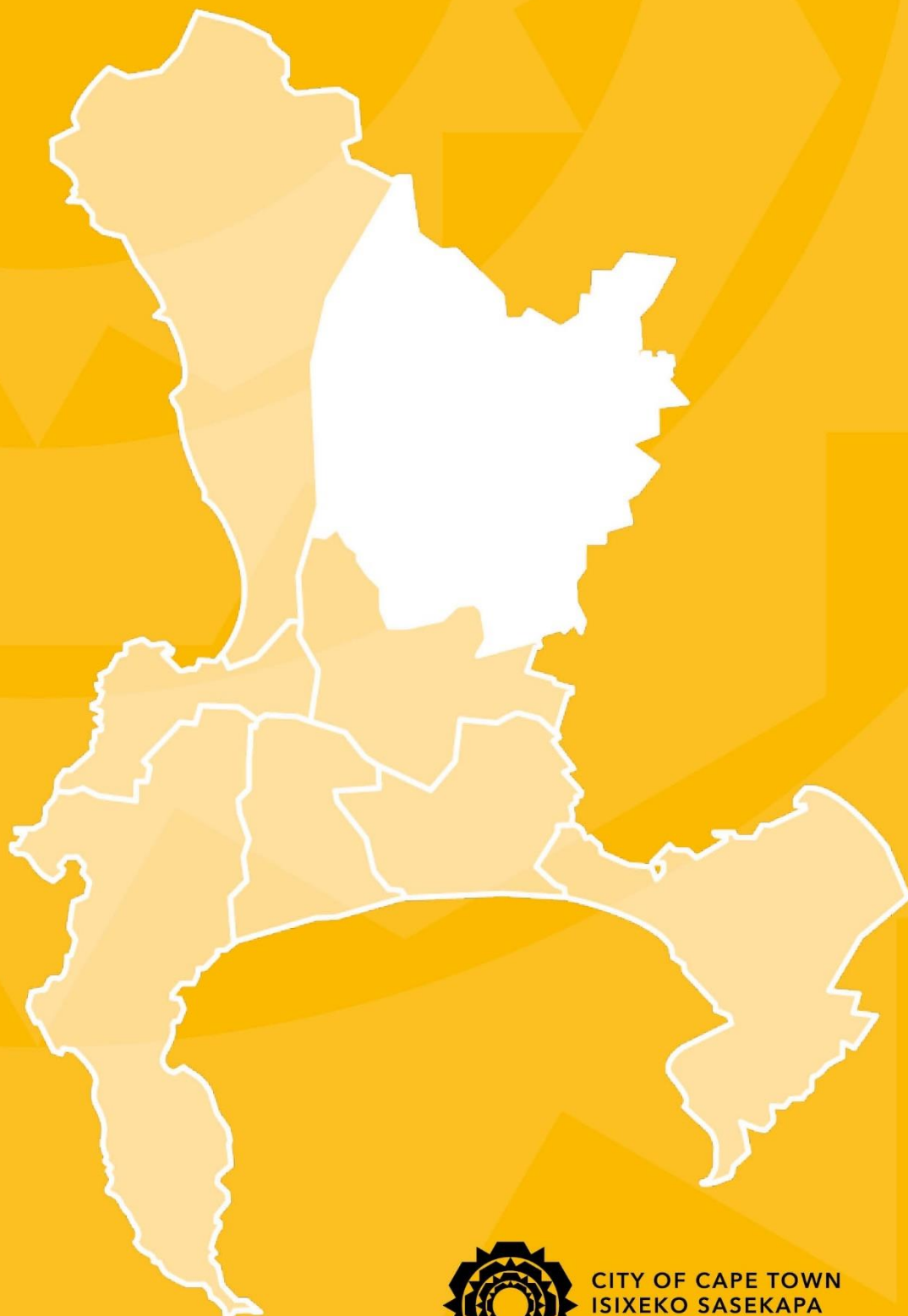


Northern

Integrated district spatial development framework
and environmental management framework

Vol. 2: Draft Technical Report



MAY
2022



CITY OF CAPE TOWN
ISIXEKO SASEKAPA
STAD KAAPSTAD

PREFACE WITH INSTRUCTIONS FOR COMMENTING ON THIS DOCUMENT

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

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

6. Please remember that comments on this work is related to the long term vision for your district and the related guidelines and projects to help us be in a position to achieve that vision. This document does not deal directly with maintenance aspects such as pipe bursts, the provision of street lights, etc. but rather focusses on the major projects at a systems level required to enable such local access to services. This does not mean that the local maintenance aspects are not important and are not needed for achieving well-functioning environments. Those maintenance aspects are dealt with through the action plans of the respective line departments and as a result of their respective yearly maintenance programmes.

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

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

- a. Volume 1: Baseline and Analysis Report**, comprising:
 - State of the population;
 - State of the environment;
 - State of the built environment;
 - State of the economy and property market;
 - Risks

