity; Residential and commercial development Abattoirs All excavation and mining related activities and infrastructure; Solid and liquid waste disposal; Excavation and mining activities Outdoor advertising Cemeteries Excavation and mining related activities Bulk infrastructure including waste water treatment works and power generation | <ul style="list-style-type: none"> Essential engineering and utility services Harvesting of natural resources Environmental facilities Tourism facilities Essential roads, rail, pipelines and cables Environmental education facilities Sustainable harvesting of natural resources Agricultural activities Cultural/initiation activities | <ul style="list-style-type: none"> As above | <p>List continued from above</p> <ul style="list-style-type: none"> City Of Cape Town Biodiversity Network: C-plan and Marxan Analysis: 2009 Methods and Results Western Cape Provincial Spatial Development Framework: Statutory Report City of Cape Town's Management of Urban Stormwater Impacts Policy (2009) City of Cape Town BioNet: Terrestrial Systematic Conservation Plan Re-analysis: Methods and Result (2008). |
| <p>Critical Biodiversity Area 2</p> <p>This zone encompasses the irreplaceable restorable biodiversity sites i.e. Bionet category CBA 2, Including</p> <ul style="list-style-type: none"> east of Van Riebeeck Road and in the Eerste | <ul style="list-style-type: none"> | <ul style="list-style-type: none"> | <ul style="list-style-type: none"> | |

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| River area. | | | | |
| <p>Critical Ecological Support Areas (CESAs).</p> <p>Critical Ecological Support Areas may comprise any habitat quality from very low condition to pristine. They provide for essential ecosystem services. They are required for additional consolidation and ecological support and are essential for management consolidation, connectivity and viability of biodiversity elements in protected areas and CBAs.</p> <p>The CESA lies between the Swartklip site and the Wolfgat Nature Reserve and Monwabisi dunes.</p> <p>The area is largely transformed, but is necessary to maintain a corridor between the coast and the Swartklip site</p> <p>There is also a CESA in the sand mining area (current) in the Macassar Dunes</p> <p>Other Ecological Support Areas (OESAs)</p> <p>Transformed (e.g. extensive agriculture sites with conservation importance)</p> <p>These sites are essential for management consolidation, connectivity and viability of biodiversity elements in CBA1.</p> | <ul style="list-style-type: none"> Any activities that will permanently harden surfaces (e.g. residential, industrial or commercial development) and reduce the ability of the area to act as a green corridor. | <ul style="list-style-type: none"> Rehabilitation of these sites to allow for appropriate outdoor activities (recreation or amenities) | <ul style="list-style-type: none"> | |

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| CBA2 and Protected Sites | | | | |
| <p>Other natural vegetation sites i.e. South and west of the Swartklip site and patches in the western and northern parts of Mitchell's Plain</p> | <ul style="list-style-type: none"> Any land use or activity that will have an impact on the vegetation cover or ecological functioning of the area including: <ul style="list-style-type: none"> Storage, treatment or handling of any dangerous or hazardous substance; Any industrial activity; All excavation and mining related activities and infrastructure. | <ul style="list-style-type: none"> Permanent buildings Essential services Residential and commercial development Sustainable harvesting of natural resources Tourism facilities Tourist accommodation Walkways and trails Rooftop base station Transmission tower Cemetery Urban agriculture Air or underground rights | <ul style="list-style-type: none"> Low impact recreation activities passive /ecotourism activities Environmental education Activities necessary for the management of the conservation areas. Nature Reserves/Conservation Activities | |

Zone Map F2: Conservation and Biodiversity Zone



5.2.4 Cultural and Recreational Resources Zone

SUMMARY OF STATUS

The District has a significant natural heritage due to the conserved areas as well as remaining open space (such as the Swartklip site and the coast). The remaining dunes provide magnificent views over the area and up to Table Mountain (e.g. Lookout Hill). Along the coast there is evidence of Strandloper middens and a palaeontological site occurs near Wolfgat Nature reserve (although vandalism and natural erosion have largely removed any evidence of the site). There are many contemporary heritage areas associated with struggle sites or meeting places – usually located in schools or halls, which have no protection status and which are vulnerable to alteration or loss. Many of the undeveloped open spaces are used for cultural practices such as initiation. There are no formally recognised initiation sites.

ENVIRONMENTAL MANAGEMENT PRIORITIES

| Management Priority | Priority area of focus |
|-----------------------------|---|
| 1. Enhance and Restore | <ul style="list-style-type: none"> Build recognition and development of cultural and heritage resources and utilise them as community strengthening and unification points as well as points of interest for tourists (if sensitively developed and managed). |
| 2. EIA requirements | <ul style="list-style-type: none"> Refer to the heritage overlay zone being developed for the IZS. Struggle sites: Consultation with the local community during the planning of any new developments in these areas is essential. Scenic drives: Activities should be congruent and sympathetic to the landscape/townscape. Palaeontology: Should any development activity be proposed in the area, a palaeontologist should be consulted as to whether the sites require any further excavation to remove fossilized material. Archaeological specialists will need to investigate all potential coastal development sites in the planning and environmental assessment phases. In all areas where POS is being removed or redeveloped, consultation with the local community with regards to the proposed changes should be an integral part of the planning and development process. Requirements for infrastructure associated with extraction and treatment of water from the aquifer may need to be taken into account if open space areas are to be developed. Key issues to be considered: archaeological, heritage, cultural and palaeontological sites; the potential to utilise heritage/cultural sites for education, tourism and/or recreation purposes; impacts on landscape and aesthetic character of area; potential for pollution of the aquifer and areas where water collects (cemetery). |
| 3. Manage land use and form | <ul style="list-style-type: none"> Redevelopments may bring changes to contemporary heritage areas and struggle sites. Public involvement is needed prior to the alteration of any such sites. Investigate how cultural practices affect land use and planning and accommodate them where possible. |
| 4. Research and Educate | <ul style="list-style-type: none"> Recognise, define and document heritage and cultural resources in the area. Identify, and if warranted, protect any remaining archaeological and/or palaeontological sites or resources that may remain in the area. Educate local communities about the archaeological and palaeontological sites (recognition, significance). |

Table 5.4a): Cultural, Archaeological and Palaeontological Sites

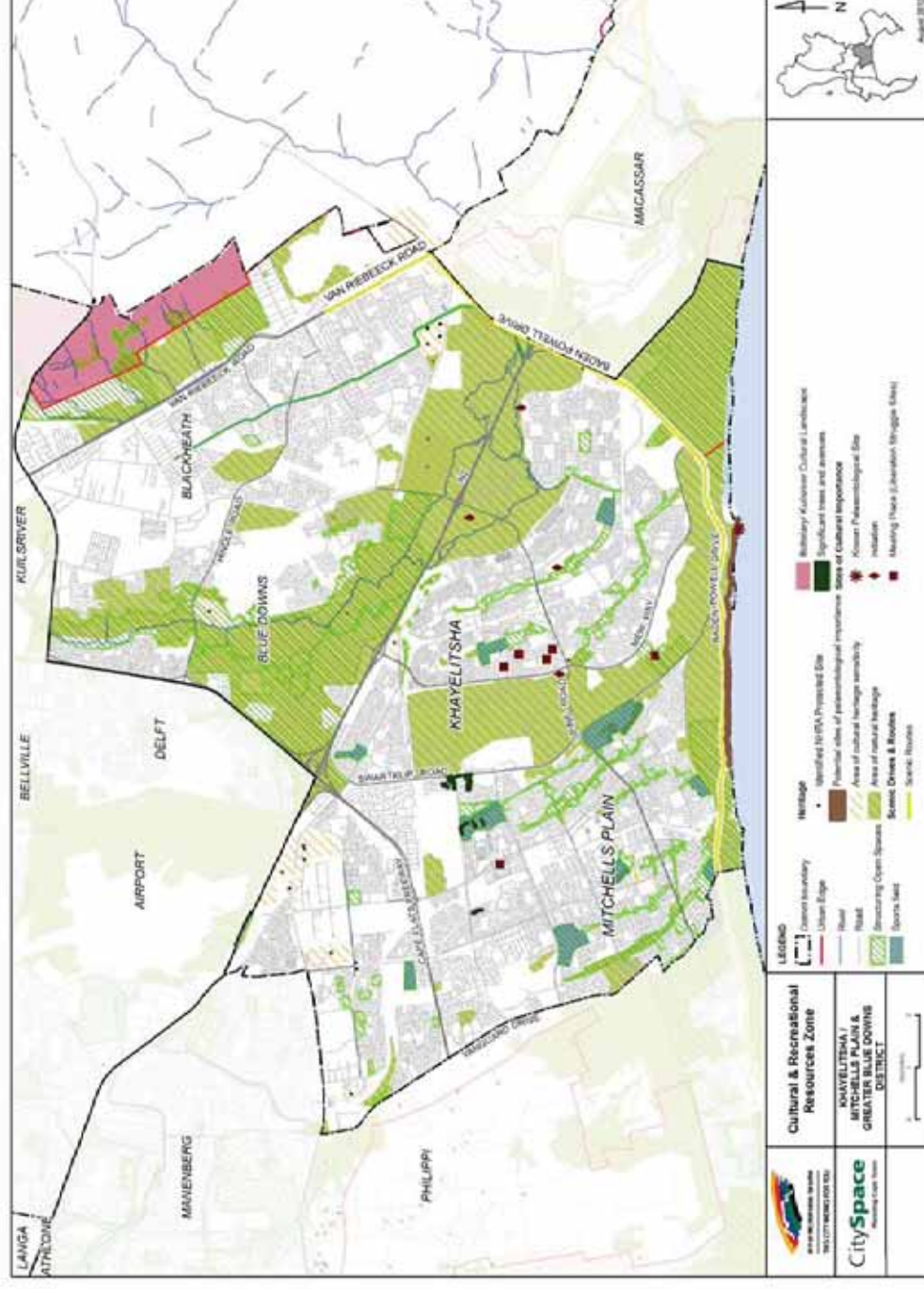
| Environmental Attributes | Kinds of developments, landuses or activities that would be undesirable | Kinds of developments, land uses or activities that may have a significant impact | Kinds of developments, land uses or activities that may not have a significant impact | Relevant policy and guideline documents for environmental and land use management |
|---|---|--|--|--|
| <ul style="list-style-type: none"> Khayelitsha cemetery (including expansion area) | <ul style="list-style-type: none"> Storage of any dangerous substance; Any industrial activity; All excavation and mining related activities and infrastructure; Any activity inappropriate to a cemetery and which would negatively impact the dunes/ecosystems within which the cemetery is located | <ul style="list-style-type: none"> Essential engineering services Construction of cemetery and associated facilities Rooftop base station Transmission tower Harvesting of natural resources Urban agriculture | <ul style="list-style-type: none"> Nature Reserves/Conservation Activities Burials | <ul style="list-style-type: none"> National Heritage Resources Act CCT Heritage Resource Management Strategy Scenic Drive Policy Philippi Heritage Mapping Survey. 2006. Peter Buttgens Architects City's Heritage Management Guidelines |
| <ul style="list-style-type: none"> Initiation sites (change periodically – no formal location) Sites identified in 2005 include: <ul style="list-style-type: none"> Greenpoint (Spine Road off-ramp from the N2) Town 2 (behind the magistrates court) A's to C's (land adjacent to Lookout Hill) Site B (portion of Greenpoint) Makhaza: Section 42 (behind dairy and Nabe's shop) | <ul style="list-style-type: none"> It is not possible to specify undesirable activities as the sites have no formal status and periodically change location | <ul style="list-style-type: none"> Some of the sites may potentially be used for grazing domestic stock or collection of medicinal or flowering plants. | <ul style="list-style-type: none"> Improvement of initiation site infrastructure | |
| <ul style="list-style-type: none"> Struggle sites (no formal demarcation or recognition). Liberation struggle sites identified in 2005 include: <ul style="list-style-type: none"> Khaya Bazaar Manyanani Peace Park Injongo Primary School Site B, M-section (a low cost housing area is being developed) A-section at Murray (SHAWCO offices) | | <ul style="list-style-type: none"> Most of these sites are already being used for various purposes. Any activity that is in context and in harmony with the SDP may be considered. | <ul style="list-style-type: none"> Recognition, interpretation and memorialization | |
| <ul style="list-style-type: none"> Scenic drives (Baden Powell Drive) | <ul style="list-style-type: none"> No activities, buildings or structures that would negatively affect the views of the coast from Baden Powell Drive. Activities and/or structures that are inconsistent with the landscape Outdoor advertising | | <ul style="list-style-type: none"> Scenic drive Picnic and viewing areas | |
| <ul style="list-style-type: none"> Historical scenic drives along | <ul style="list-style-type: none"> Any activities that would result in the | | <ul style="list-style-type: none"> | |

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| Wetevreden, Stock and New Eisleben roads | damage or significantly change the character or features of the remaining buildings of heritage value. | | | |
| <ul style="list-style-type: none"> Palaeontological sites | <ul style="list-style-type: none"> The sites are located in a sensitive cliff and limestone area (part of the Wolfgat Nature Reserve). No activities should be permitted in the area other than passive recreation (hiking, site seeing etc) | | | |
| <ul style="list-style-type: none"> Potential Archaeological sites <p>These possible sites occur along the coast (between the coastal edge and the sea). Many are likely to be covered in sand or invisible due to the thick alien vegetation.</p> | <ul style="list-style-type: none"> It is not possible to state what activities would be undesirable as the location of possible sites is unknown. However, any activities inappropriate to the sensitive coastal zone would be discouraged. | | <ul style="list-style-type: none"> Activities appropriate to sensitive conservation areas and the coastal zone <p>Additional activities may be possible, depending on the location of the site(s).</p> | |

Table 5.4b) Public Open Spaces and Recreational Areas

| Environmental Attributes | Kinds of developments, landuses or activities that would be undesirable | Kinds of developments, land uses or activities that may have a significant impact | Kinds of developments, land uses or activities that may not have a significant impact | Relevant policy and guideline documents for environmental and land use management |
|---|--|---|---|---|
| <p>POS includes:</p> <p>Structuring open space:</p> <p>i) Larger stretches of open space, many of which are connected and form part of the storm water network as well as open spaces which have some level of development or formalised activity associated with them, e.g. Swartklip Rd and Spine Rd sports fields and local sports fields and parks of local and community significance, such as open space adjacent to the Mandalay Satellite Clinic.</p> | <ul style="list-style-type: none"> Storage of coal, ore or any other dangerous substance, including fuel. Filling stations. Reservoirs for bulk water supply. Any industrial or agri-industrial activity All excavation and mining related activities and infrastructure. Abattoirs Aquaculture. Waste storage, treatment or disposal activities Generation of power. Refining of gas, oil, or petroleum products. Bulk transportation of dangerous goods using pipelines, funiculars or conveyors. Residential development Manufacturing, storage or testing of explosives. Rail transportation and infrastructure. | <ul style="list-style-type: none"> Canals, weirs, dams, ponds and other infrastructure required for storm water management. Facilities for the bulk transportation of water and sewage. Physical infrastructure for the crossing of water (bridges). Cemeteries Tourist facilities Transmission tower Air or underground rights Utility services Rooftop base station Urban agriculture (including grazing) Sustainable harvesting of natural resources Environmental facilities Institutional activities (museums, churches etc) Commercial activities (see note below*) | <ul style="list-style-type: none"> Nature Reserves Private and Public open space Picnic areas Informal 'kickabouts' Environmental conservation Sporting and passive recreation activities that are in harmony with the surrounding neighbourhood. | <ul style="list-style-type: none"> City of Cape Town MOSS City of Cape Town's Management of Urban Stormwater Impacts Policy (2009) City of Cape Town's Floodplain and River Corridor Management Policy |
| <p>ii) Small unconnected pieces of vacant land which may be underutilised or serve a role as informal areas to kick a ball.</p> | <p>These areas are potentially suitable for any sort of activity that is in harmony with the surrounding land uses and the proposals of the SDP. Any sensitive environments (as identified in the EMF) also need to be taken into account. Appropriate land use must be determined at local level, taking open space requirements into account as well as the social and environmental context.</p> | | | <p>As above</p> |

Zone Map F3: Cultural and Recreational Resources Zone



5.2.5 Natural Economic Resources Zone

SUMMARY OF STATUS

The District has significant sand resources. Problems are experienced with illegal sand mining and mining in inappropriate areas (which conflicts with biodiversity as well as residential areas).

ENVIRONMENTAL MANAGEMENT PRIORITIES

| Management Priority | Priority area of focus |
|-------------------------------|--|
| 1. Manage land use and form | <ul style="list-style-type: none"> Where possible, mine building-sand resources if sites are being developed or redeveloped. Prevent land uses that would threaten the viability and quality of the Cape Flats Aquifer |
| 2. EIA requirements | <ul style="list-style-type: none"> Restoration of the mined environment to a pre-determined acceptable land form and use, through implementation of an approved EMP is essential. Mining activities should not be authorized without the required EMPs and rehabilitation plans. Mining companies must commit sufficient financial resources to rehabilitation prior to approval. Extraction of mineral resources should be considered prior to the authorisation of urban or other development on mineral resources. If any of the existing dunes have to be removed for development or agricultural purposes, potential to utilise the sand as a resource should be determined timeously. In areas where there is potential for conflict between the location of mineral resources and areas of biodiversity importance, specialist input from the Biodiversity Management Branch is to be obtained prior to decision making with regard to mining activities. In areas where high priority mineral resources conflict with areas of archaeological and heritage importance, an assessment of these impacts must be undertaken and appropriate mitigation measures approved by Heritage Western Cape, prior to authorisation. In areas where high priority mineral resources conflict with areas of agricultural value/potential, input must be obtained from the Department of Agriculture, prior to authorisation. Sand mining can be considered in areas that will ultimately become agricultural areas provided that a sufficient depth of soil is left above the water table. Sand mining should not be permitted within the Coastal Protection Zone. Mineral resources close to visually sensitive areas, scenic routes and residential areas must consider the visual, health and safety impacts and adequate and realistic mitigation measures determined, prior to approval. Key issues to be considered: impacts on water pollution; biodiversity; economic, health and safety issues; access; noise; odour and dust. |
| 3. Monitor and manage impacts | <ul style="list-style-type: none"> Prevent illegal and unmonitored sand mining and prevent loss of future development opportunity due to mining activities. |
| 4. Research and Educate | <ul style="list-style-type: none"> Investigate options for use of post-mining landscapes. |

ENVIRONMENTAL IMPACT MANAGEMENT TABLE: ECONOMIC RESOURCES: Refer to Figure 5.5

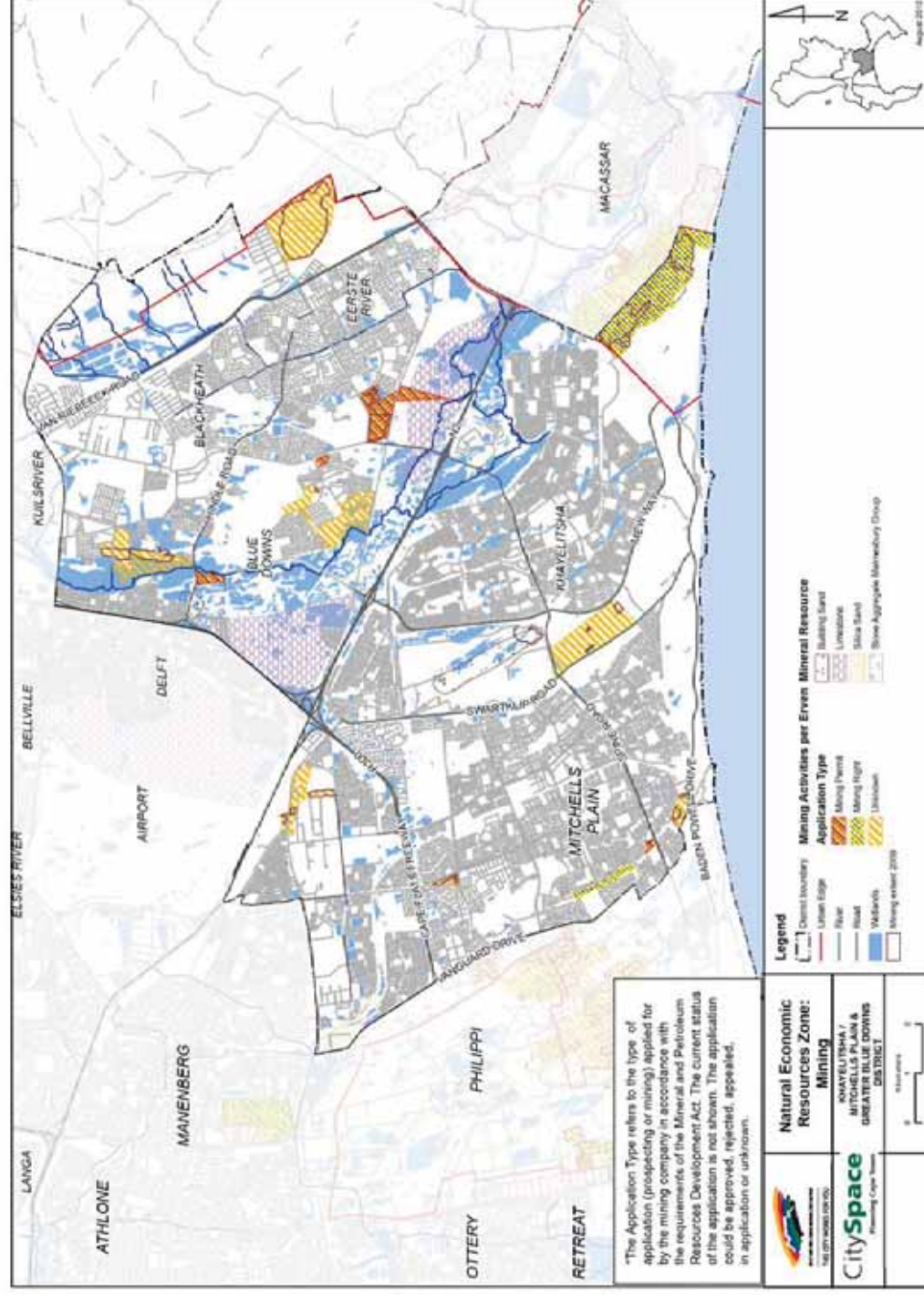
Table 5.5a) Agricultural Areas

| Environmental Attributes | Kinds of developments, or landuses that would be undesirable | Kinds of developments, land uses or activities that may have a significant impact | Kinds of developments, land uses or activities that may not have a significant impact | Relevant policy and guideline documents for environmental and land use management |
|---|--|---|---|--|
| i) Less significant potential agricultural areas. These are smaller pieces of land located along storm water networks, infrastructure servitudes or other areas which do not have conservation or other value and which could possibly be used for small scale urban agriculture. | <ul style="list-style-type: none"> Any development activity that is not compatible with urban agricultural activities, including <ul style="list-style-type: none"> Urban development Industrial activities Mining activities Storage, treatment or disposal of dangerous or hazardous substances Activities that will cause pollution that would affect either resources necessary for agriculture (soil, water etc) or the crops themselves | <ul style="list-style-type: none"> Agri-industrial activities, providing that they do not occupy land being used for crops or cause a nuisance (noise, odour etc) to neighbouring residential areas Engineering and utility services and infrastructure. Dwelling house Riding stables Environmental conservation use Environmental facilities Roof top base station Additional use rights Intensive animal farming Agriculture industry Transmission tower Animal care centre Dams and weirs Agri-tourism (including farm shops/stalls) Road, rail, pipelines, cables Farm shop Guest house Hotel Tourist accommodation Tourist facilities Mine Utility service Aquaculture Home occupation Bed & Breakfast establishment Home child care Second dwelling | <ul style="list-style-type: none"> Small scale urban agriculture, such as permaculture food garden plots, small nurseries or plots used for growing specialist plants (e.g. medicinal plants). | <ul style="list-style-type: none"> Strategic Plan for South African Agriculture (2001) Land redistribution Policy for Agricultural Development Ikapa Environmental Consultants (2006). <i>Agricultural land Study</i>. Metropolitan Spatial Planning, City of Cape Town. Ikapa Environmental Consultants (2008). <i>Review of Agricultural Land Study</i>. Metropolitan Spatial Planning, City of Cape Town. Regulation of Land for Urban Agricultural Purposes in Khayelitsha. Feb 2004. (Prepared by Macroplan) Urban Agricultural Policy for the City of Cape Town (2007) |

Table 5.5b): Mineral Resource Areas

| Environmental Attributes | Kinds of developments, land uses or activities that would be undesirable | Kinds of developments, land uses or activities that may have a significant impact | Kinds of developments, land uses or activities that may not have a significant impact | Relevant policy and guideline documents for environmental and land use management |
|---|---|---|---|---|
| Areas currently being used to mine sand and areas having sand that could potentially be mined (not yet identified). | <ul style="list-style-type: none"> Any mining or related activities which are contrary to the approved Environmental Management Programme (and any amendments) As building sand is a strategic resource, any activity that prevents extraction of the sand in areas where it has been determined (through appropriate EIA and planning processes) that the sand can be mined – would be deemed undesirable. | <ul style="list-style-type: none"> Mining activities which have the relevant approved environmental authorisations and Environmental Management Programmes Related infrastructure and facilities <p>(Mining activities will prevent the use of the area for any purpose other than mining until the area has been fully rehabilitated).</p> | | City of Cape Town Structure Plan for Mining (2002) |

Zone Maps F4: Natural Economic Resources Zone: Mining



5.2.6 Urban Uses and Utilities Zone

SUMMARY OF STATUS

The District is relatively poorly resourced in terms of utilities and services. Land identified for facility use has periodically been invaded by informal settlers. The District has 2 waste water treatment plants, namely the Zandvlei WWTW and the Mitchells Plain WWTW. The Zandvlei works is operating near to capacity.