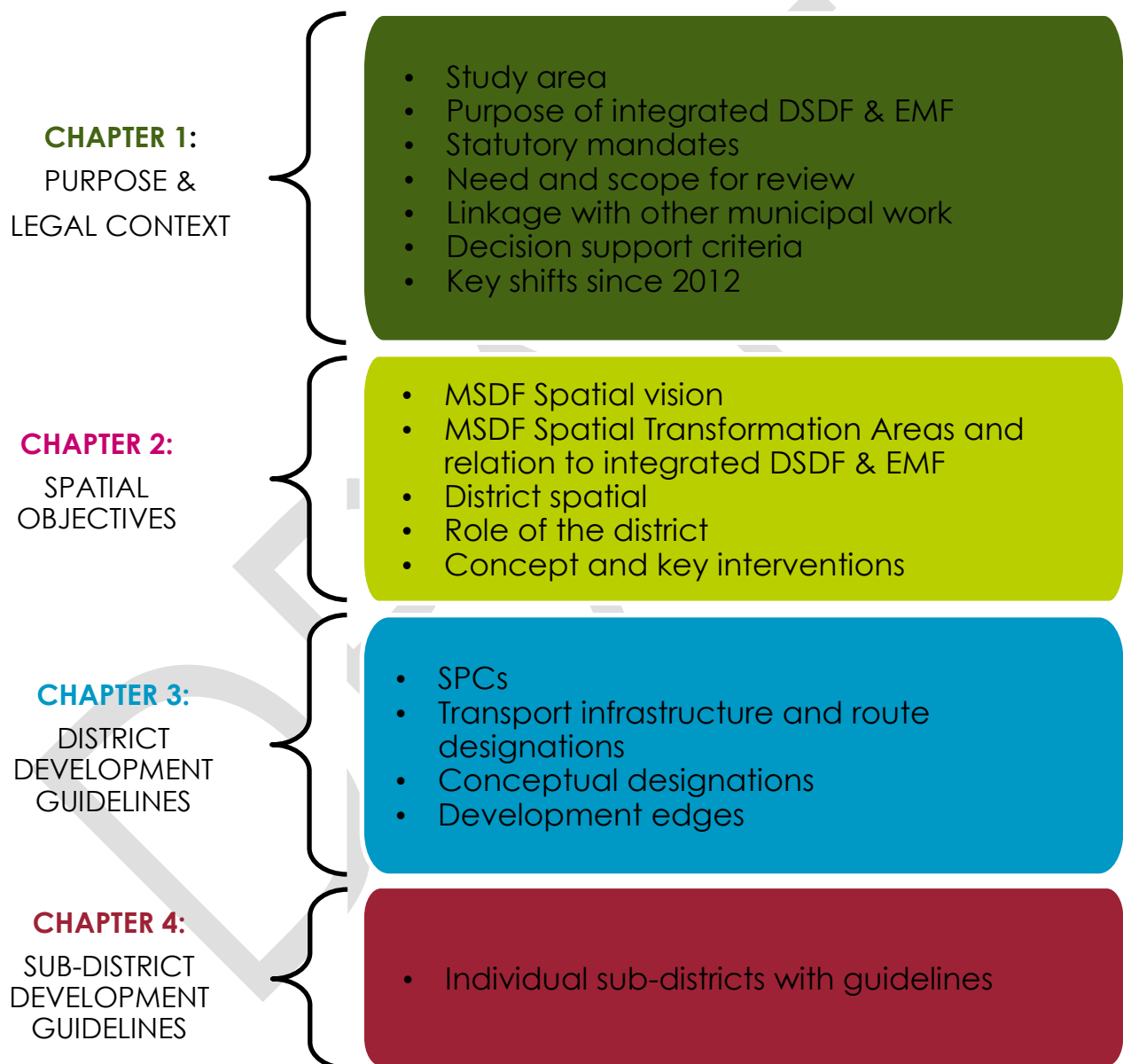
- b. Volume 2: Integrated DSDF and EMF (Spatial Policy and Guidelines)**, comprising:
 - Spatial vision, role of the district, spatial concept and key interventions
 - District development guidelines; and
 - Sub-district development guidelines

- c. Volume 3: Implementation Plan**, comprising:
 - Proposals of upgrading and restructuring;
 - Prioritisation framework;
 - Priorities for local area;
 - Policies to be reviewed; and
 - Proposed mechanisms and incentives; and
 - Monitoring and Evaluation Framework.

- d. Volume 4: Technical Annexures**

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

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



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

Section	Purpose and focus
1. INTRODUCTION	<ul style="list-style-type: none"> Outline of background and legislative status of SDF and EMF.
2. SPATIAL OBJECTIVES	<ul style="list-style-type: none"> Sets out the overall direction, the principles and strategies governing the guidelines and proposals.
2.1. Spatial Vision for 2030 and Beyond	<ul style="list-style-type: none"> The key structuring elements or spatial ideas for the structure and focus of interventions of the district
2.2. Spatial Transformation Areas (MSDF)	<ul style="list-style-type: none"> The four primary Spatial Transformation Areas (STAs) that set out the basis for growth management through public investment.
2.3. District spatial vision	<ul style="list-style-type: none"> Sets out the vision for the district
2.4. Role of the district	<ul style="list-style-type: none"> Explains the role of the district
2.5. Integrated district concept	<ul style="list-style-type: none"> Illustrates the mains spatial ideas of the integrated SDF and EMF
2.6. Key Interventions	<ul style="list-style-type: none"> Briefly describes the key interventions required to achieve the spatial objectives as illustrated through the spatial vision and the spatial concept and based on the role of the district.
3. DISTRICT DEVELOPMENT GUIDELINES	<ul style="list-style-type: none"> Application of the spatial concepts and structuring elements, as identified in Section 2, to the district. Forms the "broad level" guide to the desired future spatial form of the district and is supplemented by more detailed "sub-district land use guidelines" in Section 4.
3.1. Spatial planning categories	<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 CTMSDF. 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). The section includes development guidelines for the New Development Areas which includes vacant and or under-utilised land identified for development for residential, industrial, commercial and community facility purposes.
3.2. Transport infrastructure and route designation	<ul style="list-style-type: none"> Provides direction to the desired positive functioning of land use / transport network to support the public transport network and the accessibility of social and economic opportunities in the district.
3.3. Conceptual designations	<ul style="list-style-type: none"> Provides broad guidance in relation to spatial concepts that are not precisely spatially defined at the district scale. (e.g. urban nodes, civic precincts, destination places). Land use and form implications may be detailed through local area plans.
3.4. Urban development edges	<ul style="list-style-type: none"> Provides direction to urban growth in relation to the definition of development edges in the district.

4. SUB-DISTRICT DEVELOPMENT GUIDELINES	<ul style="list-style-type: none">• Supplements the SDF and EMF: district development guidelines with more detailed "sub-district development guidelines" that provide further direction in terms of achieving desired spatial form at a local level.• Reference is made to where more detailed local area plans exist and will continue to provide guidance to decision making.
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DRAFT

LOCATING THE ENVIRONMENTAL MANAGEMENT FRAMEWORK (EMF*) ELEMENTS: *(to ensure compliance with NEMA)*

Content elements	Guide to location of content in the district plan
<ul style="list-style-type: none"> • Identification of the area to which EMF applies • An indication of the conservation status of the area 	<ul style="list-style-type: none"> • Baseline information and analysis report
<ul style="list-style-type: none"> • A description of how information was captured; 	<ul style="list-style-type: none"> • Baseline information and analysis report
<ul style="list-style-type: none"> • Identification of information gaps 	<ul style="list-style-type: none"> • Baseline information and analysis report
<ul style="list-style-type: none"> • Specification of the environmental attributes in the area as well as parts of the area to which attributes relate • Interrelationship and significance of the attributes; 	<ul style="list-style-type: none"> • Baseline information and analysis report • SDF and EMF Report
<ul style="list-style-type: none"> • Development pressures and trends; opportunities and constraints 	<ul style="list-style-type: none"> • Baseline information and analysis report
<ul style="list-style-type: none"> • Description of the environmental (management) priorities in the area 	<ul style="list-style-type: none"> • SDF and EMF Report
<ul style="list-style-type: none"> • Information on activities that would have a significant impact on those attributes and those that would not • Information on activities that would be undesirable in the area or specific parts of the area 	<ul style="list-style-type: none"> • SDF and EMF Report
<ul style="list-style-type: none"> • Management proposals and guidelines 	<ul style="list-style-type: none"> • SDF and EMF Report
<ul style="list-style-type: none"> • The desired state of the environment 	<ul style="list-style-type: none"> • SDF and EMF Report
<ul style="list-style-type: none"> • Revision schedule for the environmental management framework 	<ul style="list-style-type: none"> • Integrated SDF and EMF Report
<ul style="list-style-type: none"> • A description of the public participation process including issues raised by I&APs 	<ul style="list-style-type: none"> • See Public Participation Report in Volume IV to follow

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

1 INTRODUCTION AND BACKGROUND

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

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

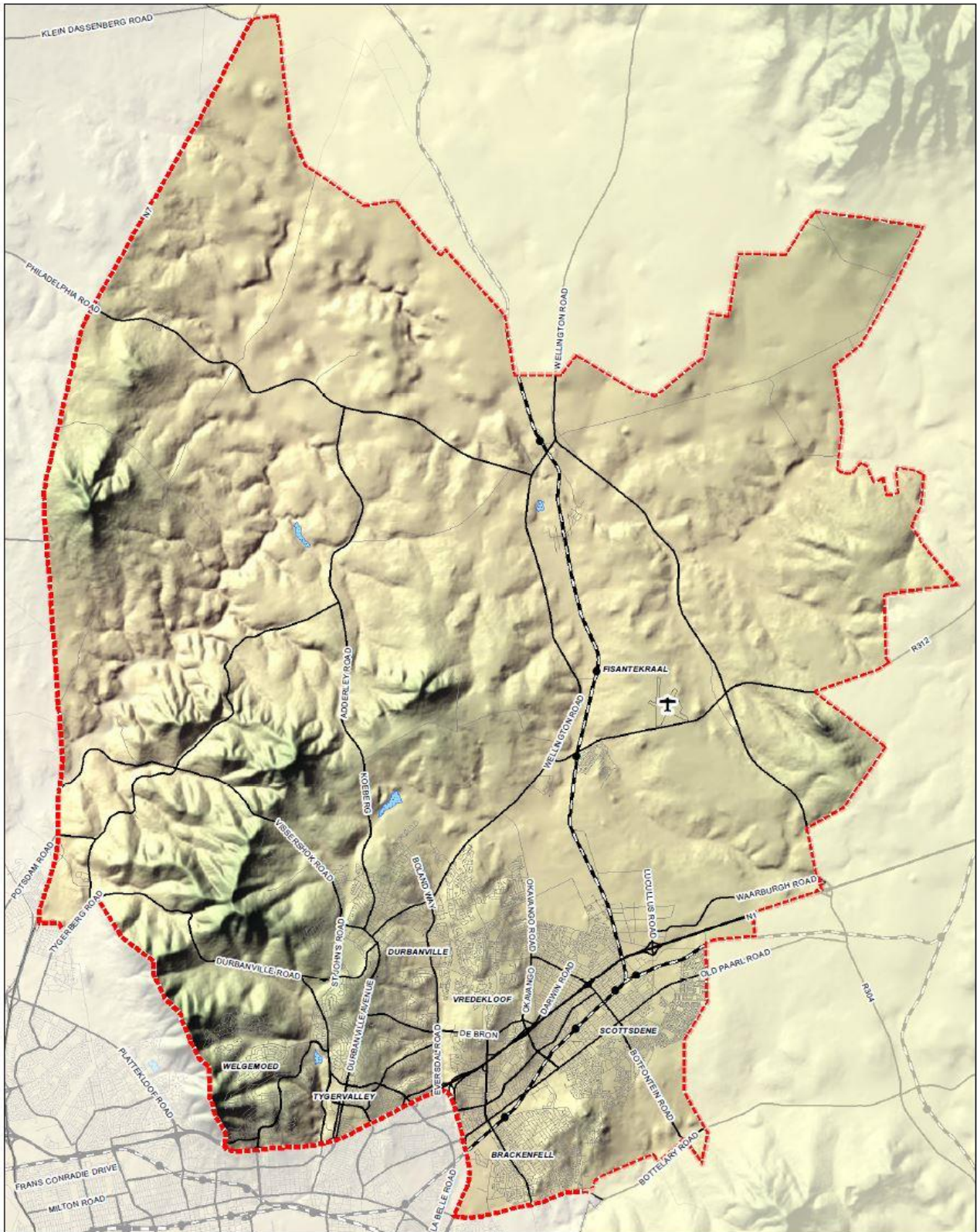
As such the plan comprises of a number of elements which include a discussion of the context and informants to the plan, the objectives of the plan (and spatial building blocks), the plan itself and related to this, a set of implementation tools that are targeted at taking the broad proposals of the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

1.1 Integrated DSDF and EMF study area

The DSDF study area boundaries as per the 2012 approval will be retained for the current DSDF review.