The stormwater system is also under pressure and the area is subject to localised flooding due to a combination of natural catchment features, settlement patterns and maintenance issues.

The District is relatively well served by passenger rail.

Pollution is a problem in the District – with air pollution from household fuel burning (high particulate levels), as well as other sources, posing an ongoing threat to health. Pollution of water and the local rivers is also a major problem. Sources of pollution are varied but contaminated stormwater, sewers, waste water treatment plants and litter are major contributors.

ENVIRONMENTAL MANAGEMENT PRIORITIES

The DSDP sets out a wide variety of strategies to address the socio-economic and infrastructural needs of the district relating to settlements, transport, open space and upgrading of urban areas. They are not repeated here.

| Management Priority | Priority area of focus |
|-------------------------------|--|
| 1. EIA requirements | <ul style="list-style-type: none"> As the proposed new industrial areas are surrounded by dense residential development, consideration has to be given to the social, health and safety impacts of industries to be located in Khayelitsha/Mitchells Plain. Any industrial (and/or commercial/retail) activities must ensure installation of a stormwater management system that directs polluted water away from any stormwater channels or dams that ultimately release into rivers, wetlands or the sea. Polluted stormwater must be captured and disposed of appropriately (depending on the type of pollutants involved). Protection of the aquifer is essential. Activities or land uses that will cause soil, air, or water pollution are to be discouraged. Areas for extraction and treatment of aquifer water must be retained (open space). No permanent activities or structures should be approved within servitudes, except for the designated infrastructure and bulk service activities and structures. Key issues to be considered: pollution (air, stormwater, aquifer), health & safety, noise, odour and visual issues. |
| 2. Enhance and Restore | Where possible and desirable, build restoration of natural environments (e.g. dunes, wetlands, coast, flora) into the planning of Greenfield developments (e.g. at Mnandi, Monwabisi and Swartklip). |
| 3. Retain and protect | <ul style="list-style-type: none"> Retain, but optimally and sustainably utilise green corridors for provision of green services (e.g. flood attenuation and water cleansing) as well as open space for recreation and urban agriculture. Protect the aquifer. |
| 4. Monitor and manage impacts | <ul style="list-style-type: none"> Reduce particulate levels in Khayelitsha through improving road, pavement and park surfaces (dust and sand), reduced dependency on household fuels. |

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| 5. Educate | <ul style="list-style-type: none"> Educate communities about the impacts of littering on the stormwater and river systems and maximise job opportunities through recycling. |
|------------|--|

ENVIRONMENTAL IMPACT MANAGEMENT TABLE: URBAN USES AND UTILITIES: Refer to Figure 5.6

Table 5.6 Urban uses and utilities areas

| Environmental Attributes | Kinds of developments, land uses or activities that would be undesirable | Kinds of developments, land uses or activities that may have a significant impact | Kinds of developments, land uses or activities that may not have a significant impact | Relevant policy and guideline documents for environmental and land use management |
|------------------------------|---|---|--|---|
| a) Commercial activity areas | <p>Facilities or infrastructure for:</p> <ul style="list-style-type: none"> Heavy / noxious industry Generation of electricity (except renewables) Above ground storage of ore or any dangerous good/product Recycling, reuse, handling, temporary storage of general waste Landing of aircraft Recreational use and outdoor racing of motor powered vehicles Treatment of effluent or sewage Extraction of or processing of gas from a landfill site Infilling or depositing of any material into a watercourse, in-stream dam or wetland Mining activities (unless sand is being removed in order to level the site for development) Release of genetically modified organisms The manufacturing, storage or testing of explosives, including ammunition, but excluding licensed retail outlets and temporary storage associated with legal end use of the explosives. The incineration, burning, evaporation, thermal treatment, roasting or heat sterilisation of waste or effluent, including the cremation of human or animal tissue Final disposal of general waste. | <p>Facilities or infrastructure for</p> <ul style="list-style-type: none"> Tourism and hospitality Above ground cableways or funiculars Billboards Filling stations Large scale sporting facilities Construction of masts Roads Transformation of undeveloped, vacant or derelict land Off-stream storage of water Changes to existing facilities for any process or activity which requires an amendment of an existing permit or licence required in terms of national or provincial legislation governing the release of emissions, pollution or effluent Expansion of storm water infrastructure Abstraction of ground water Rail transportation Bulk transportation of solid, liquid or gaseous dangerous goods by pipeline. The activities in the local and general business zones in the Integrated Zoning Scheme. All the activities listed in these zones can be considered, providing they are in harmony with the recommendations of the SDP. | <ul style="list-style-type: none"> Commerce and retail Subdivision of land Infill development Engineering and utility services and infrastructure Substations and electrical infrastructure | <ul style="list-style-type: none"> City of Cape Town's Floodplain and River Management Policy. |

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| <p>b) Industrial activity areas (e.g. proposed new general industrial area in northern Mitchell's Plain)</p> | <p>Facilities for:</p> <ul style="list-style-type: none"> • Large scale storage of ore or any material that is likely to contribute to particulate pollution in Khayelitsha/Mitchells Plain • Concentration of and/or slaughtering of animals • Infrastructure for aquaculture • Landing of aircraft • Recreational use and outdoor racing of motor powered vehicles • Infilling or depositing of any material into a watercourse, in-stream dam or wetland • Mining activities (unless sand is being removed in order to prepare the site for development) • Establishment of cemeteries • Release of genetically modified organisms • The manufacturing, storage or testing of explosives, including ammunition, but excluding licensed retail outlets and temporary storage associated with legal end use of the explosives • The incineration, burning, evaporation, thermal treatment, roasting or heat sterilisation of waste or effluent, including the cremation of human or animal tissue • Final disposal of general waste. | <p>Facilities or infrastructure for</p> <ul style="list-style-type: none"> • General industrial activities • Agri-industrial purposes • Bulk transportation of water, sewage or storm water • Electricity generation and distribution • Off-stream storage of water • Abstraction of ground water • Recycling, reuse, handling, temporary storage of general waste • Temporary storage of gas from a landfill site • Temporary storage of hazardous waste • Treatment of effluent or sewage • Above ground cableways or funiculars • Billboards • Service stations • Above ground storage of a hazardous good/product • Bulk transportation of solid, liquid or gaseous dangerous goods by pipeline • Construction of masts • Roads • Transformation of undeveloped, vacant or derelict land • Subdivision of land • Changes to existing facilities for any process or activity which requires an amendment of an existing permit or licence required in terms of national or provincial legislation governing the release of emissions, pollution or effluent. • Rail transportation • Expansion of storm water infrastructure • Restaurant, • Funeral parlour, • Scrap yard, • Abattoir, • Authority use, • Utility service, • Crematorium, • Rooftop base station, • Transmission tower, • Transport use, • Multiple parking garage, • Agricultural industry, • private road, • Open space, • Shops and offices • Place of worship, • Institution, • Clinic, • Place of assembly, | <ul style="list-style-type: none"> • Council's by-law on informal trading • A Guide to Reporting and Estimating Emissions for the Integrated Pollutant and Waste Information System (IPWIS) 2005. • City Of Cape Town's Air Pollution Control By-Law (2001) • Air Quality Management Plan for the City Of Cape Town (September 2005) |
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|---|---|---|---|--|--|
| | | | <ul style="list-style-type: none"> • Adult entertainment business, adult services, • Informal trading, • Sale of alcoholic beverages, • Place of entertainment, • Helicopter landing pad, • Container site. | | |
| c) Areas within the 65dB noise contours | <ul style="list-style-type: none"> • Residential developments • Hospitals or clinics • Schools | Industrial and commercial activities (as above) | | | |

[illegible]

5.3 Areas of potential impact on selected natural environmental attributes

In the context of the Environmental Impact Management (EIM) zones, **areas of potential impact** are identified where new development is proposed on areas which have natural environmental attributes that are sensitive or have ecological value. These potential impact areas are shown in figure 5.7. The purpose of identifying these areas is to 'flag' the potential impacts that will need to be assessed in detail as part of an application for Environmental Authorisation, should this not already have occurred.

There are several important considerations in terms of the assessment of these potential impacts as part of the application for Environmental Authorisation:

- The development proposals in the DSDP reflect the desired future spatial development pattern in the area, provide a strategic context and act as an informant to the project level assessment of impacts.
- The assessment of the potential impacts related to areas identified in figure 5.7 should occur within a broader assessment of the sustainability of any particular development proposal. This would include consideration of social justice / equity and economic development / prosperity in addition to ecological integrity factors.
- No relative significance has been assigned in the DSDP/EMF to the potential impacts relating to the selected environmental attributes – this will need to be assessed as part of the EIA process.
- Figure 5.7 identifies areas of potential impact on wetlands and conservation and biodiversity areas only. The assessment of other environmental factors including the features identified within other EIM zones is required as part of the project specific EIA process.

Annexure B provides principles for assessing development proposals in the identified areas of potential impact.

[illegible]

6. IMPLEMENTATION

6.1 Urban restructuring and upgrading: framework for capital investment

Urban restructuring and major upgrading deals with:

- changes that need to occur within the existing urban footprint to reinforce the DSDP, which require sector specific capital investment.
- informing planning around capital investment requirements (public and in some cases private), associated new development areas and areas where major intensification is proposed (introduced in the box below).

ALIGNING SERVICE AND INFRASTRUCTURE PLANNING WITH THE SPATIAL DEVELOPMENT PLAN

Two considerations are important in terms of planning for services (public facilities, parks) and infrastructure (transport, bulk infrastructure / utility services), namely the need to address backlogs based on the existing demands and to plan for new demand. In terms of the latter, the DSDP attempts to inform the planning by (see figure 6.1):

- locating areas for intensification of urban use (e.g. areas where redevelopment is being promoted) as well as new development areas (focussed on significant green field development).
- providing some indication, where possible, of the quantum of development and likely phasing of development.

This planning approach will be supplemented by more detailed modelling exercises conducted on a sectoral basis.

a) New Development Areas (NDA's)

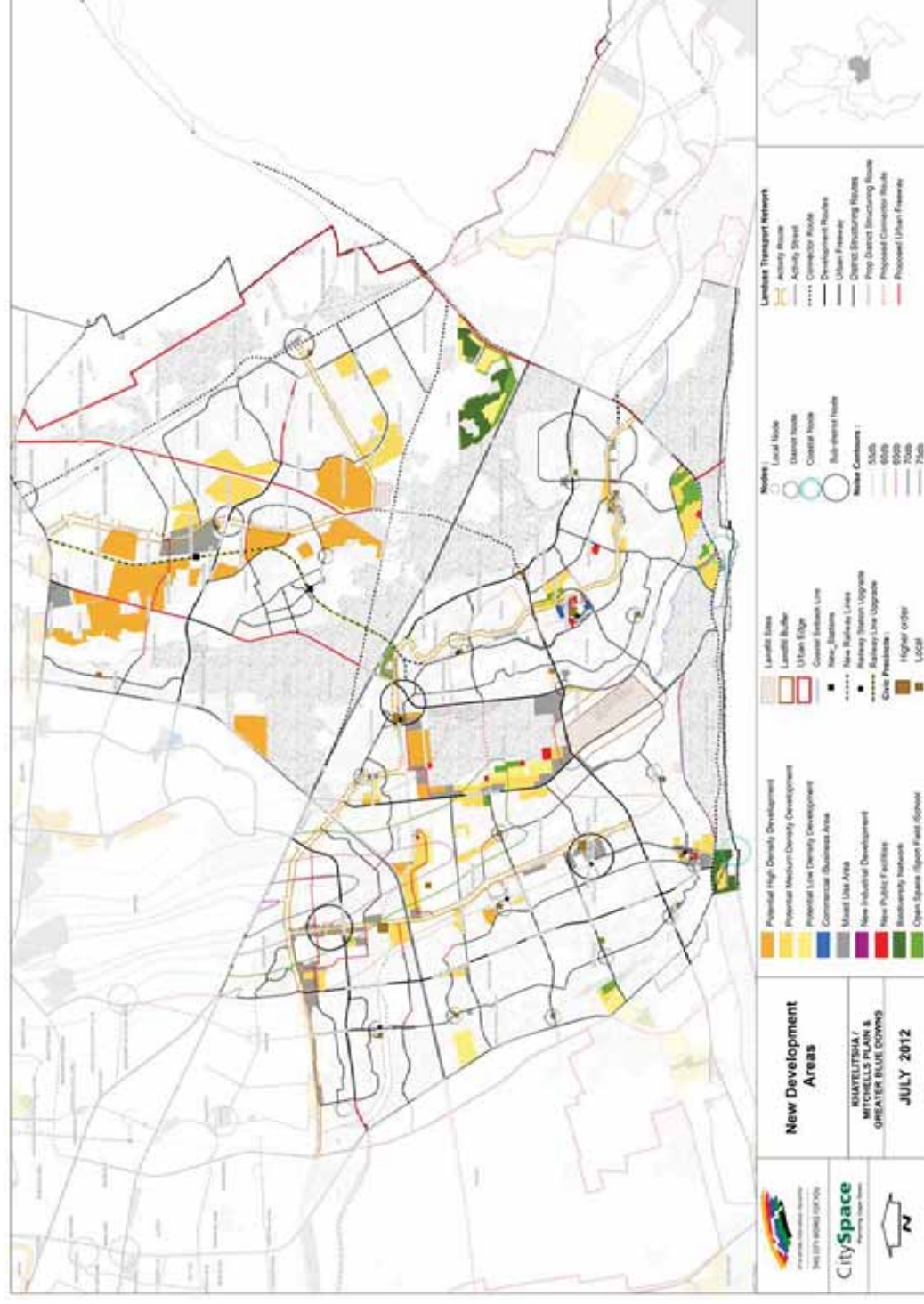
| Philippi NDA's | Likely land uses | Possible yields |
|--|--|---------------------------|
| 1. Philippi Industrial | Extension of Industrial development | 300 000m ² GLA |
| 2. Erf 5268, 3842: Stock Road | Medium density housing/mixed use | 480 Units |
| 3. Farm 693: Philippi | Medium density housing | 600 Units |
| 4. Farm 964: R300 Site | Medium density housing | 230 Units |
| 5. Watergate (Farm CA691) | Mixed use development & medium density housing | 2500 Units |
| 6. Erf 776: Mandalay | Medium density housing commercial /Mix use | 960 Units |
| Mitchells Plain NDA's | Likely land uses | Possible yields |
| 7. Woodlands Erf 39539,36576 | Medium density housing | 200 Units |
| 8. Lentegour 45526,45867,44229 | Medium density housing | 440 Units |
| 9. Lentegour (western side of Lentegour sports fields) | Medium density housing | 360 Units |
| 10. Erf 644 Schaapkraal | Mix of medium-lower density housing | 200 Units |
| Khayelitsha NDA's | Likely land uses | Possible yields |
| 11. Washington Square | Low density/infill housing | 240 Units |
| | High density housing | 180 Units |
| 12. Spine Road Industrial sites | Mixed use development | 36 000 m ² GLA |
| 13. OR Thambo Precinct | Mixed use development | 14 000 m ² GLA |

| Greater Blue NDA's | Likely land uses | Possible yields |
|--|--|----------------------------|
| 14. Erf 105: Eerste Rivier | Medium density residential/ Infill development | 640 Units |
| 15. Erf 107: Eerste Rivier | Medium density residential/ Infill | 320 Units |
| 16. Forest Village (erf 1915) | Medium density development/infill | 1880 Units |
| 17. Hillcrest Heights (erf 1901) | Higher density development | 5160 Units |
| 18. Fountain Village | Higher density development | 2000 Units |
| 19. Mfuleni Extension 1 | Higher density development | 2400 Units |
| 20. The Conifers (erf 1897 for investigation); Tuscany Glen (erf 1898) | Medium density housing | 2960 Units |
| 21. Bardale Extension: Blue Downs | Medium density housing and mixed use development | 3680 Units |
| 22. Eerste Rivier Industrial 643,644, erf 6815 | Light Industrial | 280 000 m ² GLA |
| 23. Blackheath Industrial | Extension of Industrial development | 170 000 m ² GLA |
| 24. Remainder of vacant land inclusive of Happy Valley, Wimbledon Estate, Hagley | Medium density housing | 5 720 Units |

Major intensification areas:

- Monwabisi and Mrandi resorts and environs
- Kapteinsklip Station precinct
- Kuyasa Station precinct
- Lansdowne Road mixed use intensification
- New Eisleben Business Park Precinct
- Cement Factory sites: Philippi
- Stock road mixed use intensification
- Mitchells Plain / Khayelitsha / Blue Downs Town Centres
- Denel / Swartklip site erf 52676

Map 6.1: New Development Areas



6.1.1 Transport infrastructure

The prioritisation of interventions in relation to transport infrastructure requires a fundamental shift from the historical approach to movement infrastructure development in the District. Key principles informing intervention around transport infrastructure include:

- Prioritisation of public transport over private mobility;
- Prioritisation of interventions to support non-motorised transport above mobility;
- Prioritising interventions that will release economic development associated with the accessibility and opportunity grid.

a) New Road links

Several route connections are necessary to promote more efficient movement within and through the District. Proposals include:

Philippi area

The following route connections are necessary to promote integration:

- Extension of **Sheffield Road** west and across the railway line to Ottery Road. This will improve access to the industrial and commercial complex.
- Development of a central structuring route through the Philippi / Browns Farm area which should promote connectivity and structure local activity. This should link **Colorado / Bristol Road** through the “old cement factory” site to Stock Road and beyond this follow the existing road reserve through the industrial area.
- Extension of a new road to the east of the “old cement factory” site, across Sheffield to link to **Ngqwangi Drive**.
- Investigation the feasibility of linkage of **Nondlwana** across the R300 to link with Auber Avenue.

Mitchells Plain

The following route network connections are proposed to strengthen the system of structuring routes and urban nodes:

- Extension of **Alpine Road** through Lentegeur sports complex to link up with Lobelia Street which links to the Lentegeur station via Katjeepering Street.
- Northern extension of **Samantha/Montclair/Hillcrest** to provide a direct link to Mandalay station.
- Investigation into the feasibility of the link of **Merrydale** via Johannes Meintjies, Hans Aschenborne Road and Washington Drive.
- The realignment of Baden Powel Drive to the north of the Wolfgat Reserve, whilst not dismissed as an opportunity, should not be prioritised in the short to medium term as other priorities in terms of the movement system could hold more significant social and economic impact.

Khayelitsha

The following route network connections are proposed to promote integration:

- The completion of **Mew Way/Saxdowns** link to improve broader level linkage of Khayelitsha to the northern parts of the metropolitan area. The completion of the road link will increase not only accessibility to and from Khayelitsha in the south, but will also create a better integration of Blue Downs with the surrounding urban environment. Although mobility should be the primary focus of the road, its role as a development route should also be optimised where the applicable access policy allow for infill developments, which could be of a mixed use nature. Such potential may exist at the intersection with Stellenbosch Arterial.
- The extension of **Aliam Drive** south of Nolungile Station through the Swartklip site to link with Mitchells Plain with potential links to Highlands Drive and Mandalay Station.

Blue Downs

The following route network connections are proposed:

- Extension of **Silversands Road** from Delft- Westbank through to link to Blue Downs CBD.
- Upgrade of **Eerstriv Road** to fulfil the function of an activity route in order to optimise development opportunities in its proximity. Vast undeveloped portions of land are evident along this route, which is earmarked for higher density residential developments and which may include subsidised housing. In order to optimise the potential for smaller enterprises to be introduced, accessibility from/onto the road should be maximised.
- **Saxdowne Road** extension from Hindle Road to link up to Stellenbosch Arterial via Highgate, Sunbird Park and Hagley.
- **Hindle Road extension** (in Rosedale) to link up with Forest Drive.
- **Spine Road Extension** north of the N2 from Faure Road to link up with Stellenbosch Arterial via van Riebeeck Road.

b) Public transport infrastructure

Proposed new rail infrastructure includes:

- **In Philippi**, a new station on the line nearby the proposed extension of Sheffield Road.
- **The Blue Downs rail link** between the Khayelitsha/Mitchells Plain and Strand-Bellville railway lines and stations along its length (Mfuleni, Blue Downs CBD, Blackheath).

Proposed priority rail station upgrades to support the heightened role of these places within the District include:

- Kapteinsklip Station
- Nolungile Station
- Philippi station (southern forecourt and pedestrian access across the rail)
- Blue Downs Station
- Lentegeur Station

Existing transport interchanges at stations throughout the District should be upgraded where necessary and equipped with station park and ride facilities including non-motorised transport (NMT) facilities (paths, underways or bridges, bicycle facilities).

c) NMT infrastructure and Critical public links

Investment in NMT infrastructure is a priority in this District. A clear conflict exists between the dominant mobility functions along high order movement routes and pedestrian/NMT movement routes, thus resulting in numerous hazardous NMT conflict areas throughout the District. This is especially concerning in areas where vehicle ownership is low. Intervention should occur as part of a programme to develop a broader NMT network throughout the District.

The proposed priority NMT interventions are focused around:

- The main movement generators (including public transport interchange / station areas);
- The system of structuring routes proposed as part of the DSDP – the dominant mobility function of most higher order routes can no longer prevail and the prioritisation of NMT within the cross section of existing routes is critical;
- Critical public links which connect destination places and movement generators;
- Linked internal open space system.

NMT infrastructure

Safe movement spaces should be created for both pedestrians as well as cyclists along roads such as:

- Saxdowns Road (Mew way extension linking Khayelitsha and Blue Downs via Mfuleni);
- Eerstriv Road and Hindle Road (providing access especially to the Blue Downs and Delft CBD's);
- Lansdowne Road, Bonga /Lwandile/ Walter Sisulu activity routes;

- AZ Berman / Stock Road;
- Oscar Mpetha Road to Steve Biko Road;
- Pama Road;
- Harare Safe Node;
- Weltevreden Park Way (Morgenster Rd to Highlands Drive);
- Weltevreden Park Way (Highlands Drive to Philippi Station);
- Mitchells Plain: Rosewood Drive & Washington Drive to Eisleben, Hans Aschenbom Road, Johannes, Merrydale Avenue, Kilimanjato Road;
- Mfuleni : Lerato Ponoane Street, Uluntu Street and Mfuleni Main Road;
- Eerste Rivier: Canal Link (Albert Philander Way to Stratford Ave, Forest Drive (Eerste River Station to Eerstriv Way);
- Investigate NMT link from Kapteinsklip to Strandfontein pavilion.

Critical public links

The plan promotes an integrated network of NMT routes. As part of this network, a number of public links are highlighted for upgrading and development, with a particular focus on access to destination/special places:

Critical public links identified include the following:

- **Philippi horticultural area – proposed Swartklip conservation area:** Morgenster Road should be reinforced as a landscaped boulevard accommodating NMT through Mitchells Plain, linking the district sports complexes, the Philippi horticultural area in the west and the Swartklip conservation area in the east.
- **Khayelitsha Wetlands Park – Pama Road – Proposed Denel /Swartklip urban park:** Pama Road should be reinforced as a heavily planted structuring route responding to the sports complex and linking the proposed Denel / Swartklip metropolitan park on the eastern side of the Denel /Swartklip site with Bonga Road, the station and the Kuilsriver Wetland Park (an existing nature-based destination place).
- **Nolungile Station – Swartklip urban park:** With the development of the Swartklip urban park, a new link should be created to ensure strong NMT access between Nolungile station and this destination place.
- **Kapteinsklip Station – Mnandi:** With the development of this precinct, safe NMT access between Kapteinsklip Station and the coast should be a priority.
- **Oscar Mpetha – Monwabisi:** Oscar Mpetha Road should be reinforced as a NMT friendly landscaped structuring route. Aligned with initiatives around the Monwabisi node, the route should follow a new alignment directly to the core of the coastal node or destination place.
- **Monwabisi – Mnandi:** The idea of promoting a coastal recreation link including footpaths / walking trails should be investigated. The link between Monwabisi and Mnandi through the Wolfgat Nature Reserve has the potential to be such a link (possibly potentially including the existing Baden Powell Road alignment). Should Baden Powell Drive be realigned as is proposed, access to this area and the potentially downgraded route could be secured as part of the Wolfgat Reserve.
- **Kuils River corridor:** River corridors provide the opportunity as critical natural linkage systems and also provide/increase pedestrian accessibility between the built environment and the coast. Effort should be made to increase such accessibility by means of formal footpaths, and where roads interrupt such accessibility (as will be the case with the extension of Saxdowne Road adjacent to Mfuleni), such road reserves should be utilised to provide the linkage. It is important that fencing along such river corridors be prohibited.

6.1.2 Open space system

Open space upgrading, enhancement and development (associated with the natural environment and higher order sports and recreation facilities) are critical to achieving the vision for this District.

In particular, the latent potential of the existing (degraded) natural systems should be optimised and several interventions relating to the open space system are proposed.

a) *Philippi*

- **Philippi stadium precinct:** The Philippi Stadium precinct should form the focus of sport, recreation and open space in the area. Opportunities exist to encourage some rationalisation of portions of the land associated with the stadium precinct; however, priority should be given to land for sport and recreation uses considering the lack of open space in Philippi / Browns Farm to the north and the good access afforded by the site. Rationalising land in this area should contribute to securing the open space and encouraging multifunctional use of the sports complex through the location of complimentary uses (e.g. institutional uses).
- **Detention ponds and other open space:** The existing stormwater detention ponds have a role to play in the open space system. Their multi-functional use (including recreational activity) is promoted and these spaces should be prioritised for investigated into provision of a new district / community parks. Further discussions are required with Roads and Stormwater Department to ensure that detention ponds are not in conflict with proposed recreational use.

b) *Mitchells Plain*

- **Existing sports complexes:** Upgrading of sport and recreation facilities should be focussed within existing sports complexes. Efforts should be made to broaden the diversity of activities available within these areas to include activities beyond formal sport to passive recreational activity. Rationalising a number of these open spaces through allowing new development should be encouraged to improve the quality of place and define the space.
- **Linear open space system:** It is proposed that open space upgrading in the form of local parks seek opportunities within the local linear open space system. The focus for upgrading and development of the linear spaces should be where there is a potential to cluster uses (e.g. development of a park in the system adjacent to an existing primary school).
- **Internal dunes system:** It is proposed that the Dagbreek/Westridge dunes be retained as a natural green element. New development should improve the interface with this dune area.

c) *Khayelitsha*

- **Natural Special Place:** A new destination place is proposed on the Denel/Swartklip portion of the site. A portion of this site can be developed for high intensity use (gardens and gateway) and the remainder be retained as biodiversity with boardwalks to part of the wetland and connections to hiking parts in the remainder of the reserve.
- **New district parks:** It is proposed that several new district parks are developed within Khayelitsha. It is proposed that these parks clip onto existing sports complexes and / or are located within the existing linear open space network, particularly abutting existing schools. Areas which should be investigated in this regard include:
 - portion of the Mandela Park linear system linking Mandela Park sports complex with the Cricket oval in the KBD (potentially along Oscar Mpetha Road),
 - portions of the linear system through Eyethu (potentially along Pama Road),
 - portions of the Harare / Ilitha Park system (potentially in proximity to the Harare public investment node).

d) *Blue Downs CBD*

The Blue Downs CBD provides an opportunity for the creation of adequate public space which should be linked, where possible, to the surrounding urban fabric such as the Blue Downs Sports Fields to the south of Hindle Road. Such public space could also accommodate public facilities, which could be required as part of residential development in the CBD. It is proposed that the provision of public space and facilities be clustered to, inter alia, increase public accessibility and provide definition to the built form.

e) Biodiversity Network

The following areas should be prioritised in term of formalising management status:

- The Monwabisi Park area east of the Wolfgat Reserve in order to secure the coastal conservation corridor.
- Portion of the Swartklip site to be finalised through detailed local planning.
- The Macassar dunes area which is not subject to existing sand mining permits.
- The Khayelitsha wetlands

f) Cemeteries

While the planned development of the Metro South-East cemetery in the District would serve Khayelitsha, burial demand in the District in the short-medium term (i.e. 5-15 years) will require at least two 10ha cemeteries. Investigation into a new cemetery to serve Mitchells Plain is required (possibly in the Lentegeur area) in order to also serve the eastern communities of District G.

g) Urban Agriculture

Opportunities for urban agriculture should be supported in the District (as in other areas of the City). Areas most suited to urban agriculture include the open space interface with the Kuils River system as well as small scale opportunities for fruit and vegetable growing in the urban areas. This activity on areas indicated as part of the open space network should be carefully considered in light of the space continuing its role as a public amenity enabling access and recreational activities. In general, urban agriculture (food gardens) should be supported when associated with institutions such as schools, clinics and other public facilities as well as servitude areas on open space where public recreational activity is not a primary use.

h) Other

- The provision of active and passive recreational space is also recommended in locations along the major Metropolitan Open Space System, such as the Kuils River.
- Detention ponds and other open space: The existing stormwater detention ponds have a role to play in the open space system. Their multi-functional use including for recreational activity should be promoted, where appropriate. Further discussions are required with Roads and Stormwater Department to ensure that detention ponds are not in conflict with proposed recreational use.
- Existing sports complexes: Upgrading of sport and recreation facilities should be focussed within existing sports complexes. Efforts should be made to broaden the diversity of activity available within these areas to include activities beyond formal sport to passive recreational activity. Rationalising a number of these open spaces through allowing new development should be encouraged to improve the quality of place and define the space.

6.1.3 Publicly assisted housing:

Publicly assisted housing, in the context of the District Plan, relates to the realisation of a range of housing opportunities, formal or informal, that the public sector plays a role in providing or supporting through its housing programmes.

The DSDP supports housing sector planning by:

- giving direction to where these opportunities could occur by identifying land suitable for urban development (refer to section 4 and figure 4.1: Spatial Development Plan);
- giving further spatial direction through identifying “new opportunities” for publicly assisted housing development (section 6.1.3a);
- providing a framework for “informal settlement development and upgrading” processes in the district (section 6.1.3b).

In the context of the housing backlog, urbanisation trends and land availability patterns at a City and district level, publicly assisted housing in this District, will generally focus on:

- Small to medium scale residential infill development (rather than large scale green field public housing development) building on opportunities around pockets of well-located underutilised land that exists within the urban edge.
- Incremental upgrading, particularly in relation to informal settlements and existing housing estates.
- Significant greenfield inclusionary and new public housing development on well-located land with access to public transport and employment opportunities.

a) New opportunities

Identification of new opportunities for publicly assisted housing is guided by the CTSDP policies and associated criteria (see Table 6.1). A number of opportunities suited to urban development are identified. These include sites which may be part of new subsidised housing projects on the 5 year housing plan, as well as sites that should be further investigated for publicly assisted housing projects.

Table 6.1: Criteria to be used to guide the identification of land for subsidised and gap housing

| Principle | Subcomponents |
|--|---|
| Contain urban sprawl and protect the urban edge | The land identified should: <ul style="list-style-type: none">• contribute to the development of a more compact city;• maximise the use of existing infrastructure and service capacity; and• not be located adjacent to the urban edge (where possible). |
| Facilitate urban integration, and promote the establishment of viable communities | The land identified should: <ul style="list-style-type: none">• be in close proximity to existing economic, social and public transport opportunities; and• support a mutually beneficial mix of social, residential, recreational, commercial and employment opportunities. |

| | |
|--|---|
| Facilitate a range of housing options and delivery approaches | <p>The land identified should:</p> <ul style="list-style-type: none"> • be suited to the development of new settlements, the upgrade and de-densification of existing informal settlements, high-density housing, rental accommodation, and the release of land to the homeless; • note that the size of the housing project and type of delivery agent influence its economic viability. |
| Be suited to housing development | <p>The identified land should:</p> <ul style="list-style-type: none"> • encourage environmentally sustainable land development practices and processes; • not lead to the loss/have a damaging impact on natural and built assets that merit longer-term protection; and • ensure healthy, safe living conditions. |
| Take the beneficiaries' economic and social well-being into account | <ul style="list-style-type: none"> • When identifying land and providing infrastructure and shelter for the unhoused and poorly housed, it is important to take their livelihood strategies and social support networks into account. |

i) **New housing opportunities: subsidised housing projects**

A number of infill sites are identified, which are the subject of subsidised housing infill projects in the short to medium term. These are reflected in the urban restructuring. The new subsidised housing projects identified for the District include:

| Area | Site | Anticipated yield (dwelling units) |
|-------------------|------------------------------------|---|
| • Mitchells Plain | Mitchells Plain Infill: West Gate: | 1 000 |
| • Khayelitsha | Green Point Phase 3 | 500 |
| | Nonqubela Makhaza: Consolidation | 700 |
| | Nonqubela Site B: Consolidation | 1 500 |
| | Silvertown Consolidation | 1 316 |
| | Swartklip/ Denel land | 1 500 |
| • Mfuleni | Hostels Redevelopment | n/a |
| | Mfuleni Extension 2 | 1 500 |
| • Driftsands | Driftsands | 2 500 |
| • Eerste Rivier | Happy Valley Phase 2 | 1 350 |
| • Blackheath | Kleinvlei Erf 901 | 66 |

It is important that the development of these sites occurs in an integrated manner and that there is concurrency in the planning, budgeting and roll out of required social and services infrastructure relating to the development of these sites.

ii) **Further land identification for publicly assisted housing projects**

Further land has been identified specifically for investigation for publicly assisted housing projects (see urban restructuring map on p111). This is limited to publicly owned land and will be updated over time, based on new information. In addition to these sites, other similar infill opportunities should be explored including various portions of undeveloped or underutilised land within the District. These could include:

- development of over-scaled road reserves and buffer strips.
- rationalising underutilised open space.

The intention is that those sites that are found developable should be pursued as new public housing projects or if not feasible for development by the public sector alone, should be the subject of partnership efforts where the provision of inclusionary housing should be a priority.

iii) Partnerships and inclusionary housing

The provision of new affordable housing opportunities in the District cannot be addressed through the development of public land alone nor should all publicly owned land be developed solely for public housing purposes. In this regard, the role of partnerships in line with the inclusionary housing provisions of the PSDF should be pursued. Areas which should be a particular focus of these efforts are those where their location can contribute to restructuring through the provision of affordable housing close to socio-economic opportunities. This includes:

- Public land developed for a mix of uses, where there would be an opportunity to provide inclusionary housing (potentially through cross subsidisation initiatives), for examples Kapteinsklip station nodal area, Khayelitsha CBD, Blue Downs CBD and Stock Road precinct.
- Parastatal or private land, where inclusionary housing should be targeted as part of development efforts. The Denel land presents an opportunity which should be pursued to contribute to meeting housing needs in conjunction with the potential for other economic uses.

b) Informal settlement development and upgrading

Informal settlement upgrading is a priority in terms of the City's obligation to provide basic services in terms of its constitutional mandate, as well as more broadly, improving the quality of life of its citizens through improving the urban environment. CoCT's incremental approach to upgrading is illustrated in Figure 6.1.3 below.

The District includes various types of informal housing ranging from backyard shacks, informal dwellings on serviced sites and informal settlements of different extents, with varying levels of access to basic services. Some informal settlements are located on private land, servitudes or uninhabitable land. A differentiated approach to informal housing is required and where possible, allowance must be made in the provision of essential and basic services for the management of grey water and flooding.

In terms of accommodating the demand for housing in relation to informal settlements, the focus in the District will be on in-situ upgrading due to constraints around land availability in the District as well as the general desire to ensure minimal social disruption to communities. There is, however, also a need to plan for new housing opportunities, which may, at least initially, accommodate residents on an incremental basis.

Incremental Upgrade Module

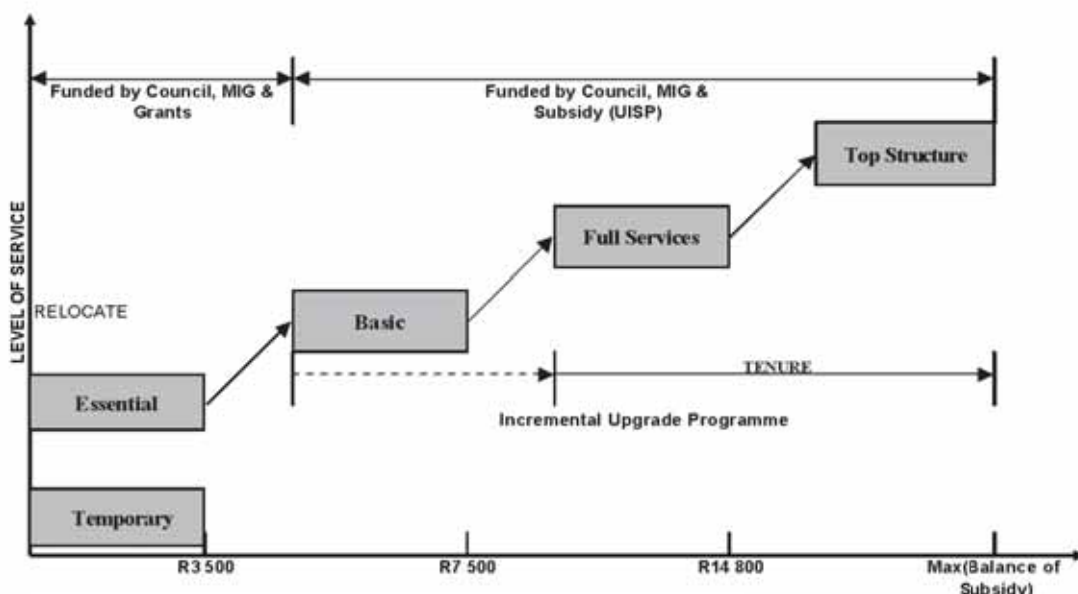


Figure 6.1.3: City of Cape Town, Informal Settlements Master Plan, 2007

• In-situ upgrading

One of the key issues facing informal settlement upgrade is the issue of which settlements should be regarded as permanent and thus becoming the focus of upgrading beyond access to basic services (e.g. in situ upgrading) and which settlements or areas within settlements should be considered temporary and are suited to relocation. The CoCT's Informal Settlements Department has proposed that informal settlements be categorised into three types according to their location and circumstances, which will inform the nature of appropriate interventions. More than one category could be applied within an informal settlement to account for the existence of multiple circumstances. The proposed categories are:

- A – occupation is permitted.
- B– occupation is only temporarily allowed because it is either demonstrably to the disadvantage of existing rights holders or it is very difficult or costly for services to be supplied.
- C – occupation is prohibited because it is hazardous to the residents or the wider community.

The following table indicates in more detail how the categories would be defined and suggests the kind of intervention that could be appropriate. The extent to which such interventions are possible will depend upon the availability of resources and the strength of the required partnerships between the City and resident communities.

| Table 6.2: Criteria for categorisation of informal settlements | | | |
|--|---|---|---|
| Category | | Circumstances | Intervention |
| C | 1 | Occupation poses a direct threat to the safety of the wider urban community (e.g. under power lines) | Registration of addresses and their occupants, Essential Services to the periphery only, no electricity connections and an arrangement between the City and residents (and any other party that is involved with the community) which will organise the vacating of the area and securing it from re-occupation |
| | 2 | Occupation poses a <u>real</u> danger to the resident community because of hazardous soil conditions (e.g. flooding, methane) | |

| | | | |
|----------|---|---|--|
| B | 3 | Occupation prevents a higher use for which the land is intended to be used within 5 years | Registration of addresses and their occupants, Essential Services, individual electricity connections and the potential for a partnership-based programme that will create socio-economic improvements for the residents, facilitate the vacating of the area and secure it from re-occupation. |
| | 4 | Occupation reduces the value of neighbouring property | |
| | 5 | Occupation contravenes the rights of servitude holders, but is not necessarily dangerous | |
| | 6 | The settlement cannot be serviced without great difficulty or inordinate expense | |
| A | | None of the above | Registration of addresses and their occupants, at least full Essential Services (communal water standpipes and toilets to prescribed ratios, solid waste removal and area lighting), individual electricity connections and the potential for a comprehensive partnership-based improvement programme that could include access to greater security of tenure. |

In light of these criteria, some informal settlements within the District are regarded as permanent settlement areas. It is critical that apart from addressing requirements for basic services as is constitutionally mandated, these areas are upgraded into dignified neighbourhoods with associated social and economic opportunities as informed by a clear plan and programme for these settlements.

- **Emergency housing and new incremental development areas**

The identification process for land for new incremental development areas should reflect on the land for investigation for publicly assisted housing (see section 6.1.3a). It is critical that land identified and planned for in this regard is developed in a manner that supports the future development of integrated human settlements i.e. the development of these areas requires comprehensive planning taking into account needs for public facilities, engineering services, open space and principles of good urban form.

6.1.4 Infrastructure upgrading

One of the main purposes of this plan is to guide future urban growth and development and public investment in infrastructure and social facilities. This is achieved by making proposals for densification, intensification of land uses and urban upgrades in certain areas. Within the District, the Blue Downs area is seen as the main growth area mainly because of the large tracts of vacant land and the number of new development applications that have been received by the City. New development in this area is inevitable and this will have major impacts on the existing bulk infrastructure and capacity. The potential infrastructural deficit is also compounded by the fact that the District is highly urbanised in some parts with extremely dense urban areas (formal and informal) with ageing infrastructure. The intensification of land uses and the development of strategic sites are dependent on the infrastructural capacity of the existing network. Therefore, new infrastructure upgrades must be carefully planned in conjunction with the land use proposals specific to the District and adjacent areas. The timing/phasing of implementation is therefore critical.

a) Electricity (bulk and reticulation)

- Electricity infrastructure upgrading is to be focussed on upgrading existing major substations to increase footprint and alleviate areas with problematic substation loading.
- To add capacity to the existing network, Eskom is currently busy with EIA plans for the following:
 - upgrade of the existing Philippi substations.
 - proposal of a new substation in Mitchells Plain.
 - construction of a 400kV single circuit transmission power line
 - construction of a 400kV double circuit transmission power line from the proposed new Mitchell's Plain substation to one of the following locations:
 - the existing Firgrove Substation,
 - the existing Stikland substation, or
 - a proposed switching station close to the existing 400kV transmission power line from the Palmiet substation to the Stikland substation in order to integrate the latter into this project.

b) Bulk Sanitation / Sewer priorities

- The District is served by a waterborne sewer system discharging into two treatment works, the Mitchells Plain sewage works and Zandvliet sewage works.
- The Mitchell's Plain, Strandfontein and Philippi/Cross Roads areas are served by the Mitchells Plain sewage treatment works (in the Cape Flats District) along Spine Road. This treatment works has a 45ml capacity and currently holds capacity for additional development.
- Capital investment in the Mitchells Plain Water Waste Treatment Works (WWTW) is planned to increase its existing capacity (50 000) by 25 000 by 2020.
- The Khayelitsha area is served by the Zandvliet sewage works (in the Helderberg District) along Baden Powel Drive. Since 2007 this works has taken on additional load due to the diversion of the "N2 gateway" sewer (effectively serving Delft, Blue Downs and Blackheath) to this works. This plant is operating nearer to capacity. The Zandvliet Treatment Works will in future require an upgrade, for which a Record of Decision has already been obtained from the competent authority.
- In terms of sanitation services, backlogs in access to basic services exist within several informal settlements in the District.
- It is preferred that wastewater from new development proposed at Denel/Swartklip site go to the Mitchells Plain WWTW because of spare capacity that exists here.
- The existing capacity at the Mitchells Plain WWTW can possibly be stretched by up to 5ML/d by improving sludge handling.

c) Stormwater

- The stormwater flow regime in the District is characterised by a north to south flow toward the coastline with the catchment characterised by flat slopes, numerous low spots or pans and a high water table. The formalised stormwater drainage system consists of underground pipes supplemented by a series of stormwater detention ponds with most of the discharge flowing into the sea at several discharge points along the False Bay coastline (rather than into the Kuils River).
- Localised flooding is an issue in the District due to the combination of natural catchment features and settlement patterns.
- In the greater Blue Downs area, stormwater management mostly takes place via the Kuils River and Kleinvelei Canal. Except for some minor localised problem areas, the stormwater management in this area is catered for.
- A stormwater master plan for Khayelitsha was completed in July 2009. In terms of this plan there is sufficient capacity for this area, however, any densification will require a review of the masterplan.
- The Mitchells Plain stormwater masterplan was reviewed in September 2006. There is a capacity constraint on existing culvert system. Additional outfalls or relief drains have been proposed. In 2006 the estimated cost for these was R85 million.
- Philippi has an out-dated masterplan.
- **As a general guideline:** Stormwater systems are to be designed and operated in terms of the management of Urban Stormwater Impact Policy (2009 and as amended). This policy aims to control the quantity, rate and quality of Stormwater runoff. In general, land needs to be reserved for this purpose within developments.

d) Water (bulk and reticulation)

- The focus of capital investment in water infrastructure within the District relates to upgrading and maintenance to the existing reticulation infrastructure given limited bulk water supply constraints. Minor localised distribution network upgrading is required in the Blue Downs densification area.
- There is also a need to investigate whether reinforcement of 75 dia pipes is required in the same area.

e) Solid waste

- Pollution from solid waste (litter) is a problem throughout the District, contributing to an unhealthy and unattractive environment and increasing the costs of maintaining the stormwater system which becomes regularly blocked.
- The CoCT runs six waste disposal sites, three of which have been closed (one of these sites, Vissershok, accepts hazardous waste). The only CoCT landfill site is a domestic site in Faure, which has reached capacity and is no longer permitted to receive waste.

f) Roads

The following improvements to the strategic road network are part of the Integrated Transport Plan:

- the completion of Saxdowns Road link is regarded as a main priority, although the construction thereof will be mainly development driven.
- the dualing of Hindle Road as well as Eerstriv Road is also becoming a priority, but the construction of the dual lines will be very much dependant on new developments in the area.