The Northern district comprises the jurisdictional area of the City of Cape Town, east of the N7, and includes the area north of the N1 and east of the R300. The district includes the areas of Bellville north of the N1, Durbanville, Kraaifontein, Brackenfell, Fisantekraal as well as the rural settlements of Klipheuwel, Mikpunt, Joostenbergvlakte and Philadelphia. The district accommodates mixed-use nodes such as Tyger Valley, Durbanville Central Business District (CBD), Cape Gate/Kraaifontein CBD, Brackenfell CBD, as well as a number of industrial areas. The vast agricultural hinterland accommodates a number of well-known wine farms and accompanying tourist attractions. Natural areas in the district include the Tygerberg and Bracken Nature Reserves, Durbanville Nature Reserve, Uitkamp Wetland Nature Reserve, Botterblom Nature Reserve, Joostenbergskloof Conservation Area, Van Schoorsdrift Conservation Area and Baas Aries Fontein Conservation Area (the latter three are in process for proclamation as a Section 23 Nature Reserves) and numerous private biodiversity stewardship sites and City Recreation and Parks Biodiversity Agreement sites.

The district is faced with numerous challenges, inter alia the need to preserve the agricultural hinterland for agricultural production, the need to provide employment opportunities for especially lower-income environments, and also to provide for more integrated human settlements to accommodate the growing population.



 <p>CITY OF CAPE TOWN ISIXEKO SASEKAPA STAD KAAPSTAD</p>	<p>SPATIAL PLANNING & ENVIRONMENT</p> <p>Urban Integration - Urban Planning & Mechanisms</p> <p><small>Please Note: - If any effort has been made to ensure the accuracy of information in this map and the date of publication. - The user shall be cautioned to this map to be correct, accurate and complete for the purposes for which it is intended to be used. - The City of Cape Town accepts no responsibility for any and all errors that may occur in this map.</small></p>	<p>Study Area</p>		 <p>Transverse Mercator Projection, Central Meridian 19° East, WGS84 Ellipsoid using the Nortica 6300194 Datum</p>	<p>District Spatial Development Framework</p> <p>NORTHERN DISTRICT</p> <p>Date : August 2020</p>
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Figure 1: Northern district boundaries

1.2 Purpose of the integrated District SDF and EMF

The Integrated DSDF and EMF aims to respond to the question:
“How do we want the city to be structured and to function in the future?”

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

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

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

Given that the integrated DSDF and EMF integrates various policy instruments, i.e. the line departments of the municipality and sector departments of the provincial or national government, it serves as the single geographically defined (i.e. District) spatial vision for the built environment through applicable land use policy guidance and the identification of projects for implementation.

Overall intent of the integrated DSDF and EMF is to find ways to respond to the backlog in services and accommodation and the future land use needs given the estimated future growth in population. This is to be done in a manner to ensure compliance with the principles of the relevant legislation, e.g. of the Spatial Planning and Land Use Management Act, 2013 (Act No. 16 of 2013 (“SPLUMA”).

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

The integrated DSDF and EMF strives to provide a greater focus on ways to enhance implementation and is a guiding tool for decision making; it does not take the role of the Development Management Scheme (DMS) (formerly Zoning Scheme); does not take away or confer rights; can be deviated from; and should be read in conjunction with other spatial policies like the Densification Policy and the Urban Design policy.

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

The District SDF that provides greater level of detail, is a sub-plan of the MSDF and is provided for in the City of Cape Town Municipal Planning By-Law (MPB-L, 2015). According to Section

11 (1) (Chapter 3 Part 3) of the MPB-L, the District SDFs may be adopted and must/may provide at least elements listed under Appendix 3 of Annexure 2.

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

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

Environmental Management Frameworks (EMFs) are prepared in accordance with the EMF Regulations promulgated on 18 June 2010 in terms of the National Environmental Management Act, 1998 (Act No. 107 of 1998 "NEMA").

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

1.4 The need for and scope of the review

1.4.1 Current review of 2012 District Plans

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

The grounds for the Integrated DSDF and EMF review are further to provide refinement and more detailed proposals, as guided by the legislative and national/provincial policy changes as well as City of Cape Town new/updated strategies and policies that were approved since 2012.

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

Given that the EMF was approved along with the District Spatial Plans in 2012, the review of the District SDF will include a review of the EMF and will result in an Integrated DSDF and EMF. Furthermore, the updates/amendments received during the 2019/2020 and the 2021 public engagement processes have initiated a technical review of the 2018 MSDF in order to ensure alignment between the MSDF and Integrated DSDF and EMFs. The relationship between these plans is shown in Figure 2 below. These will be approved by Council as a suite of inter-related documents.

The detailed scope and overview of the drafting process of the integrated DSDF and EMF is included in Technical Annexure 2 located in Volume 4.