6.1.5 Public facilities and Destination places

a) Urban/Civic upgrade

Urban and civic upgrades are proposed in a number of precincts throughout the District. These are focussed on reinforcing the structuring routes and public investment nodes and supporting their civic and commercial roles.

- **Stock road:** Upgrade of the public space is proposed to reinforce the Stock Road activity route. This should include hard space upgrading and development at strategic points on the route. Place-making should be focussed on the proposed Stock Road station forecourt and the intersections of Stock and Sheffield Roads and Stock and Lansdowne Roads. Upgrading along the route should include planting to reinforce the existing avenue of trees as well as NMT infrastructure.
- **Philippi Station / Kosovo interface:** It is proposed that the existing Ingulube Drive axis is extended south of Philippi Station by upgrading and developing hard public space as part of a new station forecourt as well as reinforcing the linear space associated with the proposed new road link west of Kosovo. This public space development should investigate the opportunity for the provision of market / informal trading infrastructure, particularly in the area around the station and be considered as part of an integrated intervention around the upgrading of Kosovo informal settlement.
- **Mitchells Plain Town Centre:** Significant public and private investment has occurred in the Mitchells Plain Town Centre including interventions to upgrade public space and the civic environment. This area should continue to be a focus for these actions; however intervention is likely to focus on ongoing management and maintenance to ensure an environment conducive for continued private investment in the area.
- **Lentegeur station:** As with the town centre, the station area has reflected investment in the civic environment through upgrades in public space. Investment in strategic upgrades to the civic environment should be supported, however intervention is likely to focus on ongoing management and maintenance to ensure an environment conducive for continued private investment in the area (particularly in the form of new higher density infill and mixed use development).
- **Kapteinsklip:** Investment will be required to upgrade and develop the civic environment associated with new development proposed in this precinct. Intervention should focus on the public areas around the station and pedestrian spaces that should be detailed in the local area framework.
- **Khayelitsha Business District (KBD):** Whilst significant investment in public space has occurred, the environment requires management intervention to ensure that the environment remains safe and maintained in order to support confidence in the further development of the KBD. New investment in a station forecourt to the west of the station should be initiated in conjunction with the proposed NMT links west.
- **Nolungile Station precinct:** A new station forecourt should be developed to the south of Nolungile station. Public space upgrade to the north of the station should include the entire public facility cluster. The focus should be on the development of hard space, landscaping and provision of trading facilities. To develop the nodal area it will be necessary to relocate informal settlements in the vicinity of the station and Lansdowne Road to enable the development of public space.

- **Kuyasa/Station 4:** A new public space is proposed as a forecourt to the new station. The provision of market infrastructure should be considered as part of public space upgrading and development around the new station.
- **Harare:** This precinct has been a focus of one of the VPUU safe nodes. The focus of public intervention should be prioritisation of management and maintenance of the public environment as well as targeted public space improvement in line with detailed planning.
- **Nonkqubela Station precinct:** The public environment around the station area and civic precinct should be upgraded. Management interventions should be prioritised in this area and selective public space improvements should be considered.
- **Eersterivier CBD (Forest Drive):** The node requires special attention in order to create a vibrant node with accessible visual qualities that will draw more investment, especially along Forest Drive (a development route). This could be achieved by creating/increasing the pedestrian accessibility across and along major access roads and by landscaping the area appropriately (e.g. change of surfacing of sidewalks and parking areas).
- **Mfuleni CBD:** Although the private commercial development along Main Road has already increased the quality of the central nodal area, the area between the Taxi Rank and the library can still not be regarded as being pedestrian friendly. The area is characterised by high fences around public/private facilities and the sidewalks along Main Road leaves little space for pedestrian movement. Appropriate hard and soft landscaping along Main Road (and potentially changing the surface of the specific portion of road) could improve the visual amenity of the environment. General public space upgrading to support the civic cluster around the sports fields is proposed.

b) Public facilities

The District Plan provides an input to guide the provision and distribution of public facilities, which should be supplemented by local development plans and community services directorate's master plans. The distribution of public facilities (such as clinics, libraries and community halls) is informed by the location of the proposed hierarchy of civic precincts (see section 4) proposed as clusters of social facilities and public institutions and proximity to the accessibility grid.

Furthermore, the development of higher order (e.g. district and metropolitan) parks and sports facilities is informed by the identification of the structuring open space system that these facilities should seek to reinforce.

In terms of the further provision of public facilities in the District, there is a need to address both areas of shortfall as well as plan for the development of new facilities in relation to new development areas. A focus on both aspects is required.

Several urban civic precincts are identified in the conceptual framework and should form the basis for the clustering of facilities in the District. Higher order public facilities are suited to reinforcing clusters at Nolungile, the KBD, Mitchells Plain Town Centre and Stock Road. Other local facilities should be clustered at local urban civic precincts including Lentegeur, Rocklands, Tafelsig, Beacon Valley, Wespoort, Philippi Station, Nonkqubela Station, Kuyasa, Station 4, Makhaza and Harare. New development areas including portions of the Denel/ Swartklip land and Monwabisi should also accommodate new public facilities as part of their planning and implementation. Detailed investigation is required at each of these civic precincts to identify the key needs in the precinct and to inform the most appropriate interventions in each civic precinct.

The CSIR's Public Facilities Accessibility Analysis project has indicated the need for several new public facilities within the District. The areas of shortfall have been identified in the study to include the followings areas:

| Public facilities | Areas of shortfall |
|---|---|
| <p>Community Centres</p> <p><i>The CoCT has graded its community centres depending on their size and the facilities they offer as A, B, C, D or E-grade community centres. E-grade community centres are the smallest type and besides hall space do not offer any additional facilities such as toilets, kitchen, while A-grade community centres are the largest, offering many facilities and form part of a civic centre.</i></p> | <ul style="list-style-type: none"> Blue Downs/ Kleinvlei area are shown as area of shortfalls to A,B,C and D-grade community centres. |
| <p>Public Libraries</p> <p><i>Local libraries are expected to serve areas within a 3km radius and have a service capacity derived from their floor space (ranging from 17 500 to 100 000 people.</i></p> <p><i>Regional Libraries are deemed to serve people within a 6km range and to have a set capacity of 100 000 people.[It should be noted that these two sets are not mutually exclusive. Some libraries operate as both local and regional facilities – thus having different roles and resultant capacity.</i></p> | <p>Local Libraries</p> <ul style="list-style-type: none"> On a district basis, more than a third of the unserved demand arises from the District. Two libraries are presently under construction in Khayelitsha. <p>Regional Libraries</p> <ul style="list-style-type: none"> For the catchment area analysis (service audit), an access travel distance of 6km was used for regional libraries and the potential service capacity of each regional library was set at 100 000 people. It was found that currently 70% of the City's population meet these requirements and can thus be considered to be served by regional libraries. The District has the third highest percentage of unserved people (5%) of all the districts in the CoCT. Other potential /proposed libraries include: Crossroads public library, Mfuleni public library, Tafelsig public library, Khayelitsha public library, Kuyasa (new library by donor funding). |
| <p>Schools</p> <p><i>Primary schools offer education in grades R to 7. Secondary schools offer education in grades 8 to 12. (Only public government funded schools were included in the analyses.)</i></p> | <p>Primary schools</p> <ul style="list-style-type: none"> The two main areas currently short of primary schools are Crossroads area and the north–western side of Khayelitsha. The District has the highest percentages of unserved primary school learners (30%) of all the districts in the CoCT., <p>Secondary school</p> <ul style="list-style-type: none"> The District has the second highest percentages of unserved demand from secondary school learners (30%) of all the districts in the CoCT. |
| <p>District and Community Parks</p> <p><i>District park: Landscaped open space with recreational facilities which serves the needs of several surrounding local communities or suburbs. Generally multifunctional, can include formal & informal recreational facilities, sports facilities including kick-about areas, playing fields & playgrounds (perhaps with play equipment). The diversity of activities caters for different age groups & may include a special interest component and/or a natural feature (e.g. river, water body or nature conservation area.</i></p> <p><i>Community park: Landscaped open space with recreational facilities which serves the needs of the immediate local community or neighbourhood. Can include passive & active recreation areas, small-scale informal sports facilities, kick-about areas, multi-purpose hard courts & playgrounds (perhaps with play equipment). Variety of uses depends on size of park but usually caters for two or more age groups.</i></p> | <p>District Parks</p> <ul style="list-style-type: none"> Based on the current scenario, 67% of the City's population are unable to reach a district park within the given standard of a maximum travel time of 20 minutes when the capacities of the district parks are taken into consideration. The largest percentages of unserved population are found in the Blaauwberg (95%), Northern (97%), Tygerberg (99%) and Helderberg (100%) <p>Community Parks</p> <ul style="list-style-type: none"> Based on the current scenarios many as 54% of the City's population are unable to reach a community park within the given standard of a travel distance of 1km when the capacities of the community parks are taken into consideration. On a planning district basis, the largest percentages of unserved demand related to community parks are found in the Helderberg (60%-72%), Mitchells Plain/ Khayelitsha (71%-73%), and Cape Flats (60%-61%) |

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| <p>Sports facilities</p> <p><i>Sports fields: Formally provided and maintained municipal playing surfaces for the majority of mainstream sports including cricket, rugby, soccer, netball, tennis, bowls, etc.</i></p> <p>Sports stadiums</p> <p>Swimming Pools</p> <p>Indoor Sports Centres</p> | <p>districts for both the current and the 2016 scenarios.</p> <p>Sports fields:</p> <ul style="list-style-type: none"> • The analyses done include the entire city population, but only considers access to municipally provided fields. School, university and fully private facilities are excluded. • The analysis show that only 45.5% of the entire population of the City of Cape Town can reach a sportsfield with capacity within 15 minutes travel during off-peak conditions. • Khayelitsha –Mitchells Plain district only have 29.7% of its total population being served, the lowest in Cape Town. <p>Sports Stadiums:</p> <ul style="list-style-type: none"> • The District's unserved population forms 19% of the total city population backlog and is the area with the largest proportion of unserved population. <p>Swimming pools:</p> <ul style="list-style-type: none"> • The analysis indicates that 63% of the current population of the City of Cape Town can reach a swimming pool with capacity within 20 minutes vehicular travel during off-peak conditions. • The District represents the largest percentage of total unserved population (More than 50%). <p>Indoor Sports Centres:</p> <ul style="list-style-type: none"> • The analyses done indicate that only 54% of the current (2007) population are within 5km of an indoor sports centre and 25% within 2.5km. |
|---|--|

These areas of shortfall should be addressed through detailed facility planning and review in order to either identify appropriate sites for new facilities that may be required or upgrade existing facilities to a higher order to address service delivery requirements.

d) Destination places

A number of destination places are proposed as places where the residents can experience and enjoy the District's most prized assets. In general, this District suffers from a significant lack of areas where people are able to spend much needed recreation and relaxation time. Whilst the District has significant recreational promise as a result of its natural assets, formal opportunities for such experience should be enhanced in a manner than offers spectacular, safe and affordable recreation spaces. With the necessary enhancement, the following locations could play that role:

- **Mnandi and Monwabisi Coastal Nodes**

The coastal nodes of Mnandi and Monwabisi should be promoted as coastal special places enabling meaningful and safe access to the coast for residents and visitors.

- **Wolfgat and Driftsands Nature reserves and Khayelitsha Wetlands Park**

These existing nature-based destination places could be 'opened' to the surrounding environment in order to increase its functionality within the urban environment, especially with regard to the educational role it should play in inter alia biodiversity protection and the harvesting of medicinal plants.

- **Proposed urban park and conservation area on a portion of the Denel /Swartklip site**

A portion of the site associated with biodiversity and wetlands is proposed to be promoted as a special destination place.

Map 6.2: Urban Restructuring



6.2 Guidelines for land use decision making

As indicated in section 1.1, the purpose of the District Plan is to provide broad guidance for land use and environmental decision-making across the District. This is reflected in a spatial plan of the desired future development vision across the District (Chapter 4). The desired spatial vision may change in relation to the changing needs across the District and therefore it is imperative to respond to the various needs of the respective local areas comprising the District.

The purpose of this section is to provide land use decision-making on a more localised scale, hereafter called “sub-districts”. The various sub-districts within the District have been demarcated according to several criteria:

- Spatial demarcation based on clear management boundaries
- Urban form and character
- Pressure for land use change

Guidance for Sub-Districts

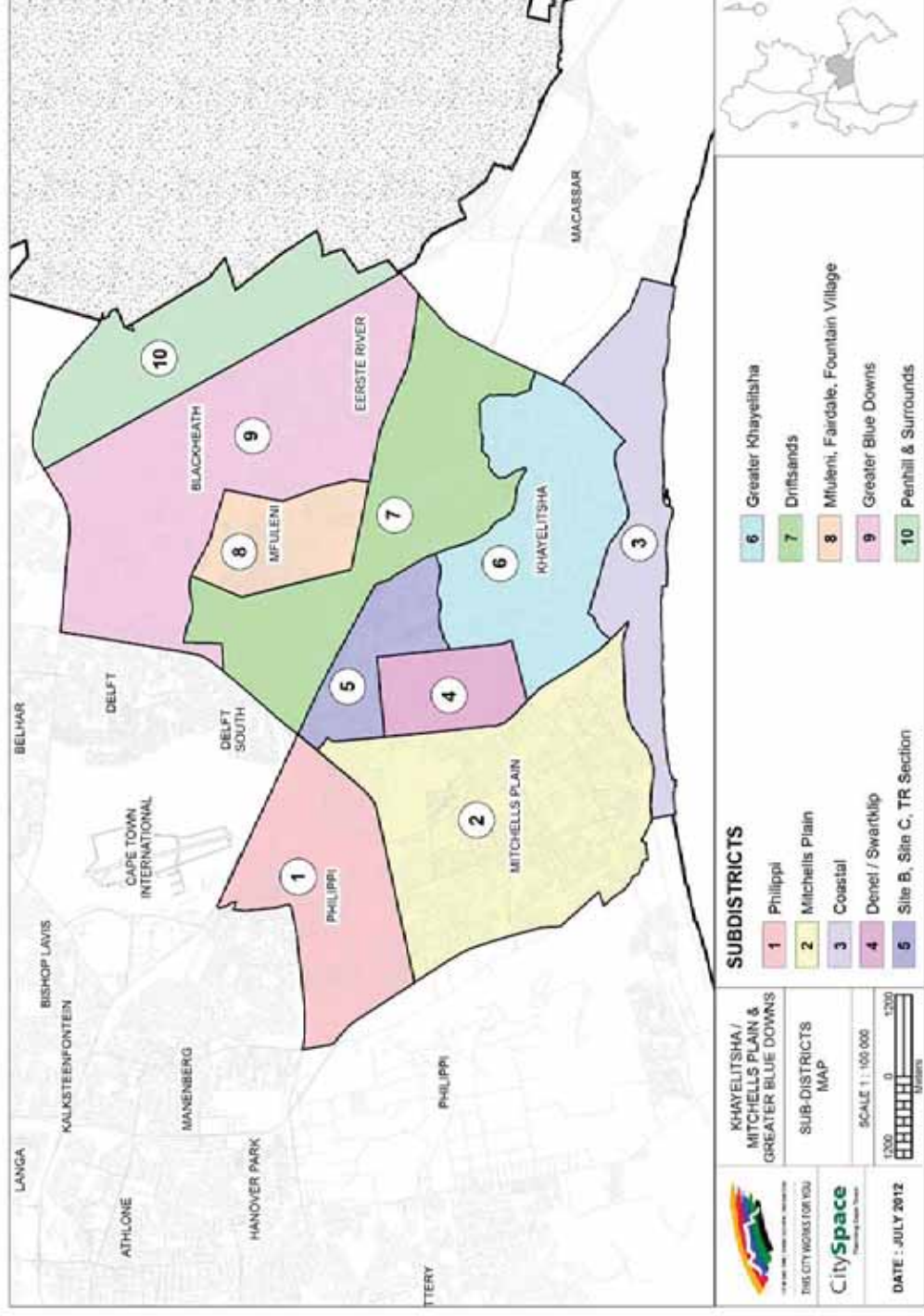
The sub-district guidance for land use and environmental decision-making is essentially dealt with in two parts.

The first is to provide broad sub-district guidance towards achieving desirable medium to long term future development visions for these identified sub-districts. This includes guidance for existing urban, open space, natural and agricultural areas (see tables headed ‘Sub-District’). It should be noted, however, that this broad sub-district guidance does not replace detailed local area guidance (eg. local area structure plans), which is usually at a significantly greater level of detail (including street and even erf scale). Ten sub-district geographical areas can be identified within the District, to which distinct future spatial development visions apply. These are:

- Sub-District 1: Philippi
- Sub-District 2: Mitchells Plain
- Sub-District 3: Coastal
- Sub-District 4: Denel / Swartklip
- Sub-District 5: Site B, Site C, TR Section and surrounds
- Sub-District 6: Greater Khayelitsha
- Sub-District 7: Driftsands
- Sub-District 8: Mfuleni, Fairdale and Fountain Village
- Sub-District 9: Greater Blue Downs
- Sub-District 10: Penhill & Surrounds

The second part of this section is to specifically include guidance for undeveloped areas (generally only those exceeding 5ha) identified for potential future development (see tables headed ‘New Development Areas’).

Apart from local sub-district land-use guidelines, this section identifies future policy work to be conducted as well as new development areas within these respective sub-districts.



6.2.1 Sub-district 1: Philippi

Philippi sub-district is bounded by a number of fast-moving roads and freeways, namely Vanguard, R300, N2 and Lansdowne. These routes form barriers around the sub-district; effectively creating an island which includes the suburbs of Crossroads, Philippi Industrial Area, Browns Farm, Philippi Park, Philippi East, Moonwood (including Sections 1 and 2), Island, Village 4, 2b and 3, Heinz Park, Samora Machel, Better Life and Kosovo.

The railway, another major barrier, further divides the sub-district into northern and southern zones.

The sub-district contains one of only three Sub-metropolitan nodes for the District as indicated on the CTSDf. The establishment of this sub-metropolitan node is not limited to intersection of Sheffield and Stock Roads and the conceptual node includes the intersection of New Eisleben and Lansdowne (containing the old cement factory which has been identified for urban civic upgrades).

| SUB-DISTRICT 1: PHILIPPI - SUB-DISTRICT DEVELOPMENT GUIDELINES FOR EXISTING AREAS | | | |
|---|---|------------|---|
| Spatial development objectives | Supporting development guidelines | CTSDf Ref* | Applicable local policies |
| <p>(a) Unlock the latent potential of Philippi Industrial :</p> <ul style="list-style-type: none"> • Provide direct access to the Industrial hub; • Promote integration of Philippi to surrounding area; • Allow for the integration of Philippi Industrial to Airport Industrial. | <ol style="list-style-type: none"> 1. Investigate the provision of direct access to the industrial area through the following road extensions: <ul style="list-style-type: none"> • The extension of New Eisleben over the N2 to the airport industrial area; • Extension of Sheffield Road west and across the railway line to Ottery Road. This will improve access to the industrial and commercial complex; • Possible improved direct access onto the N2. 2. Retain and promote investment in the Philippi Industrial: <ul style="list-style-type: none"> • Encourage and support industrial infill development in the industrial area; • Noxious Industries should be discouraged in the Philippi industrial area; • Do not support further residential development on land falling within the 65db airport noise contour. Support industrial use on this land; • Facilitate the selective establishment of non-industrial related opportunities within the Philippi Industrial area that are necessary to ensure availability of services to workers and industrialists without compromising the functioning of the area as an industrial estate. 3. Support integration of the Philippi Industrial with surrounding areas: <ul style="list-style-type: none"> • Support the integration of Airport Industrial | P 42, P 53 | <ul style="list-style-type: none"> • Structure plan proposals for Philippi East (1993) • Stock Road Urban design framework (1999) • Floodplain and River Corridor Management Policy (2009) • Management of Urban Stormwater Impacts Policy (2009) |

| | | | |
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| | <p>with Philippi Industrial Area through encouraging physical and functional linkages;</p> <p>4. Facilitate development of industries in a manner which will not negatively impact on surrounding residential communities:</p> <ul style="list-style-type: none"> • Enhance and integrate street frontages of industrial buildings onto streets for visibility and safety; • Ensure appropriate interfaces of industries with existing residential areas; • Ensure the provision of sufficient on-site parking for industrial activities; • Ensure adherence with the regulations on height, taking into consideration aircraft (ACSA) functions and the South African Civil Aviation Authority Regulations in terms of operational safety which must be complied with. | | |
| <p>(b) Intensification and urban form/ character:</p> <ul style="list-style-type: none"> • Promote appropriate urban infill development; • Encourage intensification and densification along developmental & activity routes; • Encourage intensification and densification around station areas; • Include walking and cycling as essential components of land use planning consideration. | <p>5. Encourage land use intensification and appropriate mix of land uses to develop:</p> <ul style="list-style-type: none"> • Support mixed use intensification along developmental routes such as Sheffield Road and activity routes such Stock Road, New Eisleben and Lansdowne Road to support the establish of a node; • Built development along these routes should reflect a positive and active streetlevel interface and avoid excessive lengths of blank walls; • Support mixed and high density residential development at key intersections (Stock and Sheffield and Eisleben and Lansdowne), stations and modal interchanges; • Support intensification on land abutting railway stations, Stock Road /Joe Gqabi station and Philippi Station; • Development proposals should, where appropriate, make provision for trading spaces for small businesses' SMME's at the station areas. <p>6. Reinforce Eisleben Business Park and the cement factory site area as a business node by increasing thresholds, supporting economic activity, encouraging night life and enhancing surveillance.</p> | P 56 | |

| | | | |
|---|--|------|--|
| | <p>7. Non-motorised transit (NMT) facilities should be taken into consideration when assessing development applications in the following locations:</p> <ul style="list-style-type: none"> • Along routes with high pedestrian and cycle volumes; • Around public transport interchanges (bus and rail) and public facilities (clinics, hospitals, parks etc); • Along activity routes and activity streets. <p>8. Infill opportunities should be encouraged on undeveloped land where not deemed necessary for stormwater retention.</p> | | |
| <p>(c) Managing urban development:</p> <ul style="list-style-type: none"> • Maintain and improve the quality of existing public open space | <p>9. Protect and support the upgrade of existing public open spaces including:</p> <ul style="list-style-type: none"> • The Philippi stadium precinct; • Functional open spaces embedded within residential areas; • Open spaces associated facility clusters should be reinforced with the focus on upgrading and improving public spaces associated with them; • Functional public open spaces on main activity and developmental routes must be encouraged. <p>10. Explore urban agriculture opportunities and support identification of land for agricultural purposes.</p> | P 74 | |
| <p>(d) Informal settlements upgrade</p> | <p>11. Support upgrading of existing informal settlements that are located on land suitable for urban development.</p> <p>12. Where informal settlements are located on land that, for health and safety reasons is not suited to development, support the identification and development of alternative land for resettlement.</p> <p>13. 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 resettlement.</p> <p>14. Allowance should be made in the provision of essential and basic services for the management of grey water and flooding.</p> | P 70 | |

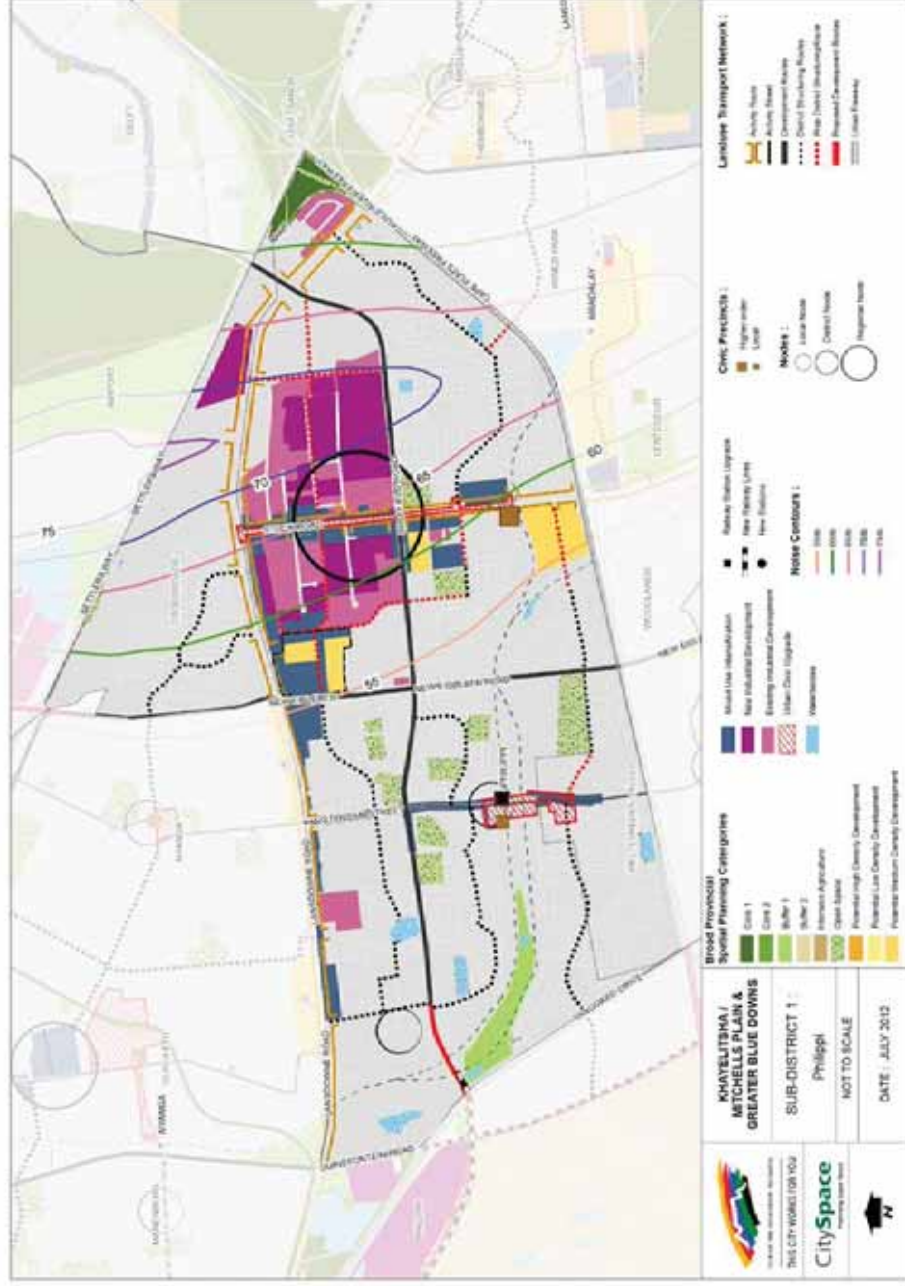
* list is not exhaustive

Sub-district 1: Philippi New Development Areas

| SUB-DISTRICT 1: PHILIPPI – NEW DEVELOPMENT AREAS | | | |
|--|--|---------------|---------------------------|
| Spatial development objectives | Supporting development guidelines | City SDF Ref* | Applicable local policies |
| Stock, Lansdowne and Sheffield Road Precinct | | | |
| e) Promote a range of mixed use development along Stock -, Lansdowne - and Sheffield Roads | <p>15. New mixed use activity is proposed on undeveloped land abutting Stock-, Lansdowne - and Sheffield Roads:</p> <ul style="list-style-type: none"> • Support higher density, mixed use development to locate along Stock Road; • New mixed use activity is proposed as part of the development of the Stock Road site to encourage activity along Stock Road and Sheffield Road; • Promote a high density node at the intersection of Stock and Lansdowne Roads; • Buildings should be encouraged to develop to the 0m street building line. • Encourage building design to promote a positive urban environment and accommodate NMT movement (where feasible) along these routes; • Consider proposed IRT route and station location along Lansdowne Road when assessing application. | P 73, P 42 | |
| Stock Road Site (Erf 5267, 5268) | | | |
| (f) Promote mixed use development on Stock Road site | <p>16. New mixed use activity is proposed on undeveloped Stock Road site:</p> <ul style="list-style-type: none"> • Support higher density, mixed use development to locate along Stock Road. | | |
| Philippi Industrial Area | | | |
| (g) New Industrial Infill must be supported where appropriate | <p>17. New general industrial uses are proposed on undeveloped land within the heart of the Philippi Industrial area including the area impacted by the airport noise contour to the east of Stock Road.</p> <p>18. The industrial infill development should enable emergence of a legible street network, in particular responding to proposals for the northern extension of Nondlwana Road from Sheffield to Lansdowne Road and the eastern extension of Protea Road to Sheffield Road.</p> | P 42 | |

| Philippi Station and Joe Gqabi / Stock Road Station | | | |
|---|---|------|--|
| (h) Development of land around station areas | <p>19. Encourage development of station areas that facilitates the integration of the different modes of transport that meets in these areas.</p> <p>20. Erf 3842</p> <ul style="list-style-type: none"> • Support mixed use development in the form of commercial, office and medium to high density housing to strengthen the existing intermodal transport interchange. • Provision should be made for a public transport interchange facility associated with the station area. • The development of the remainder of this site should support new medium density housing. | P 42 | |

* list is not exhaustive



Subdistrict 1: Philippi

6.2.2 Sub-district 2: Mitchells Plain

The Mitchells Plain sub-district is bounded by Vanguard, the R300, Baden Powell and Swartklip Road and includes the suburbs/neighbourhoods of Colorado, Weltevreden Valley, Woodlands, Beacon Valley, Lentegeur, Eastridge, Westridge, Mitchells Plain, Portlands, Rocklands and Tafelsig.

Mitchells Plain was developed largely as a response to the housing issues of the 1970s and planned as a dormitory township. The sub-districts' planning was strongly influenced by the political ideologies of the time and standards-based planning and engineering practices, which is evident from the wide roads and surfeit of open space.

| SUB-DISTRICT 2: MITCHELLS PLAIN – SUBDISTRICT DEVELOPMENT GUIDELINES FOR EXISTING AREAS | | | |
|--|---|------------|---|
| Spatial development objectives | Supporting development guidelines | CTSDF Ref* | Applicable local policies |
| (a) Urban integration and rationalisation of the movement system: <ul style="list-style-type: none"> • Encourage mitigating mobility orientation of strategic roads; • Encourage safe east west pedestrian flows to public transport routes; • Improve the relationship between movement and land use. | 1. Consider the mitigation of the mobility orientation of strategic routes and accommodate mixed use along their length to enhance pedestrian safety and amenity. 2. Support proposals resulting in Merrydale being a more pedestrian friendly activity street. 3. Consider reclassification of AZ Berman and Spine Road to accommodate both mobility and activity functions: <ul style="list-style-type: none"> • Encourage active frontages by means of appropriate design and through the placement of buildings along these roads; • Support NMT planning along these routes. 4. Retain and enhance the boulevard character of Morgenster Road. | P 44 | <ul style="list-style-type: none"> • Lentegeur urban design framework (2001) • Lentegeur West Urban upgrade concept report (2005) • Floodplain and River Corridor Management Policy (2009) • Management of Urban Stormwater Impacts Policy (2009) |
| (b) Managing urban form: <ul style="list-style-type: none"> • Ensure a sustainable and integrated green structure; • Enhance and rationalise the open space system (higher order sports facilities, local parks and sports fields) as part of the integrated settlements upgrade; • Maintain and improve the quality of existing public open space. | 5. Maintain, retain and support upgrading of the following sports complexes including the rationalization of edges where proposed: <ul style="list-style-type: none"> • Lentegeur sports complex, • Westridge sports fields, • Portlands sports ground complex, • Northern edges of Spine road/Swartklip Sports complex, • Rocklands sports complex along Weltevreden road. 6. Applications for lane closures should be informed by the Gated Development Policy and the draft Lane Closure Policy. 7. Support the rationalization of open space, where appropriate. This should be informed by an audit | P 80 | |

| | | | |
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| | <p>of land zoned for open space.</p> <p>8. Encourage NMT and the improvement of pedestrian links (by means of tree planting and the provision of street furniture and lighting) from the station to the core facilities.</p> | | |
| <p>(c) Economic Opportunities:</p> <ul style="list-style-type: none"> • Create opportunities for economic activity at different scales associated with existing public movement structure and station areas; • Plan and support district economic centre; • Unlock employment generating opportunities. | <p>9. Support and direct investment in areas supported by existing, movement networks, community facilities and bulk infrastructure including the existing Mitchells Plain town centre and tje Kapteinsklip and Lentegeur station areas. In these areas:</p> <ul style="list-style-type: none"> • Encourage the development of intense mixed use development; • Facilitate urban intensification, improved urban management and public investment in these areas. <p>10. Ensure that the informal sector and small businesses are not excluded from formal economic development.</p> <p>11. Within the urban node areas, encourage large commercial developments to:</p> <ul style="list-style-type: none"> • establish a functional and accessible pedestrian friendly interface between formal and informal activities; • make provision for trading spaces for SMME's / small businesses. <p>12. Support medium to high density residential development and commercial uses in the station areas, Lentegeur, Mitchells Plain and Kapteinsklip.</p> <p>13. Where appropriate, support rezoning of PRASA land abutting the station areas to accommodate high density mixed use development opportunities.</p> | P 41, P42 | |
| <p>(d) Intensification and urban form/ character:</p> <ul style="list-style-type: none"> • Support infill development on underutilised land; • Ensure maintenance of appropriate interfaces with residential and other developments. | <p>14. Encourage land use intensification and an appropriate mix of land uses to develop:</p> <ul style="list-style-type: none"> • Along identified activity routes and developmental routes; • At identified nodes ; • At key intersections, stations and modal interchanges. <p>15. Support high density infill on vacant land associated with transport interchange or routes.</p> | P41 | |

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| | 16. Subject to detailed investigation, rationalization of over-scaled or superfluous school sites should be considered. This could include alternative uses such as housing or neighbourhood level community facilities. | | |
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* list is not exhaustive

Sub-district 2: Mitchells Plain New Development Areas

| SUB-DISTRICT 2: MITCHELLS PLAIN – NEW DEVELOPMENT AREAS | | | |
|--|---|---------------|---------------------------|
| Spatial development objectives | Supporting development guidelines | City SDF Ref* | Applicable local policies |
| R300 sites (Farm 692, 693, 694 - relevant portions and erf 776 | | | |
| (e) Support new residential and mixed use infill development. | <p>17. Mixed use or commercial development is encouraged along the edges of AZ Berman Drive and the southern side of Mandalay station and new medium density housing infill is proposed for a significant part of these sites:</p> <ul style="list-style-type: none"> The development of the properties to the east of AZ Berman Drive (Farm 691 and 692 and erf 776) should enable access from the southern side of Mandalay Station via Montclair Road through to AZ Berman Drive. Bearing in mind limitations around direct access onto AZ Berman Drive, planned access to the new district hospital and these sites should be designed in such a way as to accommodate shared access onto AZ Berman. Development is encouraged to front onto AZ Berman Drive. | P 44, 49 | |
| Mandalay Station / Lentegeur (erf 776 & 2323) | | | |
| (f) Support new residential and mixed use infill development. | <p>18. Mandalay Station / Lentegeur precinct (erf 776 & 2323):</p> <ul style="list-style-type: none"> The development of this site presents the opportunity to activate the southern side of Mandalay station and improve access to this precinct. Medium density housing in proximity to the station and mixed use development around the station should be encouraged to reinforce the proposed forecourt. Local public service facilities should be encouraged around the station. Development of the site should enable a link from the Station to the west to AZ Berman Road potentially via access from the District Hospital. | P 44 | |
| Kapteinsklip Nodal Area | | | |
| (g) Encourage greater access to the coast | <p>19. Kapteinsklip Nodal Area:</p> <ul style="list-style-type: none"> The development of this site is critical to addressing the objective of encouraging | | |
| (h) Support intensification | | | |

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| and mix of land uses | <p>greater access to the coast as well as the need to intensify urban nodal development in support of public transport systems.</p> <ul style="list-style-type: none"> • To the north of Baden Powell Drive, it is proposed that new development be enabled to encourage a mixed use vibrant station precinct. Multi storey mixed use development including commercial use should be encouraged around the station and along main access routes. • Medium density infill development should further reinforce the urban node. • Provision should be made for public facilities close to the station. • New station forecourts should be developed to the east and west of the station. • Development of the site should reinforce access between the station area and Kilimanjaro Road as well as enable a new link to the south of the station from Dolomites to Merrydale Road. • NMT access from the station to the resort node should be enabled and strengthened by the development of the precinct. | | |
| Lentegeur (erven 45526, 45867, 44229) coner of Swartklip and Morgenster Road | | | |
| (i) Support residential Infill | <p>20. This site is proposed for medium density housing.</p> <p>21. The detention pond on the southern portion of the site is a key informant and should be enhanced with appropriate landscaping allowing use for active recreation:</p> <ul style="list-style-type: none"> • New development should front onto this open space as well as Swartklip Road. | | |
| Greater Lentegeur Station Precinct (Erf 2871) | | | |
| (j) Support higher density development | <p>22. Higher density development is encouraged to maximize the benefit of being located close to the Lentegeur station precinct.</p> <p>23. Investigate the opportunity of retaining a section of open space to link with and form a recreational area around the existing swimming pool, which is a significant and well-maintained public asset.</p> <p>24. Support structuring routes behind and adjacent to the swimming pool facility, to provide access to the north-eastern part of the site and improve access to the station from the north.</p> | | |

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| | 25. Development should respond positively to the existing pedestrian desire lines across the site and improve the levels of pedestrian safety at the railway line crossings. | | |
| Lentegeur Sports Complex | | | |
| (k) Manage and improve the quality of existing public open space (l) Support residential infill in on appropriate undeveloped land | <p>26. Undeveloped land surrounding the Lentegeur sports complex is proposed for new urban development:</p> <ul style="list-style-type: none"> • This should include medium density housing. • The form of development should create positive edge conditions with the open space by fronting onto the sports complex. • The potential for mixed use development and local community facilities should be accommodated on the southern edge of the site. • Development of the site should make provision for linking Alpine Road via Lobelia and Katjeepering Streets to Lentegeur Station. <p>27. On the eastern side of Lentegeur Sports Complex the possibility of a cemetery must be explored.</p> | | |
| Weltevreden Valley (Farm 787 relevant portions) | | | |
| (m) New urban development | <p>28. It is proposed that this small holdings area be supported as an area for new urban development including a mix of medium and lower density housing:</p> <ul style="list-style-type: none"> • Development should front onto the proposed extension of Rosewood Drive. • Medium density forms of housing are likely to be appropriate on the Vanguard Drive interface as well as along Rosewood Drive extension. | | |
| Erf 644 Schaapkraal | | | |
| (n) Housing Infill | <p>29. It is proposed that this site be developed for a mix of medium and lower density housing:</p> <ul style="list-style-type: none"> • Development should create a positive interface by fronting onto the dune system, which forms part of the eastern portion of the site. • Appropriate landscaping interventions associated with this open space should form part of the development of the site. Integration with the local route network should be promoted. | P 70 | |

* list is not exhaustive

6.2.3 Sub-district 3: Coastal

The Coastal sub-district consists of the area along the False Bay Coast which is bounded by Baden Powell, Mew Way and includes Mnandi and Monwabisi Coastal Resorts, Monwabisi Informal settlement and Wolfgat Nature Reserve. The sub-district is aligned along Baden Powell Drive scenic route and is characterised by steep dune slopes, the False Bay coastline and green links towards the coast and informal settlements which are at some parts gradually encroaching towards the coast.

Although the Coastal Protection Zone is an informant, it is subject to further detailed studies at a local level.

| SUB-DISTRICT 3: COASTAL - DEVELOPMENT GUIDELINES FOR EXISTING AREAS | | | |
|--|---|------------|--|
| Spatial development objectives | Supporting development guidelines | CTSDF Ref* | Applicable local policies |
| (a) Urban Form: <ul style="list-style-type: none"> Development along the coast must be done in a sustainable and precautionary manner. Promote Wolfgat Nature Reserve as a destination place | 1. All land use management decisions (along Baden Powell Drive) should be guided by the Scenic Route Land Use Management Plan or updates of this policy. 2. Promote nodal rather than strip development at the coastal nodes of Mnandi and Monwabisi. 3. A minimum buffer of 50m from primary dune areas should be respected to ensure that development impact on coastal processes is mitigated as far as possible. 4. Support upgrading and development of tourism related infrastructure where appropriate. This could include consolidation of infrastructure as part of an integrated development at the coastal node. 5. Development proposals in relation to the coastal nodes should maintain and enhance a functional green link connecting Wolfgat Nature Reserve and Macassar Dunes Nature Reserve, running along the southern edge of Monwabisi Park Informal Settlement. 6. Promote the enhancement of the existing Wolfgat nature reserve as a destination place and encourage the development of recreational and educational facilities which facilitate access to the nature reserve. | P 65 | <ul style="list-style-type: none"> Rapid Planning Review of Potential Future Development Areas along False Bay Coastline (2009). Guidance for Cape Town's Coastline into the future (2007) Proposed Coastal Protection Zone Bylaw Scenic Route land Use Management Plan (2002) Floodplain and River Corridor Management Policy (2009) |
| (b) Managing urban development: <ul style="list-style-type: none"> Protect and enhance environmentally sensitive areas, including areas of biodiversity value in a manner that will facilitate | 7. Promote the protection of the existing Wolfgat nature reserve. 8. Ensure that the creation / provision of tourist attractions / facilities are appropriate with regard to the character, scale and nature of the natural coastal area. | P 65, P 62 | <ul style="list-style-type: none"> Management of Urban Stormwater Impacts Policy (2009) |

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| public access and use of these resources; <ul style="list-style-type: none"> Adopt a proactive planning approach to mining resource management | | | <ul style="list-style-type: none"> Macassar Dune Management Plan (2000) |
| (c) Access to coastal areas and nature reserves: <ul style="list-style-type: none"> Ensure public access to and along the coast is maintained. | 9. Prioritise pedestrian access between areas north of Baden Powell and the resort and beach areas to the south. 10. Encourage the development of safe gateways/access points to open spaces adjacent to the reserve. 11. Development proposals should enhance opportunity for public access to, and, along the coastline. This should focus on clearly demarcated footpaths designed so as to reduce impact in sensitive environments. | P 48 | |
| (d) Mining: <ul style="list-style-type: none"> Adopt a proactive planning approach to sand mining resource management. | 12. Discourage uncontrolled and illegal sand mining. 13. Allow for sand mining operations as provided for in the Macassar Dunes Management Plan. | P 67 | |
| (e) Monwabisi Park informal settlement upgrade | 14. Support insitu upgrading opportunities for the existing Monwabisi Park informal settlement. 15. Where densities are too high to facilitate the upgrading of an area, support de-densifications of the settlements and assist with the identification and development of alternative land for resettlement. 16. Allowance should be made in the provision of essential and basic services. | | |

* list is not exhaustive

Sub-district 3: Coastal New Development Areas

| SUB-DISTRICT 3: COASTAL- NEW DEVELOPMENT AREAS | | | |
|--|--|---------------|---------------------------|
| Spatial development objectives | Supporting development guidelines | City SDF Ref* | Applicable local policies |
| Access | | | |
| (f) Ensure public access to and along the coast is maintained. | 17. Public access to the coast should be a foremost consideration in any development proposal for coastal nodes. 18. Infrastructure that facilitates public access to and experience of the coastline such as boardwalks, hiking trails and viewing platforms are critical and should be supported. 19. Privatisation of the coastline should be | | |

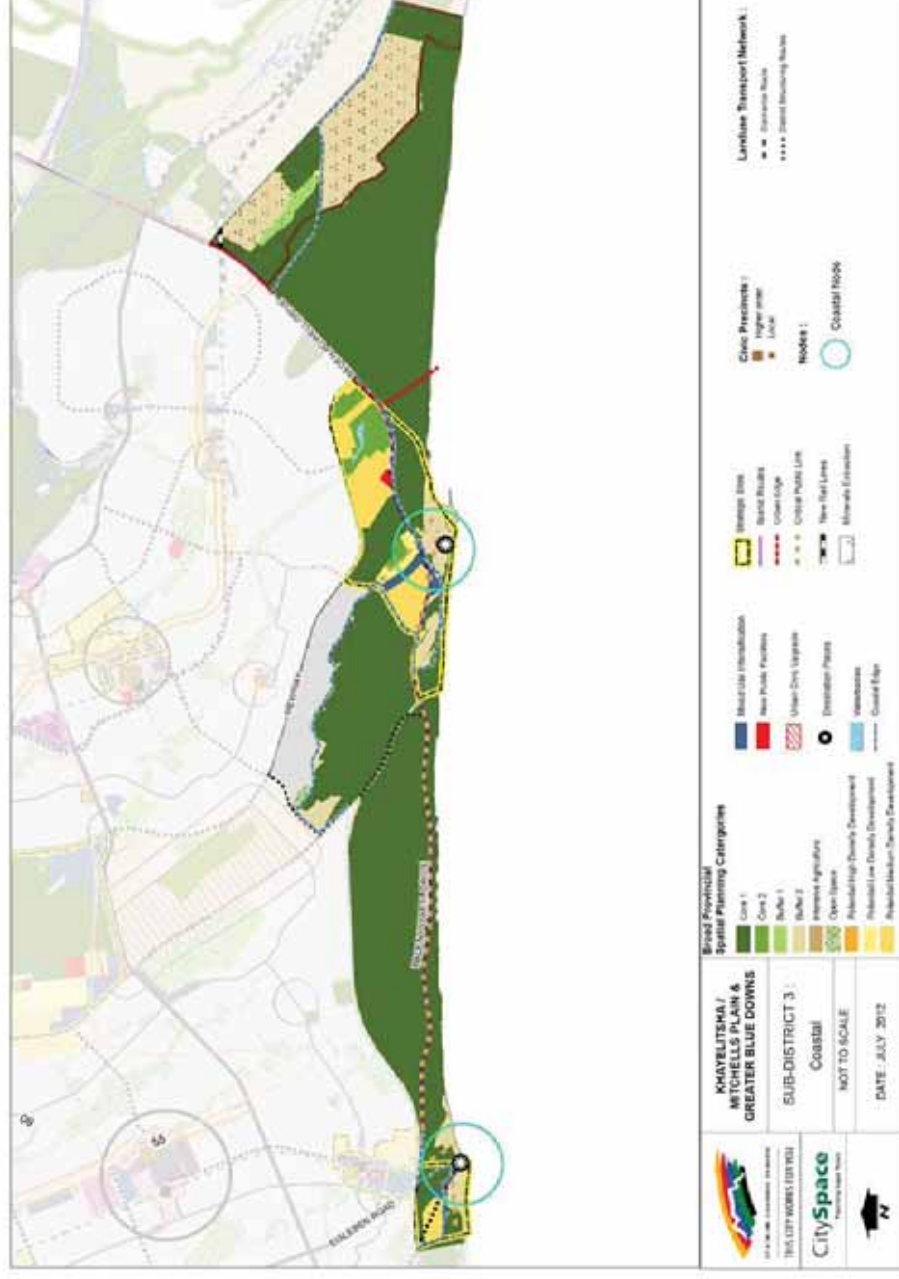
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| | <p>discouraged if it is to the detriment of public access to and along the coastline.</p> <p>20. Several interventions relating to movement and access should be taken into consideration in terms of detailed design:</p> <ul style="list-style-type: none"> • Proposal for a new access to the resort area, off the current Oscar Mpetha road alignment. This route will form a local development axis through the new development area and will to enable direct access to the public beach and tidal pool area. • Encourage the development of safe gateways/access points to open spaces adjacent to the reserves. <p>21. Pedestrian access between areas to the north of Baden Powel Drive and the resort and beach areas to the south must be prioritised.</p> <ul style="list-style-type: none"> • Whilst Baden Powel Drive performs a key mobility role, appropriate pedestrian access is critical in ensuring positive north south linkage. • Encourage the development of safe gateways/access points to open spaces adjacent to the reserve. • Explore traffic calming measures and innovative design solutions along the impacted section of the route to ensure that north south pedestrian and other NMT movement is safe. <p>22. Retain public access along the coastline as an integral element to any development proposal.</p> | | |
| Coastal nodes and ecological corridor | | | |
| <p>(g) Support nodal development in the identified coastal nodes of Mnandi and Monwabisi</p> <p>(h) Maintain a continuous east west ecological corridor and green linkages</p> | <p>23. Mowabisi Coastal Node: Maintaining the integrity of the coastal biodiversity corridor is critical in the consideration of any new development associated with the resort and associated areas:</p> <ul style="list-style-type: none"> • New development could include mixed use development, various housing opportunities and tourism infrastructure. • In this regard, the existing dune areas to the north east (toward Macassar Dunes) and north--west (toward the Wolfgat Nature Reserve) of the resort should be protected and carefully managed and connected via a natural dune corridor. | | |