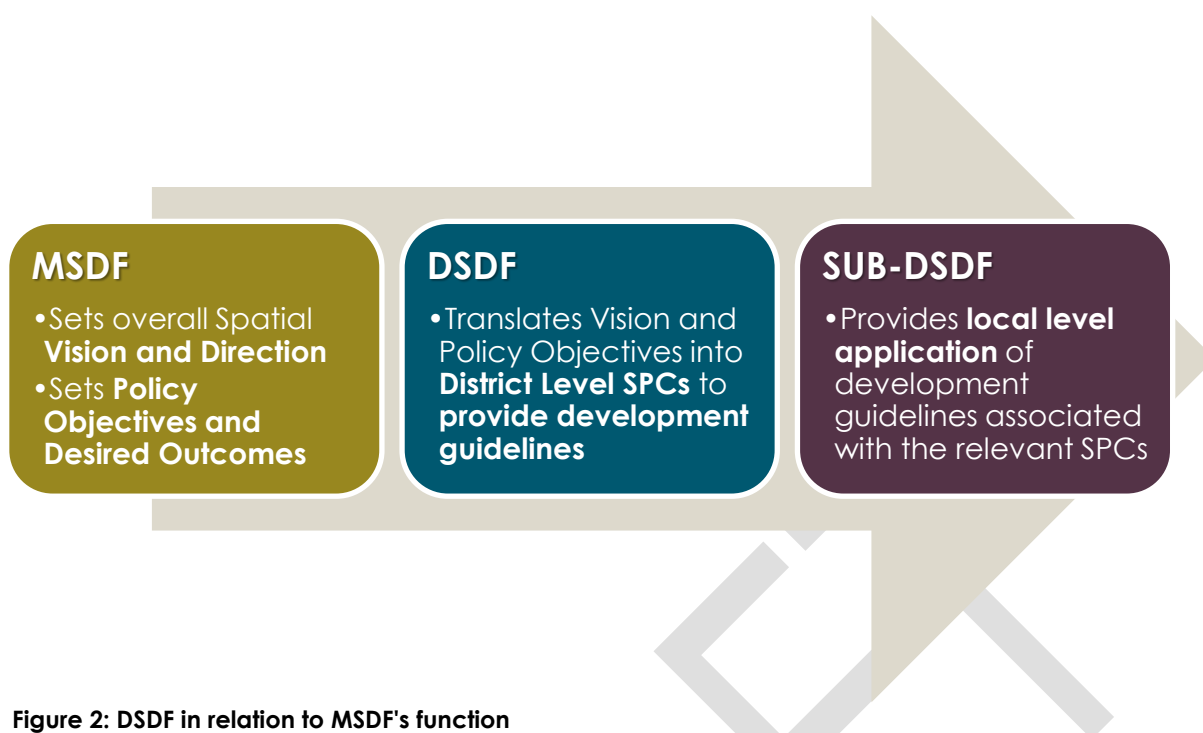


Figure 2: DSDF in relation to MSDF's function

1.4.2 Future review of the integrated DSDF and EMF

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

Table 1: Schedule for review of DSDF

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

Where guidelines are linked to dynamic elements, e.g. coastal setback lines, floodlines, approved utility buffer setback lines, once these lines are updated or refined as per legislation it will be endorsed as part of the Annual Reviews of the Integrated SDF and EMF and be automatically included as part thereof.

1.5 Linkages to other municipal work

Figure 3 shows the inter-relationship between the Integrated DSDF and EMF, and other processes in the built environment domain at the City level.

The MSDF is an integral component of the City's Integrated Development Plan (IDP). Section 35 of the MSA states that the SDF attached to the council-approved IDP, serves as the principal strategic spatial planning instrument to guide and inform planning and development in the municipality. The MSDF provides overarching spatial direction for the integrated district SDFs and EMFs.

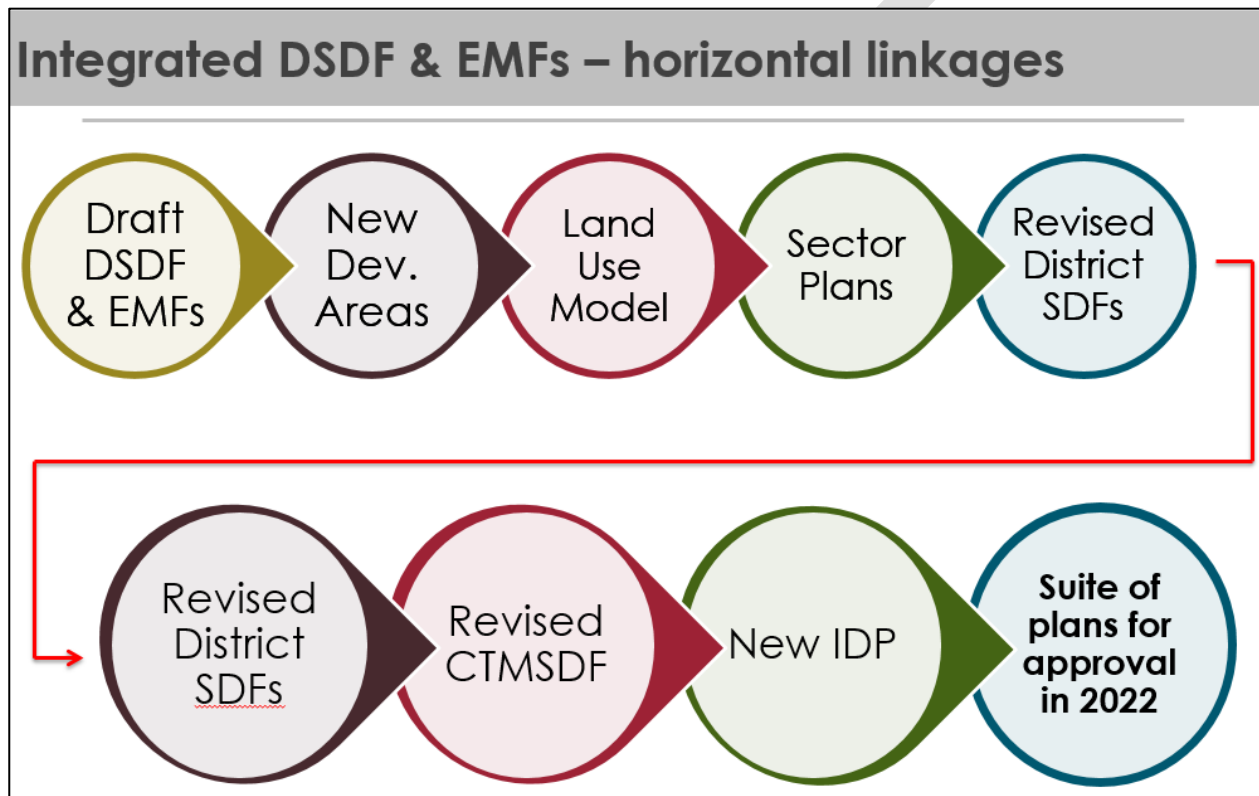


Figure 3: Relationship with other municipal planning instruments

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

These yields of potential future development will then influence the sector plans, that provide for, community facilities, housing infrastructure structure service, etc. Once these sector plans are completed, they will be subject to an alignment process with the Integrated District SDF and EMF, New Development Areas and Land Use Model to produce a development scenario for which the services are aligned with the proposed vision for the future of the city contained in the in the MSDF and eight integrated district SDFs and EMFs. This means that the sector plans need to provide the required services and facilities to accommodate the future growth of the city based on the vision contained in the MSDF and

eight integrated district SDFs and EMFs. Therefore the vision in the MSDF and integrated District SDFs and EMFs is not based on the limitations of the current services infrastructure. However, this vision is based on the existing backlog and estimated unstoppable future growth (based on population growth and urbanisation) for which the capacity of services and facilities must be increased to address this need.

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

1.6 Decision support criteria

1.6.1 Amendments and deviations

The MPB-L section 99 (2), outlines the criteria for deciding an application. While the MSDF is the principle spatial policy tool for evaluating applications, the DSDF is one of the relevant considerations when deciding an application as outlined in MPB-L s99(2).

1.6.2 Consistency principle

The Integrated DSDF and EMF will be implemented in accordance with the consistency principle that applies to the plans and policies of different spheres of government. In terms of the consistency principle, lower-order spatial plans and policies must be consistent with higher-order spatial plans and policies.

Based on this principle, should the provisions of the integrated DSDF and EMF and any related lower order / local plan be deemed to be inconsistent with the MSDF, the MSDF will take precedence.

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

Assessing a development proposal (in an application) for policy consistency in relation to the Northern integrated DSDF and EMF requires first a policy consistency assessment in relation to the (higher order) MSDF.

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

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

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

1. The DSDF map (Figure 13)
2. The relevant Sub-District maps which replicates the DSDF map but includes additional (more local area) detailed spatial designations; and
3. The district and sub-district development guidelines in Chapters 3 and 4.

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

Only if a site development proposal passes through the above without constraints (triggers or cautionaries) can it be considered consistent with the Integrated DSDF and EMF.

To assist with interpreting the nature and degree of alignment with policy and/or the spatial designations, consideration **should** also be given to the following:

The two(2) Environmental Significance maps:

- i. Green Infrastructure and Biodiversity (Figure 10)
- ii. Cultural and Heritage Resources (Figure 11)

In accordance with section 99(3) of the MPB-L, 2015, current practice in the assessment of applications also give consideration to the City's IDP and supporting strategies (e.g. Economic Growth and Social Development Strategies, Environmental Strategy), and approved planning policy, for example the Transit Oriented Development Strategic Framework and other impact considerations including economic, social, land use, heritage and services.

1.7 Meeting development and environmental objectives and key shifts since 2012

As an overarching departure point, the integrated DSDF and EMF aims to achieve spatial transformation by aiming to accommodate the backlogs related to past growth and the estimated future growth.

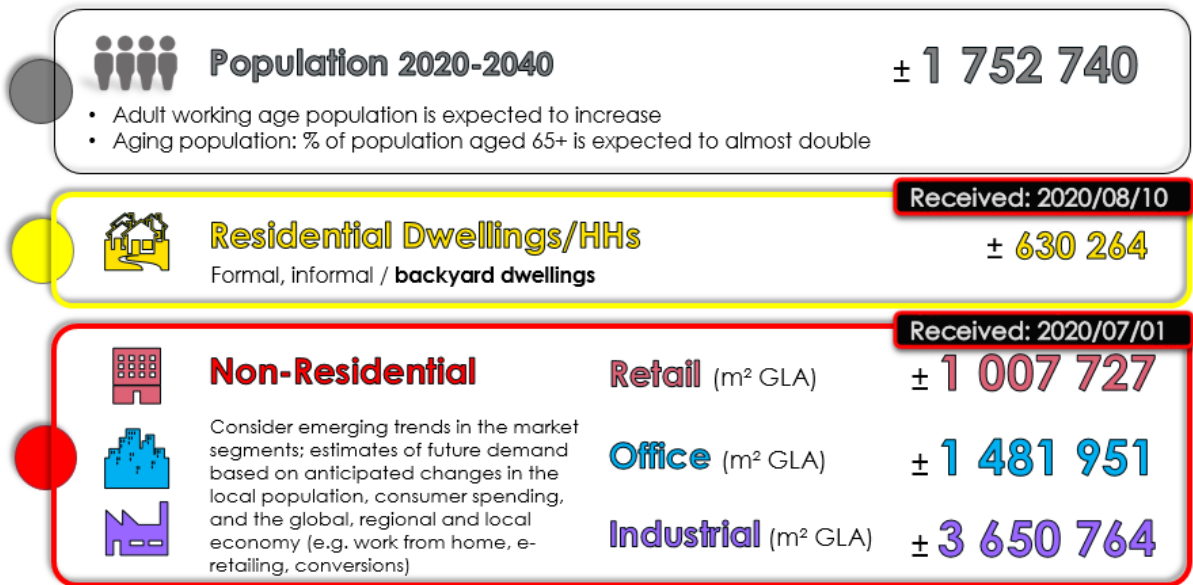


Figure 4: Projected additional land use quantum required for 20 years

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

Table 2: Main departure point between 2015/17 and 2020 LUM

Residential departure points	<ul style="list-style-type: none"> • More low-income households will need to be accommodated with less government funding for housing provided • Sub-letting of land for income generation will become even more prevalent • Significant increase in the growth of informality – 1200Ha of new informal settlement areas assumed & new boarding house typologies included • Most new residential developments will likely be multi-storey • Residential in-fill and densification will continue in spite of intentions to target corridor densification along public transport corridors • Residential intensification will continue in spite of diminished formal economic opportunities (people still need a place to stay)
Non-residential departure points	<ul style="list-style-type: none"> • The inertia and limited relocation potential of non-residential land use is accepted • New industrial floor area, by and large, takes place in existing industrial areas, with • office development also following similar agglomeration trends in existing office dominant ECAMP zones • Retail response is stronger to population thresholds, and will thus follow residential infill and intensification patterns • Technological advancements will continue to negatively impact demand for • office, retail and manufacturing space • Greater demand for warehousing, co-work, and business process outsourcing • (BPO) is envisaged • A greater demand for mixed-use buildings due to a need for more sustainable, smart buildings that are occupied for longer parts of the day

Given the above needs (backlog and future growth), the current land use model projections show that the new development areas identified through the Integrated District SDFs and EMFs, as explained above, (all eight combined) can potentially accommodate more than 630 000 new housing opportunities, 1 million m² retail and 3,6million m² industrial and 1,5million m² office development.