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| | <ul style="list-style-type: none"> Active open space uses (park and sports facilities) could be considered as a transition to areas identified for protection as part of the natural corridor. <p>24. Mnandi Coastal Node: In the area south of Baden Powel Drive, it is proposed that the coastal biodiversity corridor is retained and the visual sensitivity of Baden Powel Drive (scenic drive) is responded to by wrapping new development around the existing Mnandi resort footprint:</p> <ul style="list-style-type: none"> This could include mixed use development including retail activity on ground floor and various housing opportunities and tourism infrastructure. Development should create a positive relationship with public areas relating to the upgraded resort and beachfront area. Public access along the coastline should be retained as an integral element to any development proposal. Public pedestrian access to the resort and coast from Kapteinsklip should be maintained and enhanced through new development of this area. Access arrangements to be addressed and tested by local planning include considering the feasibility and desirability of extending vehicular access to the resort node off Baden Powel opposite New Eisleben. | | |
| Coastal Edge | | | |
| (i) Maintain and refine the Coastal Edge | <p>25. The coastal edge line should, as a general principle, not be amended as it protects a natural resource. However, the following conditions could warrant amendment of the coastal edge line:</p> <ul style="list-style-type: none"> Improved information from coastal risk assessment studies on the impacts of climate change could facilitate a further refinement of the edge line or coastal protection zone (coastal side of edge); In instances where a detailed Environmental Impact Study proves that the coastal edge was incorrectly delineated, an amendment of the edge could be considered; Nodal development, rather than strip development, should be supported in all new | P 58 (Table 5.6) | |

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| | <p>developments in coastal areas;</p> <ul style="list-style-type: none"> • New nodal boundaries within the coastal edge are provisionally drawn and will be refined on the basis of detailed environmental and planning studies conducted for these node proposals. | | |
| Destination Places | | | |
| (j) Address inequities through promoting active, diverse and safe coastal nodes which become destination places. | <p>26. Maximise synergies between tourism and sustainable utilisation of natural assets.</p> <p>27. The coastal nodes should become vibrant people places. The coastal nodes should be considered as distinct from each other and could reflect varying roles which should be a response to local contextual conditions and need.</p> <p>28. Public recreational and tourism opportunities should be the key component of the coastal nodes.</p> <p>29. Activities that maximise people's experience of the coastline are envisaged. These should aim to provide recreational, social and local economic opportunities in areas where they are greatly needed.</p> <p>30. Residential development and intensification of underdeveloped areas should be pursued as a means to create the necessary thresholds to support such destination places.</p> <p>31. Safety and security in respect of any development along the FBC should receive priority. High intensity mixed-use development within appropriate areas of coastal nodes should be promoted to facilitate and maximise surveillance.</p> | | |
| Scenic Route | | | |
| (k) Maintain visual quality along the False Bay coast | <p>32. The scenic beauty of the False Bay Coast is a significant asset which needs to be managed effectively. Mitigating visual impact should be given attention in visually sensitive areas.</p> <p>33. The scenic drive status of Baden Powell Drive should be a consideration in any development proposal and the visual impact of development along this route should be carefully considered.</p> <p>34. Areas with the potential to enable the visual experience of the FBC by the public should be enhanced, and made secure for public enjoyment.</p> | P 79 | |
| Coastal Processes | | | |
| (l) Design with due regard for coastal processes | 35. At the nodal development areas | P 65 | |

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| | <p>environmental constraints (wind, sand, storm surges, etc.) and coastal processes should be key informants to development guidelines and local design considerations.</p> <p>36. In particular, shelter from the elements and maintenance of infrastructure should be afforded careful consideration to ensure sustainability from a maintenance perspective.</p> <p>37. Roads in an east west direction in close proximity to the frontal dune system should be avoided along this coastline as they cannot be sustainably managed, given the mobility of sand in particular.</p> <p>38. North south access roads should be promoted to provide access to coastal nodes.</p> <p>39. A minimum buffer of 50m from primary dune areas should be respected to ensure that development impact on coastal processes is mitigated as far as possible.</p> | | |
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* list is not exhaustive



Subdistrict 3: Coastal

6.2.4 Sub-district 4: Denel / Swartklip

The Denel / Swartklip site (erf 52676) is 500ha of land strategically located between Mitchell's Plain and Khayelitsha, which is bounded by the Khayelitsha railway, Spine Road, Swartklip Road and Mew Way. The Nolungile station is located on the north-eastern corner and the Lookout Hill precinct (a destination place) and municipal golf course are located opposite the south-eastern corner of the site. Although the site, which has effectively been 'sterilised' by its role as a weapons manufacturing and testing facility, has been a significant barrier between communities in the past, it now holds the opportunity to play multiple roles in terms of sustainable City development and exploration of opportunities for social and spatial integration.

| SUB-DISTRICT 4: DENEL / SWARTKIP SITE –DEVELOPMENT GUIDELINES | | | |
|---|--|------------|--|
| Spatial development objectives | Supporting development guidelines | CTSDF Ref* | Applicable local policies |
| (a) Urban form/character | <ol style="list-style-type: none"> Noxious or risk industry should not be supported on the Denel site, however various areas could be considered for general industrial activity. As a general principle, housing should seek to reinforce the public environment by creating positive interfaces with streets and open space. Exclusionary type developments should be limited to small areas that will adversely affect movement for the general public or the overall character of the development. | P 70 | <ul style="list-style-type: none"> Urban renewal Development Framework for KMP (2006) Denel Swartklip Site Redevelopment Framework (2006) |
| (b) Integration, movement and access | <ol style="list-style-type: none"> Ensure that the development of the Denel site plays an integration role between Khayelitsha and Mitchells Plain: <ul style="list-style-type: none"> Ensure the opportunity for an east west connection linking Khayelitsha to Mitchells Plain exists on the northern portion of the site Support pedestrian and vehicular connections across the railway line from Lansdowne Road opening up linkages to the area and mitigating the barrier effect of the rail line; Support the activation of Swartklip road as a development route Encourage puncturing access to the site with structuring routes to enhance permeability and access. This should occur through: <ul style="list-style-type: none"> the continuation of east west links through Mitchells Plain into the Swartklip site including providing access to the site at Highlands Drive, Morgenster and Imperial Roads as well as connections with Khayelitsha via Aliam and Sigwele off Mew Way; | P 44 | <ul style="list-style-type: none"> Khayelitsha SDF (1999) Floodplain and River Corridor Management Policy (2009) Management of Urban Stormwater Impacts Policy (2009) |

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| | <ul style="list-style-type: none"> supporting the activation of Spine Road as a development route allowing access to the southern development portions of the site. <p>6. Encourage appropriate provision for NMT access on structuring routes as well as in relation to public links and walking trails within the conservation and park areas.</p> <p>7. As part of promoting integration between Khayelitsha and Mitchells Plain, investigate the viability of a connection route between Morgenster and Pama Road as per the City's Hierarchical Road Network Classification System, subject to environmental concerns being addressed.</p> | | |
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* list is not exhaustive

Sub-district 4: Denel / Swartklip New Development Areas

| SUB-DISTRICT 4: DENEL/ SWARTKLIP SITE- NEW DEVELOPMENT AREA | | | |
|---|---|---------------|---------------------------|
| Spatial development objectives | Supporting development guidelines | City SDF Ref* | Applicable local policies |
| Economic Opportunities | | | |
| (a) Encourage mixed use activity. | <p>8. The system of access and exposure of the site presents opportunities in terms of accommodating a range of economic opportunities. In this regard the land use configuration is notional as should be subject to other local planning and assessment:</p> <ul style="list-style-type: none"> Development should maximise the opportunity for a vertical and horizontal mix in residential and commercial activity; Development should seek to accommodate a range of scale of economic opportunity, particularly around areas of high exposure; The innovative use of existing buildings to support economic activities should be explored. | | |
| Residential Infill | | | |
| (b) Facilitate the provision of in-fill housing opportunities in a manner that will contribute to the upliftment of the area. | <p>9. The site offers the opportunity to accommodate a range of typologies of housing and income groups:</p> <ul style="list-style-type: none"> The proposal reflects medium density housing fronting onto and within the zone proximate to the Swartklip Road development route. The northern portion of the site particularly areas which are proximate to the Nolungile Station is indicated for a component of restricted development. This potential should be reviewed in the light of updated information on the noise impacts of the potentially | | |

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| | <p>realigned runway. Once potential impacts have been considered alternative uses, ex industrial may be considered in this area.</p> <ul style="list-style-type: none"> • An opportunity for a gradient toward lower density residential development is presented by the less exposed, internal areas of the site, particularly where they interface with the conservation area. • Where secured, publicly assisted housing should explore a range of mechanisms to ensure that rental and ownership options are catered for and that delivery of a range in housing typologies can occur. • Market related and "gap" housing should be catered for on-site. | | |
| Proposed special destination place: propose metropolitan park and conservation area | | | |
| (c) Metropolitan park and conservation area | <p>10. Explore opportunities for a metropolitan scale park and conservation area associated with the Swartklip Denel site in order to promote the site as a special destination place and enhance access to open space in the area.</p> <ul style="list-style-type: none"> • The park could be incorporated on the eastern edge of the Denel site and could have a multifunctional role to assist in unlocking the range of commercial and tourism potentials that are envisaged for the site. • It is proposed that formal conservation protection is afforded to a large portion of the site including the significant longitudinal dunes in the central area of the site to ensure protection for the last remaining Cape Flats dune system with associated wetland in the City and a significant area of high quality Strandveld vegetation. • The conservation area should conserve highly threatened flora and fauna community on site as well as promoting the integrity of the biodiversity network through forming the northern anchor in the biodiversity corridor southwards to the coastal system. | | |
| Urban Development | | | |
| (c) Promote integrated planning and development where possible and enhance the quality of the urban environment by improving the quality of open space and natural structuring elements. | <p>11. Maintaining the natural integrity of the site is critical as it forms part of the biodiversity network and is a core conservation site:</p> <ul style="list-style-type: none"> • The boundaries of the proposed conservation area are notional and should be formalised through other local planning and assessments. | P 65 | |

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| | <p>12. The location of public facilities should be informed by the system of access set up by the movement network. Public facilities should be clustered at accessible locations associated with the series of public access points to the site:</p> <ul style="list-style-type: none"> • The types of facilities developed are likely to be of a local order. | | |
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* list is not exhaustive



Subdistrict 4: Denel / Swartklip

6.2.5 Sub-district 5: Site B, Site C, TR Section and surrounds

This sub district largely lies in the north-east quadrant of Khayelitsha. The sub-district is bounded by the N2, Lansdowne Road, Pama Road, Mewway and Swartklip road and includes two of the most intensively utilized stations in the Metropolitan area namely Nolongile and Nonqubela railway stations. .

A major component of this sub-district is squatting areas which, often illegally, occupy land identified for the development of business, community facilities and other housing projects. These include :Site C Buffer, Lansdowne Road (Site C), Mew Way (Swartklip, TR section), Khayelitsha Rail Reserve (Site B), Site B buffer, Greenpoint, Silvertown, School sites, POS, business sites and municipal land (Site B) and Baden Powell Drive (Khayelitsha Town 2 Village 2B).

| SUB-DISTRICT 5: SITE C, TR SECTION –DEVELOPMENT GUIDELINES | | | | |
|--|-------------|--|-----------|---|
| Spatial objectives | development | Supporting development guidelines | CTSD Ref* | Applicable local policies |
| (a) Residential form/character | urban | <ol style="list-style-type: none"> De-densification should be supported in areas identified as critical to the open space system, particularly detention areas prone to flooding. This includes the following areas: <ul style="list-style-type: none"> Areas around Nolongile station, TR section Bongweni along Mewway, Bongweni along Lansdowne Road, RR Section and Mxolisi Phetani (part of the Nolongile-OR Tambo Axis); Densely populated areas north of Pama Road; Southern edge along the N2 Victoria Mxenge and K Section in Site B (where de-densification and relocation could be considered to ensure that proposed open spaces become functional). Support the upgrading of existing informal settlements that are located on land suitable for urban development. Where informal settlements are located on land that, for health and safety reasons is not suited to development, support the identification and development of alternative land for settlement. 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 settlement. Allowance should be made in the provision of essential and basic services for the management of grey water and flooding. | P 70 | <ul style="list-style-type: none"> Site C: Urban Framework (2009) Urban renewal Development Framework for KMP (2006) Denel Swartklip Site Redevelopment Framework (2006) Floodplain and River Corridor Management Policy (2009) Management of Urban Stormwater Impacts Policy (2009) |

| | | | |
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| (b) Economic opportunities: <ul style="list-style-type: none"> Promote opportunities for business activities in close proximity to public transport routes, transport interchange precincts and services. | 6. Nolungile and Nonqubela stations should be strengthened as commercial nodes. 7. Encourage the development of new housing, shops, trading space and public facilities in close proximity to the rail stations. 8. Reinforce OR Tambo area as location for commercial activity with focus on positive interface with Lansdowne Road. 9. Promote mixed use with associated 3-4 storey housing and commercial activity along Solomon Tshuku in Site C. | P 70 | |
| (c) Integration and access | 10. Facilitate safer pedestrian access across railway lines and high order mobility routes. 11. Encourage integration of the sub-district especially the stations with larger movement systems and with abutting neighborhoods. 12. Support NMT initiatives along Solomon Tshuku, Mewway, Pama and Lansdowne Road. | P 48 | |
| (d) Managing urban development | 13. Support community-based urban agriculture initiatives where appropriate. Potential for this may be explored at the following areas: <ul style="list-style-type: none"> On the northern edge of the Site C flanking the N2 freeway. This will help to create a buffer between the settlement and the freeway. To the south of the Nolungile station, a mixed-use green zone provides a buffer between urban development and the Denel site. | P 65 | |

* list is not exhaustive

Sub-district 5: Site C, TR Section New Development Areas

| SUB-DISTRICT 5: SITE C / TR SECTION – NEW DEVELOPMENT AREA | | | |
|--|--|---------------|---------------------------|
| Spatial development objectives | Supporting development guidelines | City SDF Ref* | Applicable local policies |
| Washington Square | | |) |
| (a) Urban Infill | 2. Washington Square: <ul style="list-style-type: none"> It is proposed that this site accommodate a range of urban uses. Commercial or mixed use development should be promoted on the Lansdowne Road edge. The proposed development should front onto Lansdowne Road, contributing to positive interface with the street. | | |

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| | <ul style="list-style-type: none"> Promote mixed use development or medium density housing fronting onto Swartklip Road. This potential should be reviewed in the light of updated information on the noise impacts of the potentially realigned runway. The remainder of the site should accommodate a mix of residential forms as well as appropriately located community facilities. This potential should be reviewed in the light of updated information on the noise impacts of the potentially realigned runway. | | |
| The O.R. Tambo Precinct | | | |
| (b) Economic Opportunities | <p>14. The OR Tambo precinct is located on a highly exposed area at one of the two access points to Khayelitsha off the N2:</p> <ul style="list-style-type: none"> Proposals for the site seek to capitalise on this visibility and opportunity through encouraging new mixed use development associated with the precinct. This could include new retail / commercial development as well as a mix of medium/high density housing opportunities to be defined through local precinct planning. New development should create a positive interface with Lansdowne Road, fronting onto the street and defining the public space through active ground floor interfaces. | | |
| O.R. Tambo Sports Hall | | | |
| (c) Maintain and improve the quality of existing public open space | <p>15. The OR Tambo sports hall should be accommodated as an integral part of new development of the site and associated new sports and recreation opportunities should be considered as components of the new development area.</p> <p>16. Development of the precinct (adjacent sites) should make provision for the Blue Downs Rail extension. No permanent structures should be erected in relation to the planned right of way.</p> <p>17. Support upgrade of Site C sports precinct.</p> | | |

* list is not exhaustive

6.2.6 Sub-district 6: Greater Khayelitsha

The Greater Khayelitsha sub-district is bounded by the N2, Swartklip Road, Baden Powell and Lansdowne Roads and includes Khayelitsha CBD, Eyethu, Ilitha Park, Harare, Kuyasa, Umrhabulo triangle, Mandela Park, Graceland, Griffith Mxenge and Silvertown. The sub-district is characterised by mono-functional land uses (mainly residential), with informal settlements in some parts.

| SUB-DISTRICT 6: GREATER KHAYELITSHA – DEVELOPMENT GUIDELINES | | | | |
|--|--|-----------|--|--|
| Spatial development objectives | Supporting development guidelines | CTSD Ref* | Applicable local policies | |
| (a) Intensification & urban form/character | <ol style="list-style-type: none"> Encourage land use intensification and an appropriate mix of land uses to develop: <ul style="list-style-type: none"> Along identified activity routes and developmental routes; At identified nodes; At key intersections, stations and modal interchanges. Support residential infill in the CBD to complement the existing public investment to improving the vitality and vibrancy of the CBD. Facilitate new economic activity as a focus of development associated with a number of remaining undeveloped land portions. | P 44 | <ul style="list-style-type: none"> Urban Renewal Development Framework for KMP (2006) Floodplain and River Corridor Management Policy (2009) Management of Urban Stormwater Impacts Policy (2009) | |
| (b) Economic Opportunities | <ol style="list-style-type: none"> Within the CBD area encourage large commercial developments to: <ul style="list-style-type: none"> establish a functional and accessible pedestrian friendly interface between formal and informal activities; Make provision for trading spaces for SMME's / small businesses. Support well located sites for small scale retail/business activity associated with the accessibility route in and around Khayelitsha. Encourage internal activity spines along which commerce and light industry would derive a high degree of exposure from passing traffic. Support development of dignified public environment which will support economic activity, and provide confidence for private investment in the area as well as ensuring a safe pedestrian environment. Reinforce the development of emerging nodal areas (eg. Kuyasa station, Harare square) to serve surrounding suburbs. | P 41 | | |

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|--|--|-----|--|
| | <p>9. Reinforce economic activity at points of high accessibility (e.g. Cnr of Mewway and Spine, Lansdowne) and reinforcing certain routes particularly public transport routes.</p> <p>10. Support tourism opportunities especially at LookOut Hill.</p> <p>11. Investigate the potential and viability of mixed use development and a golf driving range south of the Denel site (Erf 54572) on the southern side of Spine Road.</p> | | |
| <p>(c) Managing urban development:</p> <ul style="list-style-type: none"> • 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. | <p>12. Enhance open spaces to serve a functional role and to have positive interface with natural and residential areas.</p> <p>13. Promote the focus of new higher order sports facilities at sports fields in Umrhambulo Triangle, Harare/Iliitha Park Open Space, Mandela Park Open Space and Victoria Mxenge Open Space.</p> <p>14. Support, where appropriate, the provision of local parks and sports fields as part of the integrated settlement upgrades.</p> <p>15. Support upgrading of open space between the Mandela Park sports complex and the CBD through either sports field development and/or passive recreational space:</p> <p>16. The upgrade will create a green lung in the heart of Khayelitsha, reinforcing pedestrian links to the developing CBD and areas to the east.</p> <p>17. Opportunities for urban agriculture should be supported in the District especially when associated with institutions such as schools, clinics and other public facilities and in servitude areas on open space where public recreational activity is not a primary use.</p> <p>18. Address the issue of livestock on open space and support the identification of areas suitable for livestock grazing.</p> <p>19. Support the identification of appropriate areas for initiation sites.</p> <p>20. Where possible, support and encourage integration of open space network with school facilities through the shared use of sports fields with the surrounding communities.</p> <p>21. Support the reinforcement of Pama Road as a heavily planted structuring route linking the proposed Metropolitan Urban Park on the eastern side of the Denel /Swartklip site with the existing Khayelitsha Wetlands Park.</p> | P65 | |

| | | | |
|--|---|--|--|
| | 22. Investigate the viability of an improved access point to Khayelitsha Wetlands Park in the proximity of the Spine Road / Lansdowne intersection to further establishment the park as a more prominent recreation and nature-based destination place. | | |
|--|---|--|--|