To accommodate the future growth, the Integrated DSDF and EMF adopted the principle of balancing the demands for urban development and nature conservation by containing the proposed urban growth using a constraint on the lateral urban expansion by means of an urban development edge. This means that instead of growing the city laterally and increasing the city footprint, any future new development is proposed on vacant and underutilised land within the current outer urban boundaries of the City. The above yields suggest that there is no need for expanding the urban footprint beyond the proposed urban development edge as the provided sites can, technically, adequately address the estimated need.

As a result, and to achieve higher level of efficiency and boost the sustainability, equity and spatial justice of the City, the integrated DSDF and EMF promotes improved access for the residents of the City. This means: (i) either taking new opportunities to where people are located, or because this is not always immediately adequately possible, (ii) to improve access to the public transport. These are underpinned by the overarching principles of contained in SPLUMA: spatial justice, spatial sustainability, spatial resilience, efficiency and good administration.

The above strategies of bringing opportunities to people through development and people to opportunities through public transit, work hand-in-hand and are not mutually exclusive in a well-functioning City. Both strategies are needed because of the inequitable structure of the City, most obviously observed in the disjuncture, as shown in Figure 5, between where the majority of the poor are located, on the periphery, in relation to where the major concentrations of opportunities (esp. economic opportunities) are, i.e. in the inner core areas of the City.

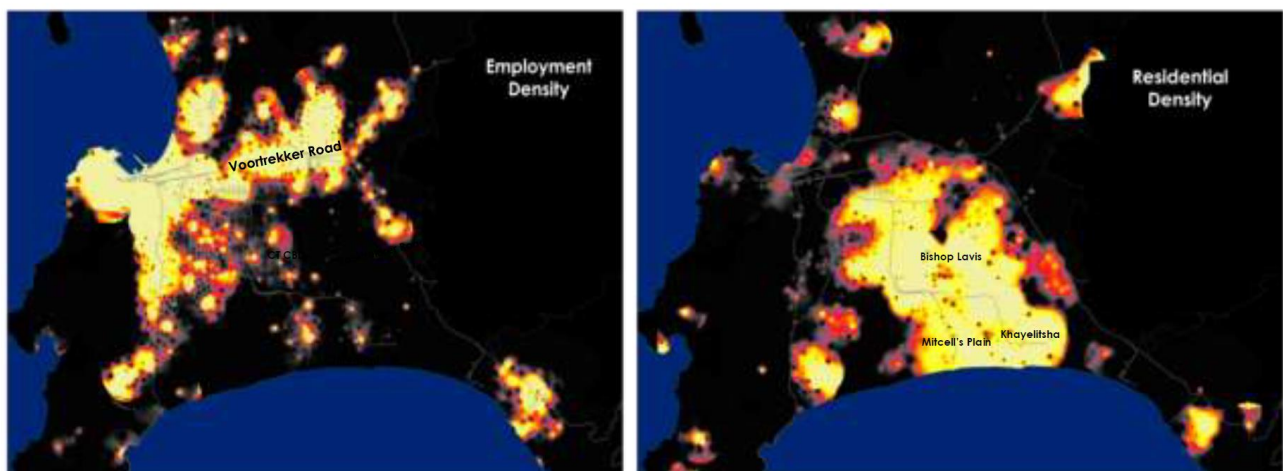


Figure 5: Employment density vs residential density

By locating new land use opportunities where the people are located the Integrated DSDF and EMF proposes to create a greater mix of land uses locally. This is advantageous to the future resilience of local areas, for example during the COVID 19 pandemic office workers made use of more services close to their homes because they were required to work from home.

Related to the above is also the approach of allowing higher densities in the most accessible locations, i.e. areas where most people frequent. These locations are generally along the major public transport routes and interchanges and close to economic opportunities as a first priority. This transit oriented development (TOD) approach is still being pursued. See Figure 6 relating to Transit Oriented Development.

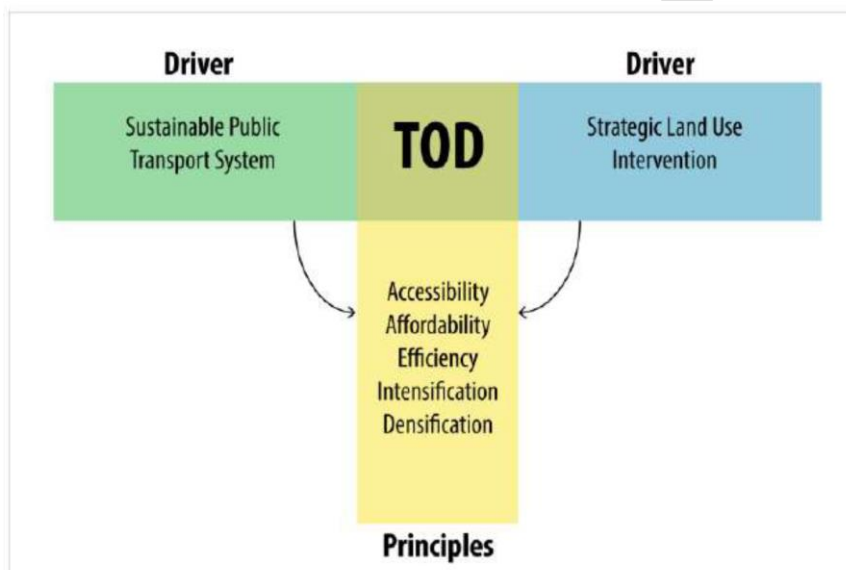


Figure 6: TOD principles adapted in the Cape Town TOD Strategic Framework

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

The above means that as an approach the spatial vision has included additional criteria for designating important nodes such as where there are areas of economic opportunity or areas of deprivation and backlog, or areas with extensive, well located state land.