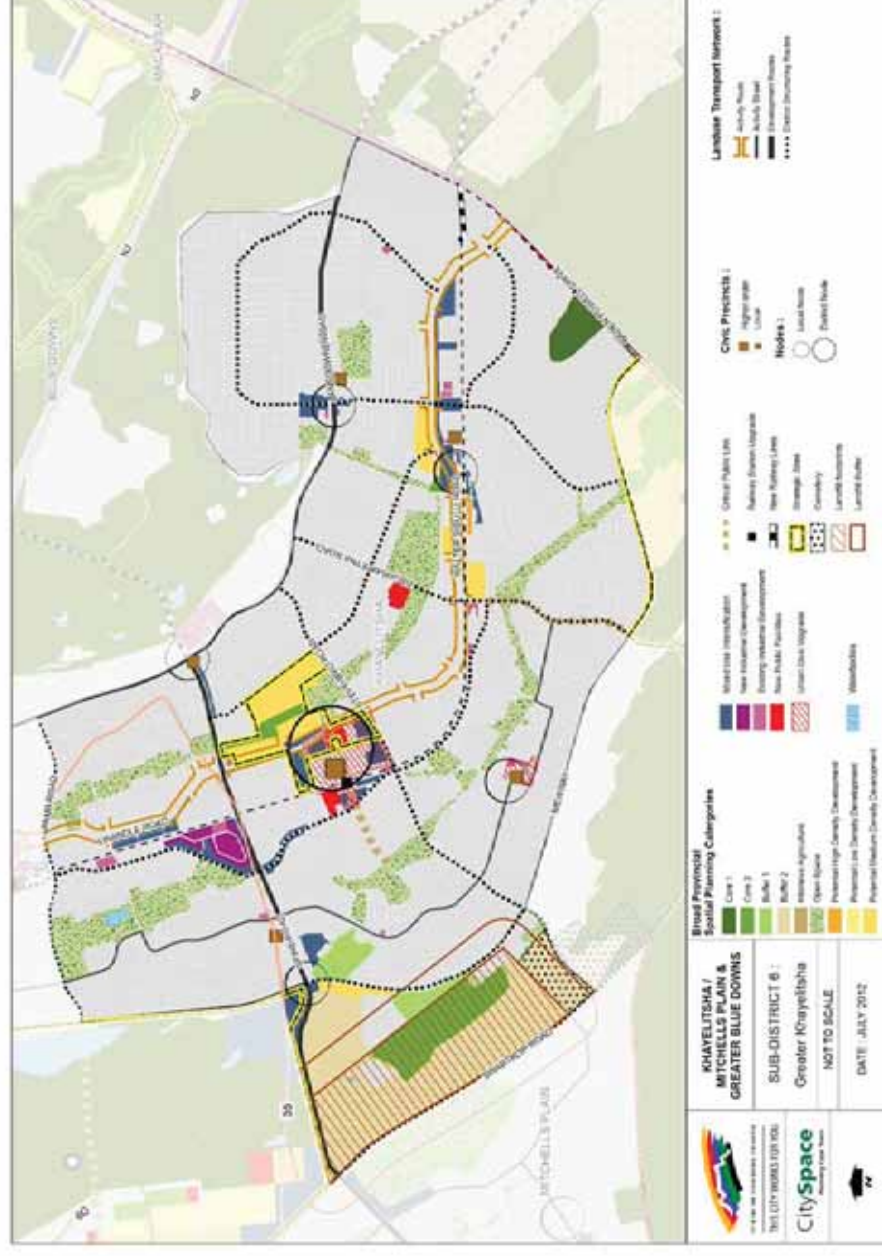
* list is not exhaustive

Sub-District 6: Khayelitsha New Development Areas

| SUB-DISTRICT 6: GREATER KHAYELITSHA – NEW DEVELOPMENT AREAS | | | |
|---|--|------------|---------------------------|
| Spatial development objectives | Supporting development guidelines | CTSDF Ref* | Applicable local policies |
| Khayelitsha CBD | | | P 42 |
| (d) Intensification & urban form/character | <p>23. Vacant land west of Walter Sisulu Drive toward the station presents the opportunity for more intense mixed use development (including retail and commercial and high density residential activity).</p> <p>24. New development should create of positive interfaces with the pedestrian structure (including the civic and community squares, taxi and bus facilities) and well as Walter Sisulu Drive.</p> <p>25. Active edges onto the pedestrian network should be promoted through development of ground floor retail and commercial interfaces (and public facilities) that access onto these spaces as well as defining pedestrian space in line with local urban design guidelines.</p> <p>26. The western side of the Khayelitsha station presents opportunities for new development. It is proposed that a new station forecourt be developed associated with new mixed use development between Ntlazane Road and the station.</p> <p>27. Support mixed use development within the Khayelitsha CBD in areas where there is a potential for commercial development.</p> | | |
| District station areas and Gateways (Cnr Spine & Mewway, Cnr Spine & Lansdowne) | | | |
| (e) Economic Opportunities | <p>28. Support light-industrial/small business opportunities in Spine road industrial site.</p> <p>29. New commercial development should be encouraged in support of the activity nodes and at suitable points along activity routes.</p> <p>30. Support the development of a local node around the Khayelitsha station.</p> <p>31. Upgrading and development of tourism related infrastructure should be encouraged.</p> | | |

| | | | |
|--|---|--|--|
| | 32. Support tourist related initiatives complementing LookOut Hill and promote it as a tourism gateway to the area. | | |
|--|---|--|--|

* list is not exhaustive



Subdistrict 6: Greater Khayelitsha

6.2.7 Sub-district 7: Driftsands

Sub-district 7 is bounded by portions of Hindle Road, the R300, the N2, Lansdowne Road, Baden Powell Drive and Faure Road and is traversed by the Kuils River system along the entire width of this sub-district

The sub-district is divided by the N2 national road. North of the N2 is the Driftsands Nature Reserve, which includes the Medical Research Council (MRC) property (erf 544) which functions as a research facility and medical waste disposal site, Green Park and Los Angeles Informal Settlements and Sikhumbule township. The proposed Metro south-east cemetery, Ithemba labs, the Military Base, Juvenal prison and small scale farmers can be found south of the N2 as well as the Khayelitsha Wetlands Park. The Cape Town Film studio is also located in this subdistrict.

| SUB AREA 7: DRIFTSANDS CHANGES IN LAND USE AND FORM | | | | |
|---|-------------|--|-----------|--|
| Spatial objectives | development | Supporting development guidelines | CTSD Ref* | Applicable local policies |
| (a) Managing urban development: | | <ol style="list-style-type: none"> 1. Protect land within the 50-year flood area of the Kuils River: 2. This land should generally be retained as part of the metropolitan open space system. 3. Maintain river systems within the 100-year floodline; wetlands and seasonal wet areas as recreational and ecological corridors. 4. Promote the protection and enhancement of the Driftsands Nature Reserve by encouraging the development of appropriate recreational and educational facilities to promote the nature reserve as a destination place; 5. Encourage the development of safe gateways/access points to the reserve. 6. Support urban agriculture initiatives within this sub-district with a focus on horticultural activity. 7. Investigate the feasibility of establishing initiation sites within this sub district. 8. Control illegal dumping, particularly in and adjacent to important biodiversity sites and rivers e.g. along the Kuils and Eerste Rivers; where feasible enter into partnerships with landowners to encourage the conservation of biodiversity remnants on existing farms. 9. Promote the Khayelitsha Wetlands Park as an existing nature and recreation-based destination place by supporting improved access to the park and supporting further upgrading and development (including Makhaza Park). | P 62 | <ul style="list-style-type: none"> • Floodplain and River Corridor Management Policy (2009) • Management of Urban Stormwater Impacts Policy (2009) |

| | | | |
|-----------------|---|------|--|
| (b) Urban form | <p>10. Support in situ upgrading of Green Park and Los Angeles informal settlements.</p> <p>11. Care should be taken in the development process to prevent further extensions of informal settlement which will be to the detriment of the nature reserve.</p> <p>12. Investigate possibility for locating a correctional service (prison) facility.</p> | P 70 | |
| (c) Integration | <p>13. Adequate linkages should also be established to link the existing settlements within the Driftsands Nature Reserve to areas across the R300 and N2.</p> <p>14. Support NMT initiatives, especially adjacent to the proposed Saxdowne Road servitude (between Mewway and Hindle Road).</p> <p>15. Promote improved access (both NMT and general) to the Khayelitsha Wetlands Park and encourage NMT linkages with the metropolitan park and conservation area proposed on the Denel / Swartklip site.</p> | P 48 | |

* list is not exhaustive

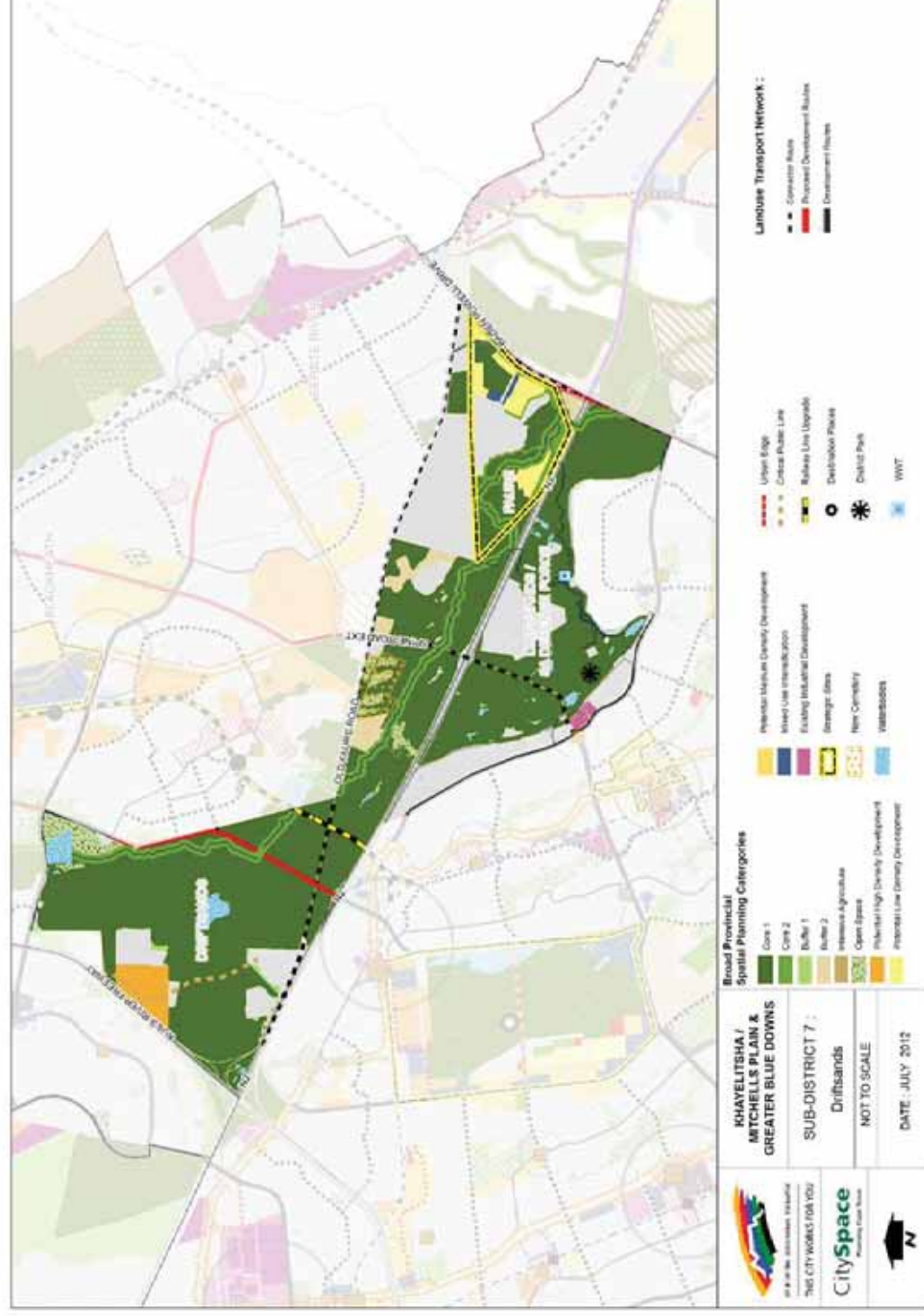
Sub-District 7: Driftsands New Development Areas

| SUB-DISTRICT 7: DRIFTSANDS – NEW DEVELOPMENT AREAS | | | |
|--|---|------------|---------------------------|
| Spatial development objectives | Supporting development guidelines | CTSDF Ref* | Applicable local policies |
| Driftsands Nature Reserve | | | |
| (d) Maintain and improve the quality of existing public open space | <p>16. Support the establishment of a new urban park within the nature reserve:</p> <ul style="list-style-type: none"> Administrative facilities, offices, visitors centre, educational facilities and conservation area with educational function must be supported as an integral part of the nature reserve. This park is proposed to have active recreational function. | P 49 | |
| Urban Form | | | |
| (e) Managing urban development | <p>17. Conserve remnants of sensitive and threatened vegetation types and control development pressure in the key sensitive areas in the Faure area.</p> <p>18. Avoid inappropriate land uses next to or within the Kuils River, its floodplains and wetlands and any tributaries as well as over the aquifer, especially built-up forms which could potentially impact negatively on drainage.</p> <p>19. Support residential and mixed use infill</p> | P 62 | |
| (f) Development of Cape Town Film Studio | | | |

| | | | |
|--|--|--|--|
| | development in accordance with the approved Development Framework and Environmental Authorisation of the Cape Town Film Studio (previously known as Dreamworld). Development to ensure appropriate interface with natural biodiversity corridor. | | |
|--|--|--|--|

* list is not exhaustive

Subdistrict 7: Driftsands



6.2.8 Sub-district 8: Mfuleni, Fairdale and Fountain Village

Mfuleni sub-district is bounded by Hindle Road, Faure Road, Eersriv Way and Driftsands Nature Reserve.

| SUB AREA 8: MFULENI , FAIRDALE & FOUNTAIN VILLAGE CHANGES IN LAND USE AND FORM | | | | | |
|--|--|---|--|---------------|---|
| Spatial Objectives | Development | Supporting Land use Guidelines | | City ref* SDF | Applicable local policies |
| (a) | Urban Form and Economic Opportunities | <div>1. Land use applications (where applicable) should respond to future road and rail links, including:<ul style="list-style-type: none">The rail extension from Khayelitsha to link with Blue Downs through Mfuleni;The Mewway/SaxdownsKlipfontein Road Ext.</div> <div>2. Support development resulting in land use intensification and appropriate mixed uses along identified activity and development routes, around nodes and key intersections and development along current and future public transport routes that facilitates safer pedestrian access across railway lines and high order mobility routes.</div> <div>3. Support NMT initiatives along the Mewway Saxdowne link and Spine / Faure Roads over the N2 into Mfuleni.</div> <div>4. Ensure that the informal economy and small businesses are not excluded from formal economic development.</div> <div>5. Ecourage large commercial developments to make provision for trading spaces for SMME's / small businesses.</div> <div>6. Investigate the potential for development that is complimentary to the existing sports facility precinct at the Hindle / Eerste Riv node in order to capitalize on potential economic opportunities associated with the sports facility precinct without compromising the optimal functioning of this important facility.</div> | | P 44 | <ul style="list-style-type: none">Floodplain and River Corridor Management Policy (2009)Management of Urban Stormwater Impacts Policy (2009) |
| (b) | Managing urban development: <ul style="list-style-type: none">Ensure the upliftment of the urban environment by providing quality areas of amenity;Maintain and improve the | <div>7. Retain and upgrade existing sports fields (e. g. Blue Downs Sports fields, informal sportsfield along Saxdowne link and Mfuleni Multi-Purpose Sports Facility Precinct).</div> <div>8. Support NMT within the CBD, especially between the Taxi Rank and the library.</div> <div>9. Improve the visual amenity by supporting appropriate hard and soft landscaping along</div> | | P 48 | |

| | | | |
|--|---|------|--|
| quality of existing public open space and the public realm in general. | Main Road. | | |
| (c) Informal settlements Upgrade | <p>7. Support upgrading of existing informal settlements that are located on land suitable to urban development.</p> <p>8. Where informal settlements are located on land that, for health and safety reasons is not suited to development, support the identification and development of alternative land for settlement.</p> <p>9. 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 settlement.</p> <p>10. Allowance should be made in the provision of essential and basic services for the management of grey water and flooding.</p> | P 70 | |

* list is not exhaustive

Sub-District 8: Mfuleni, Fairdale and Fountain Village New Development Areas

| SUB-DISTRICT 8:MFULENI, FAIRDALE & FOUNTAIN VILLAGE CHANGES –NEW DEVELOPMENT AREA | | | |
|---|--|------------|---------------------------|
| Spatial development objectives | Supporting development guidelines | CTSDF Ref* | Applicable local policies |
| Bardale Extention (N2 Gateway extention, erf 1892) | | | |
| (d) Infill Development | 11. Support the extention of the N2 Gateway housing development south of Blue Downs Sports Field, which provides for a mix of GAP and normal subsidized housing opportunities. | | |
| Mfuleni Extension 1 and Extension 2 | | | |
| (e) Urban Form | <p>12. Support infill development at Mfuleni Extension 1.</p> <p>13. Extension 2 offers an opportunity for higher density residential development:</p> <ul style="list-style-type: none"> Higher density development should be encouraged to have a sensitive interface with Main Road to encourage an entrance point into Mfuleni. Development should respect the conservation of the longitudinal dunes to the west of the site. Cognisance should be taken of the fact that approved General Plans exist for the site, which will require amendment. | P 70 | |

* list is not exhaustive

[illegible]

6.2.9 Sub-district 9: Greater Blue Downs

The Greater Blue Downs sub-district is bounded by Stellenbosch Arterial to the north, Van Riebeeck Road to the east, Kuils River Freeway to the west and Hindle Road, Eerste Riv and Faure Road to the south and includes the areas of Eerste Rivier, Electric City, Forest Height, Rosedale, Hillcrest Heights, Malibu Village, Rosedale, Kleinvlei, Dennemere, Gaylee, Fountain Village, Conifers, Blackheath, Blue Downs, Bardale, Silversands, Happy Valley, Sunbird Park, Westbank, Blackheath Industrial, Austinville, Wimbledon Estate, Tuscanny Glen, Eerste River, South Rivier and Tusca.

The amount of development applications received in this sub-district is indicative of the potential for this sub-district to become a major growth corridor in the District, especially considering the amount of available major vacant land. Accordingly, a local node is proposed at the intersection of Stellenbosch Road / Mew Way and two district nodes are proposed at the intersections of Van Riebeeck / Stellenbosch Roads as well as Hindle / Eersteriv Roads.

| SUB DISTRICT 9: GREATER BLUE DOWNS CHANGES IN LAND USE AND FORM | | | | |
|---|--|------------|---|--|
| Spatial development objectives | Supporting development guidelines | CTSDF Ref* | Applicable local policies | |
| (a) Urban Form and Economic Opportunities | <ol style="list-style-type: none"> Take existing and proposed new rail and station locations into account when assessing development applications and preparing spatial plans to ensure that the land use intensification opportunities are exploited: <ul style="list-style-type: none"> Future transport links include the rail extension from Khayelitsha to link with Blue Downs through Mfuleni and the Mewway / Saxdowns proposed future road link. Support township layouts which facilitate public transport provision and encourage road structures which provide logical and accessible public transport routes. Within the CBD areas, encourage large commercial developments to: <ul style="list-style-type: none"> establish a functional and accessible pedestrian friendly interface between formal and informal activities; make provision for trading spaces for SMME's / small businesses. Encourage land use intensification and an appropriate mix of land uses to develop : <ul style="list-style-type: none"> along identified activity routes and developmental routes; at identified nodes; at key inteseccions, stations and modal | P 44, 48 | <ul style="list-style-type: none"> Greater Blue Downs SDF Blue downs CBD framework. Floodplain and River Corridor Management Policy (2009) Management of Urban Stormwater Impacts Policy (2009) | |

| | | | |
|--|---|------|--|
| | <p>interchanges;</p> <ul style="list-style-type: none"> • along certain sections of Wesbank Road (where an existing high street character prevails), to the extent that it will not compromise the functioning of this road as a district structuring route. <ol style="list-style-type: none"> 5. Intensification within district and local nodes (Blue Downs CBD, Blue Downs station node, Eerste Rivier CBD) should focus on commercial and mixed use development. 6. Intensification should also be concentrated in suitable locations abutting development and activity routes (for example along the rerouted Eerstriv Road, Hindle Road, Blue Downs Way, Forest Drive) focusing on residential densification and supporting commercial and mixed use development around identified nodes (such as the Blue Downs CBD). 7. Development relating to intensification should define key public spaces including sports fields and parks. This includes encouraging positive orientation of development to open space. 8. Support intense urban environments close to current major public transport routes and future public transport routes. 9. Support intense urban environments and residential densification in close proximity to the civic precinct at the intersection of Eersteriv and Hindle Roads. 10. Encourage higher density housing development combined/ integrated with commercial opportunities, especially along Eerstriv road. 11. Support higher densities along the future rail station area. | | |
| <p>(b) Managing Urban Development:</p> <ul style="list-style-type: none"> • Reduce the impact of urban development on river systems and water bodies. | <ol style="list-style-type: none"> 12. Protect land within the 50-year flood area of the Kuils River. <ul style="list-style-type: none"> • This land should generally be retained as part of the metropolitan open space system. 13. Direct development away from the flood plain of the Kuilsriver. Development setback lines for rivers and wetlands should be subject to detailed investigation as part of the EIA processes. 14. Maintain river systems within the 100-year floodline; wetlands and seasonal wet areas as | P 62 | |

| | | | |
|--|---|--|--|
| | <p>recreational and ecological corridors.</p> <p>15. All new developments should be designed to restore and incorporate river corridors as a beneficial amenity for the adjacent land owner.</p> <p>16. Support improvement of the quality of open space environments and public facilities, (especially in high density areas e.g. in the Blue Downs CBD and along river corridors, e.g. Kuils River etc.)</p> | | |
|--|---|--|--|

* list is not exhaustive

Sub-district 9: Blue Downs New Development Areas

| SUB-DISTRICT 9: GREATER BLUE DOWNS – NEW DEVELOPMENT AREAS | | | | |
|---|--|------------|---------------------------|--|
| Spatial development objectives | Supporting development guidelines | CTSDF Ref* | Applicable local policies | |
| Fountain Village | | | | |
| Infill Development | <p>17. Infill development is encouraged on the vacant portions of land adjacent to the already developed area.</p> <p>18. Higher density residential development is proposed on the vacant portions of land.</p> <p>19. Development within this area should respond positively to the Kuils River System in terms of orientation (an active interface with the river system).</p> | P 70 | | |
| Hillcrest Heights e.g. erf 1901) and Forest Village (e.g. erf 1915) | | | | |
| | <p>20. Support development of vacant land parcels for medium to higher density development, with a focus of density on the vacant portions to the south of Forest Drive.</p> <p>21. Opportunities for job creation in such developments should also be explored, especially along the main road precincts in the developments.</p> <p>22. Adequate provision should be made for non-residential uses such as schools, open spaces, church sites, etc. which should be in line with the requirements of the local authority.</p> <p>23. Adequate landscaping (hard and soft) should be implemented as part of the development process in order to increase the quality of the living environment.</p> | P 42 | | |
| The Cornifers (erf 1897, Provincial Government)/ Tuscany Glen (erf 1898, Garden Cities) | | | | |
| | <p>24. Encourage the development of the two main vacant portions of land in the area for medium density residential infill.</p> | P 41 | | |

| | | | |
|--|--|-------------|--|
| | 25. Smaller pockets of higher density development may be accommodated in such developments, especially alongside the proposed bypass road (Okavango extension). | | |
| Blue Downs Central Business District (CBD) (inter alia erf 1893) | | | |
| | <p>26. A mix of land uses should be considered (including higher density housing development) which could be combined/ integrated with commercial opportunities, especially along Eerstriv Road.</p> <p>27. The proposed station adjacent to the CBD (Mfuleni line), also offers the opportunity to optimise housing densities and create an integrated mixed use environment.</p> | P 70, P 733 | |
| Remainders of vacant land, inclusive of Happy Valley, Wimbledon Estate, Hagley | | | |
| | <p>28. Encourage infill development, where appropriate, on vacant sites located between Stellenbosch Arterial and Hindle Road.</p> <p>29. Preserve the flood plain of the Kuilsriver and adhere to relevant policy of the Department River Catchment and Stormwater Management.</p> | P 62 | |

*** list is not exhaustive**

[illegible]

6.2.10 Sub-district 10: Penhill and Surrounds

The Penhill and Surrounds sub-district is bounded by Stellenbosch Arterial to the north, Van Riebeeck Road to the west and includes the Penhill smallholdings, Eerste Rivier Industrial, Welmoed Cemetery, Jacobsdale Smallholdings, Stellenbosch farms, Rustdal, DeWijnlandend Estate and Saxenburg Park Industrial. The Cape Town Municipal Boundary Area is towards the north-east and the urban edge traverse the sub-district and coincides with the municipal boundary at certain points.

A District Node is proposed at the intersection of Forest Drive and Van Riebeeck Road and at Blackheath Industria at the intersection of Van Riebeeck and Stellenbosch Road.

| SUB AREA 10: PENHILL CHANGES IN LAND USE AND FORM | | | |
|---|---|-----------|---|
| Spatial development objectives | Supporting development guidelines | CTSD Ref* | Applicable local policies |
| (a) Urban Form: <ul style="list-style-type: none"> Retain the rural character of Penhill sub-district. | 1. Support subdivision at Penhill Small Holdings of minimum size of 2000m ² , subject to the availability of services. 2. Reinforce the Urban Edge policy by not supporting urban development beyond the urban edge and by encouraging development between Van Riebeeck and the urban edge to function as a transition zone from an urban to rural landscape. 3. Appropriate development beyond the urban edge includes development associated with: <ul style="list-style-type: none"> Farming activities; Development related to rural landscapes; Essential municipal infrastructure such as wastewater treatment works, solid waste disposal sites, power generating sites, water treatment sites and cemeteries. | P 67 | <ul style="list-style-type: none"> Development Edges Policy (2009) Floodplain and River Corridor Management Policy (2009) Management of Urban Stormwater Impacts Policy (2009) |
| (a) Managing Urban Development | 4. Connectivity between the remaining critical biodiversity areas should be maintained and improved. | P 62 | |

* list is not exhaustive

Sub-district 10: Penhill New Development Areas

| SUB AREA 10: PENHILL CHANGES IN LAND USE AND FORM | | | |
|---|---|------------|---------------------------|
| Spatial development objectives | Supporting development guidelines | CTSDF Ref* | Applicable local policies |
| New development along van Riebeeck Road | | | |
| a) Urban Form | <p>5. Reinforce the Eerste Rivier and Blackheath nodes by supporting development with greater intensity of mixed use along the sections of Van Riebeeck associated with these nodes.</p> <p>6. No urban development should be considered beyond the urban edge line including golf estates, vineyard estates with residential component, equestrian estate with a residential component, eco estates, gated communities, regional shopping centres and office blocks.</p> <p>7. Protect the rural character by distinguishing between development areas adjacent to Van Riebeeck and areas adjacent to the urban edge. Development adjacent to the urban edge could incorporate agricultural activities and other activities associated with smallholdings, but will be assessed based on the impact on the rural character and the environmental attributes of the area.</p> | P 67 | |

* list is not exhaustive

[illegible]

6.3 Local area priorities

While the District Plan gives direction at a district scale, local area plans are required to provide a greater level of planning direction in strategic locations, aimed at implementing the plan. Several priority local planning and investment areas are identified in order to implement the plan. Inputs from the public engagement process have been an essential part of this process. These inputs have been balanced with the need to be:

- strategic in focussing on projects with maximum impact;
- aligned with the spatial strategies of the CTSDP and DSDP; and
- programmed with due regard for resources available to undertake projects.

Based on the technical review and inputs to date, several planning and investment focus areas have been identified including:

- preliminary local planning areas where further planning is required to guide local land use change or define capital investment interventions.
- Project/development facilitation projects where further work is needed to unlock strategic land for development.

It should be noted that capital investment will occur across the District on a range of public facilities, infrastructure and services (roads, bulk services etc). The focus on action areas is thus not comprehensive, but strategic, focusing on areas where multi-sectoral intervention is needed to ensure high impact restructuring and upgrading within the District.

The local area planning priorities for the District are detailed in the following table:

Table 6.2 Local area planning priorities

| PLAN/PROJECT | DESCRIPTION | WHAT NEEDS TO HAPPEN | TIMEFRAME Short term: 1-2yrs Med.term: 2-5yrs Medium/Long: 5+yr |
|---------------------------------------|--|---|--|
| LOCAL AREA PLANNING INITIATIVE | | | |
| Kapteinsklip/Mnandi Nodal Area | <p>A detailed local area planning framework needs to be done for the Kapteinsklip precinct and the Mnandi coastal resort to guide new development and a land release strategy. The framework also needs to give guidance to:</p> <ul style="list-style-type: none"> Public infrastructure plan (facilities, sports and recreation, culture) P.O.S. and other hierarchy of spaces, urban and recreational parks Zoning and land use rights Costing of engineering services Land use typologies and heights Traffic and Transport Assessment (movement systems including NMT, private vehicular movement and public transport) Commercial development structure (formal and informal) Implementation plan incl phasing and packaging | <p>i. Update the existing urban design framework. Undertake an Environmental Impact Assessment for the entire study area ii. Negotiations with PRASA to make available their land in this precinct for development</p> | Medium to long term |
| Site C /TR Section | Detailed planning for the 5 precincts identified in the overall planning work that was done for the Site C/TR Section in 2009. | Prepare precinct plans for the following precincts, namely Nolongile station precinct, Solomon Tshuku, Institutional precinct: Western Gateway (currently underway), Strip of land along the N2, Eastern Gateway and O. R. Tambo. | Medium to long term |
| Mfuleni | The Spatial Planning and Urban Design Department as a focus area for improvement and revitalisation identified Mfuleni precinct in 2009. The framework for this node indicated three phases (based on the short, medium and long term) to the overall development. Development in this node includes upgrading of the Multi-Purpose Sports Facility and Social Precinct for Mfuleni. | Secure funds for implementation of the different phases, more especially Phase 1. | Short term |

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|--|--|--------------|---|---------------------|
| Lentegeur | Lentegeur Urban Development Infill including City owned land and land owned by PRASA | i. i. | Consolidated different work that has been done by the city and Prasa in order to formulate an updated and inclusive development strategy. Engagement with PRASA with regards to their land holdings. | Short term |
| Monwabisi Coastal Node Desktop Feasibility Study | Prepare Desktop Feasibility Study to provide greater clarity on the degree to which development would be feasible from a physical, environmental, statutory and financial perspective and assess appropriate time horizons for any such development at Monwabisi Coastal Node. | i. | Consider Development Framework and detailed investigations once prefeasibility study has been done. | Short to long term |
| Weltevreden Smallholding Policy | Applications for this area are contentious with the Philippi Horticultural area. | i. | Prepare development policy to guide future development of Schaapkraal located within the Weltevreden area. | Short term |
| Kuyasa Station Node | Kuyasa station has been completed and is now functional. The station is surrounded by vacant land. Development guidelines for this station node are essential to make sure the economies of scale are exploited. | i. | Prepare local area planning framework. | Medium to long term |
| Philippi Area | Philippi has potential to provide economic opportunities and infill development within the industrial and greater Philippi area. | i. | Prioritise a Local Area Planning Initiative. | Short term |
| Nonqubela station Area | There is interest and pressure from the private sector to expand the retail facilities within Nonqubela. A development framework plan is needed to guide development, especially around the retail centre and the release of vacant land around it. | /. | | |
| PROJECT/DEVELOPMENT FACILITATION | | | | |
| Denel/Swartklip Site | Facilitate in the city getting ownership of the site | /. | Facilitate long term role and development of the Denel Site | Medium to long term |
| Monwabisi Park | Upgrade of Monwabisi Park Informal | i. | Facilitate <i>in-situ</i> upgrading of Monwabisi park | Short term |

9. ANNEXURES

ANNEXURE A: List of withdrawn planning policy documents

Approved structure plans

Plans promulgated in terms of section 4(10) of the Land Use Planning Ordinance, and that impacted on the Khayelitsha Mitchells Plain Greater Blue Downs District, which are withdrawn include:

- Tygerberg Spatial Development Framework (1998),
- Southern Service Area Spatial Development Framework (1999)
- Metro south east sub-regional plan (1998)
- Lower Kuils River: Blue Downs Local Structure Plan (1987)
- Lower Kuils River Area Urban Structure Plan (1986)
- Gaylee Kleinvlei Eerste River Structure Plan (1989)
- Benede Kuilsriver: Rotterdamsgebied Plaaslike Struktuurplan (1989)
- Khayelitsha Spatial Framework (1999)
- Weltevreden Valley Local Structure Plan (1987)

Council approved policy plans

Policy plans approved by Council, and that impacted on the Khayelitsha Mitchells Plain Greater Blue Downs District, which are withdrawn include:

- None

ANNEXURE B: Principles for assessing development proposals in “areas of potential impact” on selected natural environmental attributes

1. *Areas of potential impact should be addressed as soon as possible in the planning process and before significant resources have been allocated to a project.* This requires a cooperative and transparent approach to these areas. Consultation with key role players should be initiated and include the City’s Environment & Heritage Management Branch, Biodiversity Management Branch, Spatial Planning, Catchment Stormwater and River Management Branch, and other key stakeholders such as Cape Nature.
2. *Proactively and timeously search for the best practicable alternative:* The application of this principle is dependent on the significance of the potential impact when viewed in the context of the broader strategic intent of the district plan. In many instances, trade-offs are required and the SDP has sought to inform where these might be appropriate. However, development in highly sensitive or significant natural environments is generally undesirable, and has, where possible, been avoided in the district plan. In the limited instances where this has not occurred, balance has been sought by, for instance, the planning of biodiversity corridors where highly sensitive natural environments are likely to be impacted. More detailed planning of these areas should consider alternatives and detailed design intervention to prevent or minimise potential impact (as per 3 and 4 below). The Biodiversity Management Branch in the Environmental Resource Management Department and/or the Catchment Stormwater and River Management Branch of the Roads and Stormwater Department, where relevant, should be consulted to provide advice.
3. *If an environmentally sensitive area has to be developed or transformed, investigate means to:*
 - *Maximise the retention of intact natural habitat and ecosystem connectivity*
 - *Avoid fragmentation of natural habitat and aim to maintain spatial components of ecological processes (e.g. ecological corridors and vegetation boundaries)*
 - *Minimise unavoidable impacts by reducing the project footprint and determining the least damaging layouts of the proposed development and its accompanying infrastructure (e.g. by concentrating disturbance in degraded areas)*
 - *Remedy habitat degradation and fragmentation through rehabilitation.*³
4. *In key areas (particularly where on site mitigation is limited or not possible) investigate the use of biodiversity offsets⁴ as a mitigation measure.* This may involve making resources available to secure and manage an alternative piece of land of the same ecosystem type or conservation of a proportion of the property *in situ*. The Biodiversity Management Branch may provide advice in this regard, but DEA&DP are the decision-making authority.
5. *Areas of potential impact may be identified in the district plan which already have environmental authorisation in terms of applicable legislation. The identification of these areas is not intended to form grounds for review of such approvals.*

³ More information on the above may be obtained from the Fynbos Forum Ecosystem Guidelines for Environmental Assessment in the Western Cape – from which the above points were extracted. Other useful sources of information include the principles included in the National Environmental Management Act and the National Environmental Management: Biodiversity Act, the Provincial Spatial Development Framework (promoting densification), the Coastal Edge Policy, the Catchment Management policies on river buffers and developments in flood prone areas and the Department of Environmental Affairs and Development Planning’s (DEADP) offset guideline. The DEADP guideline for involving biodiversity specialists in EA processes also provides useful information.

⁴ Provincial Guideline on Biodiversity Offsets (revised draft, March 2007). Department of Environmental Affairs and Development Planning, Provincial Government of the Western Cape

Although most areas of potential impact on natural resources occur due to the presence of critical biodiversity areas and listed ecosystems which require conservation measures in terms of national legislation, consideration also has to be given to the potential loss or sterilisation of natural resources which currently – or in future – will have value as economic resources (e.g. strategic mineral resources or aquifer water to supplement the City's supply), or which provide an ecosystem service (e.g. water filtration and flood attenuation).

The principle to apply is that where there are potential impacts of development/land use proposals on key resources – efficiency, equity and sustainability criteria must be used to determine the best use for the greater good of the City's people and the environment. The assessment of impacts in terms of these criteria should include assessment of cumulative impacts at local, regional and national scales.

ANNEXURE C: Relevant legislation and policies per Environmental Impact Management (EIM) Zone

| EIM ZONE | ENVIRONMENTAL ATTRIBUTES | POTENTIALLY APPLICABLE LEGISLATION / POLICY (note: list not exhaustive and should not preclude review) |
|---|---|---|
| Hydrological Zone | Flood Risk Areas <ul style="list-style-type: none"> Flood risk area 1 (1:50 flood line) Flood risk area 2 (1:100 flood line) Flood risk area 3 Rivers, Estuaries and Wetlands <ul style="list-style-type: none"> Rivers, wetlands and associated buffers Aquifers <ul style="list-style-type: none"> Highly productive aquifers Moderately productive aquifers | <ul style="list-style-type: none"> National Water Act 36 of 1998. CoCT's Floodplain and River Corridor Management Policy (May 2009). Agricultural activities close to water bodies: conditions contained within the Care of Agricultural Resources Act 43 of 1983 pertaining to rivers and wetlands. Rivers, wetlands and within estuaries: Chapter 4 of the National Environmental Management Integrated Coastal Management Act 24 of 2008 and the associated National Estuarine Management Protocol and Estuarine Management Plans. |
| Coastal Protection and Dune Zone | Coastal Protection Areas <ul style="list-style-type: none"> Coastal Protection Zone Coastal risk areas Dune Areas <ul style="list-style-type: none"> Sensitive dune fields | <ul style="list-style-type: none"> National Environmental Management: Integrated Coastal Management Act 24 of 2008. Draft Integrated Coastal Management Bill, or Act as promulgated Draft Delineation of the Proposed Coastal Protection Zone for the City of Cape Town: Draft Report 2009 City of Cape Town Coastal Protection Zone Bylaw (in preparation 2010). |
| Conservation and Biodiversity Priority Zone | Conservation and Biodiversity Areas <ul style="list-style-type: none"> Protected areas Critical Biodiversity Area 1 Critical Biodiversity Area 2 Critical Ecological Support Areas Other Ecological Support Areas Other Natural Vegetation | <ul style="list-style-type: none"> National Environmental Management Protected Areas Act 57 of 2003. National Environmental Management Act 107 of 1998. |

| | | |
|--|---|--|
| Cultural and Recreational Resources Zone | <p>Cultural and Heritage Areas</p> <ul style="list-style-type: none"> • Cultural landscapes • Potential archaeological sites • Other significant heritage resource areas • Grade 3 heritage sites • Scenic Routes <p>Public Open Spaces</p> <ul style="list-style-type: none"> • Structuring Open Spaces | <ul style="list-style-type: none"> • National Heritage Resources Act 25 of 1999. • A Heritage Overlay is being developed and will become part of the Integrated Zoning Scheme. Reference to the zoning schemes / CTZS is required. <p>Public open spaces:</p> <ul style="list-style-type: none"> • Outdoor Advertising and Signage By-Law, 2001. • Authorisation of the activities in these zones must be in compliance with the City of Cape Town By-Law Related to Streets, Public Places and the Prevention of Nuisances, 2004 |
| Natural Resources Zone | <p>High Potential Agricultural Areas</p> <ul style="list-style-type: none"> • High potential and unique agricultural land worthy of statutory and long-term protection • Agricultural area of significant value given existing, potential and emerging use • Other Agricultural areas • Smallholdings and agricultural areas <p>Mineral Extraction Areas</p> <ul style="list-style-type: none"> • Priority mineral resources | <p>High Potential Agricultural Areas</p> <ul style="list-style-type: none"> • Care of Agricultural Resources Act 43 of 1983. • Subdivision of Agricultural Land Act 70 of 1970. • Draft Sustainable Utilisation of Agricultural Resources Bill, 2003. <p>Mineral extraction areas</p> <ul style="list-style-type: none"> • Mineral and Petroleum Resources Development Act 28 of 2002. • Land Use Planning Ordinance (LUPO). |
| Urban Uses and Utilities Zone | <p>Nuclear and Landfill Exclusion Areas</p> <ul style="list-style-type: none"> • Nuclear Exclusion zones • Landfill sites and buffer zones <p>Industrial and Commercial Areas</p> <ul style="list-style-type: none"> • Industrial areas • Commercial areas <p>Infrastructure and Utilities Areas</p> <ul style="list-style-type: none"> • Infrastructure servitudes, including WWTWs | <ul style="list-style-type: none"> • Relevant air pollution guidelines, including the City of Cape Town's Air Pollution Control By-Law (2001). • National Environmental Management Air Quality Act 39 of 2004. • CCT Zoning Scheme Regulations |

ANNEXURE D: Relationship between CTSDF and District Plan Spatial Planning Categories and the Biodiversity Network classification

| Biodiversity network: critical biodiversity area mapping categories | Formal protected | Critical biodiversity areas (CBA 1 a-e and CBA 2) | CESA | Other natural vegetation | OESA |
|---|------------------|---|------|--------------------------|------|
| | | | | | |
| CTSDF / District Plan Spatial Planning Category | | | | | |
| Core 1 | ■ | ■ | | | |
| Core 2 | | | ■ | | |
| Buffer 1 | | | | ■ | |
| Buffer 2 | | | | | ■ |

ANNEXURE E: Relationship between CTSDf and District Plan route designation, the National Department of Transport road classification system, the PSDF (2009), and City's hierarchical road network classification system

The relationship between the CTSDf (and district plan) route designation and the National Department of Transport (DoT) road classification system, the PSDF (2009) and the City's hierarchical road network classification system is described in Table C.1, providing a general indication of the relationship between different road classification systems and their land use functionality.

The route designation 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 City's hierarchical road network classification system will continue to determine road network planning, classification and the mobility and accessibility functions. The City's hierarchical road network classification system, together with the Road Access Guidelines (PGWC, 2001), will continue to manage competing demands between mobility and accessibility in the evaluation of development applications to change or enhance land use rights.

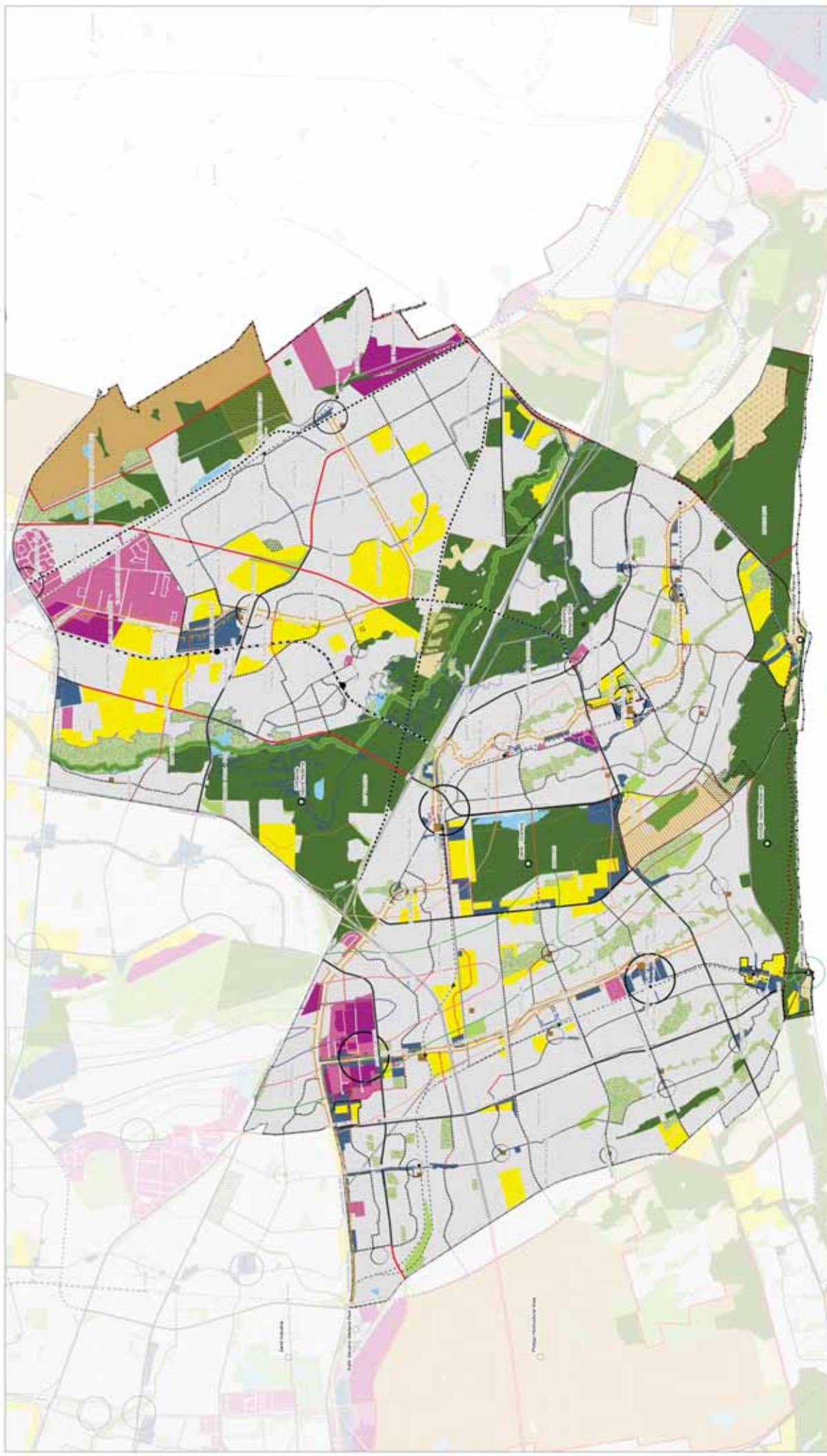
Table E.1: CTSDf route (and district plan) designation relationship with the National Department of Transport road classification system, the PSDF (2009), and the City's hierarchical road network classification system.


| ROUTE DESIGNATION | ROAD CLASSIFICATION | | |
|---|---|--|--|
| Cape Town Spatial Development Framework / District Plan | Department of Transport (DoT) | Provincial Spatial Development | City of Cape Town Road Network Hierarchical |
| ACTIVITY ROUTE | Predominantly Class 2 to 4 roads | Predominantly main roads | Predominantly secondary arterials |
| ACTIVITY STREET | Predominantly Class 2 to 4 roads | Predominantly main roads | Predominantly secondary arterials |
| DEVELOPMENT ROUTE | Predominantly Class 2 or 3 roads | Predominantly trunk roads | Predominantly primary arterials |
| CONNECTOR ROUTE | Predominantly Class 2 to 4 transport routes | Predominantly national roads, divisional roads | Predominantly expressways, primary and secondary arterials |
| URBAN FREEWAY | Class 1 | National roads | Freeway |

It is anticipated that the CTSDf route designation indicating land use functionality will encourage an appropriate level of development and more intense mixed land uses to locate on, or adjacent to, the accessibility grid. Opportunities along designated routes can also be linked to parallel streets and side roads in line with applicable policies, the relevant zoning scheme, District SDPs, and applicable local plans. This will contribute towards establishing the thresholds required for sustainable and cost effective public transport.

Routes exhibit different characters and do not represent a uniform mix and density of land uses along their length. It is for these reasons that the route designations are indicated as a conceptual designation on the Cape Town Spatial Development Framework (Map 6.1).

The process of land use intensification along designated routes must be evaluated at a more detailed local level of planning to inform land use management decision-making and the processing of development applications – to consider, for example, the nature of access roads, additional traffic impacts, parking requirements and the level of service (LOS) provided by public transport services. This is necessary to protect the mobility and operational integrity of road networks, and to ensure that land use intensification is informed by the operational capacity of particular routes and the public transport services by which they are supported.



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|  <p>THIS CITY WORKS FOR YOU</p> <p>CitySpace Planning Cape Town</p> | <h2 style="text-align: center;">Spatial Development Plan</h2> <p style="text-align: center;">KHAYELITSHA / MITCHELLS PLAIN & GREATER BLUE DOWNS</p> <p style="text-align: center;">JULY 2012</p> |
|---|--|

Broad Provincial Spatial Planning Categories

- Core 1
- Core 2
- Buffer 1
- Buffer 2
- Intensive Agriculture
- Open Space

Mixed Use Intensification

- New Urban Infill
- Urban Development
- New General Industrial Development
- General Industrial Development
- Risk Industry
- Smallholding Area

Landfill Sites

- Landfill Buffer Areas
- New Cemetery
- Cemetery
- Mining Activities
- Waterbodies
- 50 yr Floodline
- 100 yr Floodline

Urban Edge

- Coastal Edge
- Critical Public Link
- Scenic Routes
- District Park
- Wastewater Treatment

Noise Contours

- 55db
- 60db
- 65db
- 70db
- 75db

Civic Precincts

- Higher order
- Local
- Destination Places

Nodes

- Local Node
- District Node
- Coastal Node
- Sub-metropolitan node

Landuse Transport Network

- Activity Route
- Activity Street
- Connector Route
- Development Route
- District Structuring Route
- Prop Activity Route
- Prop District Structuring Route
- Proposed Activity Street
- Proposed Connector Route
- Proposed Development Route
- Proposed Urban Freeway
- Urban Freeway