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

The review of the 2012 District Plans aims to promote ease of use of the spatial vision in the integrated DSDF and EMFs for decision making. To achieve this, the full integration of the DSDF and the EMF has been pursued.

The integrated DSDF and EMF focusses on informality both in terms of the housing and economic sectors. An informal economy survey has been completed to help inform the proposals in the integrated DSDF and EMF. Ways to fast track land for housing development is also being investigated through the provision of amongst others overlay zones and temporary use of land for housing.

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

Table 3: Integrated DSDF and EMF response to IDP objectives

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

Lastly, the integrated DSDF and EMF aims to facilitate the appropriate development in the appropriate locations. Therefore, the outcomes sought as a result of this Integrated DSDF and EMF are the appropriate mechanisms, allowed by the various legislation, to fast track appropriate development. These include the application of exclusions from having to comply with Environmental Impact Assessment (EIA) trigger processes through the use of environmental instruments to guide "compliant" developments; the designation of the environmental urban area; the designation of overlay zones with enhance development

rights and various other incentives as unpacked more fully in the Implementation Plan (Volume 3) to be approved with the Integrated DSDP and EMF.

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2 THE SPATIAL OBJECTIVES

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

2.1 MSDF Spatial vision 2030 and beyond

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

*"The City is intent on building – in partnership with the private and public sector – an inclusive, integrated, vibrant and healthy city. A resilient City that meets sustainability obligations and proactively responds to social, economic, climate and resource shocks and stresses. * A city that is committed to addressing spatial injustice, inequality and avoids the creation of new structural imbalances in the delivery of services, availability of economic and residential opportunities. Key to achieving this spatial transformation is ensuring an efficient public transport system and associated densification and diversification of land uses."*

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

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

- Spatial Strategy 1: Building an Inclusive, Integrated, vibrant and healthy city
- Spatial Strategy 2: Manage urban growth and create a balance between urban development, food security and environmental protection
- Spatial Strategy 3: Plan for employment and improve access to economic opportunities

2.2 MSDF Spatial Transformation Areas

The basis for growth management through City investment is established in the MSDF via four primary Spatial Transformation Areas (STAs) namely:

1) Urban Inner Core (UIC)

- The UIC represents the priority development and investment focus for the City, where capital and operational infrastructure investment must be prioritised to support the intensification of land use and spatial transformation.
- The integrated DSDF and EMFs refined the UIC through identifying Development Focus Areas (DFA) which are targeted areas for urban restructuring that have the highest potential spatial transformative impact where dedicated

budget/planning/investment is, and should be prioritised to facilitate development. This does not imply that other areas cannot be identified as areas of development focus for the duration of the integrated DSDF and EMFs.

- 2) **Incremental Growth and Consolidation Areas (IGA)**
 - These areas are where the City is committed to servicing existing communities, ensuring that backlog are eradicated while new developments are also permitted.
- 3) **Discouraged Growth Areas (DGA)**
 - The integrated DSDF and EMFs refined the demarcation of the boundary between the IGA and DGA by introducing the urban development edge as the outer limit for urban development. Areas beyond the urban development edges are areas where new conventional urban development area are discouraged.
- 4) **Critical Natural Areas (CNA)**
 - The integrated DSDF and EMFs translated the CNA to include all areas with protected and critical biodiversity status (predominantly outside the urban development edges) that should be protected from urban development. In instances where proposed urban development coincides with areas of biodiversity importance, it has been indicated on the DSDF maps.

The local application of the STAs identified at the metro scale has been contextualised through spatial concepts at district scale which translated into localised spatial designations and spatial planning categories (SPCs). The table below provides a snapshot of how the STAs relate to the SPCs (which is further unpacked in Chapters 3 & 4 of the Integrated DSDF and EMF).

Table 4: MSDF STAs and relation to SPCs in the integrated DSDF and EMF

SPATIAL TRANSFORMATION AREA(STA)		RELEVANT DSDF SPC / DESIGNATION
1. URBAN INNER CORE		
Principle	Emphasis/Desired outcome	<ul style="list-style-type: none"> • Rail & stations • Roads (Freeway/Express, connector, development) • Scenic routes • Airports & Harbours • Major Rivers & 1:50yr floodline • Waterbodies & Wetlands • Smallholdings • Existing urban dev • Mixed use intensification • Industrial • NDAs(densities and use) • Cemeteries • Landfill sites • WWTW
City and public sector are committed to coordinated, spatially targeted investment and development to spatially transform and integrate city form.	Diverse and dense land uses in association with current and future public transport infrastructure provision.	
2. INCREMENTAL GROWTH AND CONSOLIDATION AREAS		
Principle	Emphasis/Desired outcome	CONCEPTUAL DESIGNATIONS <ul style="list-style-type: none"> • Higher (& lower) order dev corridor • Nodes (M; D; L; N) • Civic clusters (Reg; Comm; Neighb)
City and public sector are committed to servicing existing communities.	<ul style="list-style-type: none"> • Diverse and dense, where infrastructure allows; • Diversification of mono-use residential patterns • Incremental intensification via 	

New development subject to MPB-L (2015) Ss 65	subdivisions/2 nd and 3 rd dwellings and rezonings • Public sector investment in existing and future human settlements permitted • Maintenance of existing infrastructure and development according to infrastructure capacity and associated CAPEX/lifecycle costs.	• Destination place
3. DISCOURAGED GROWTH AREAS		
Principle	Emphasis/Desired outcome	
No investment from City and the public sector	• Development permitted in respect of existing agricultural/rural zoning. • The existence of soils with low agricultural potential is not sufficient reason to consider allocating urban development rights.	• Urban development edge • Areas of Agricultural Significance CONCEPTUAL DESIGNATIONS • Destination place
4. CRITICAL NATURAL ASSETS		
Principle	Emphasis/Desired outcome	
City and public sector are committed to servicing, protecting, enhancing and extending critical natural assets.	• Enhance and connect the CNA that support the city and the regional environment and ecology. • Status quo with land uses limited to agriculture and rural zone uses as per DMS.	* Protected and Critical Biodiversity * Urban development edge CONCEPTUAL DESIGNATIONS • Destination place

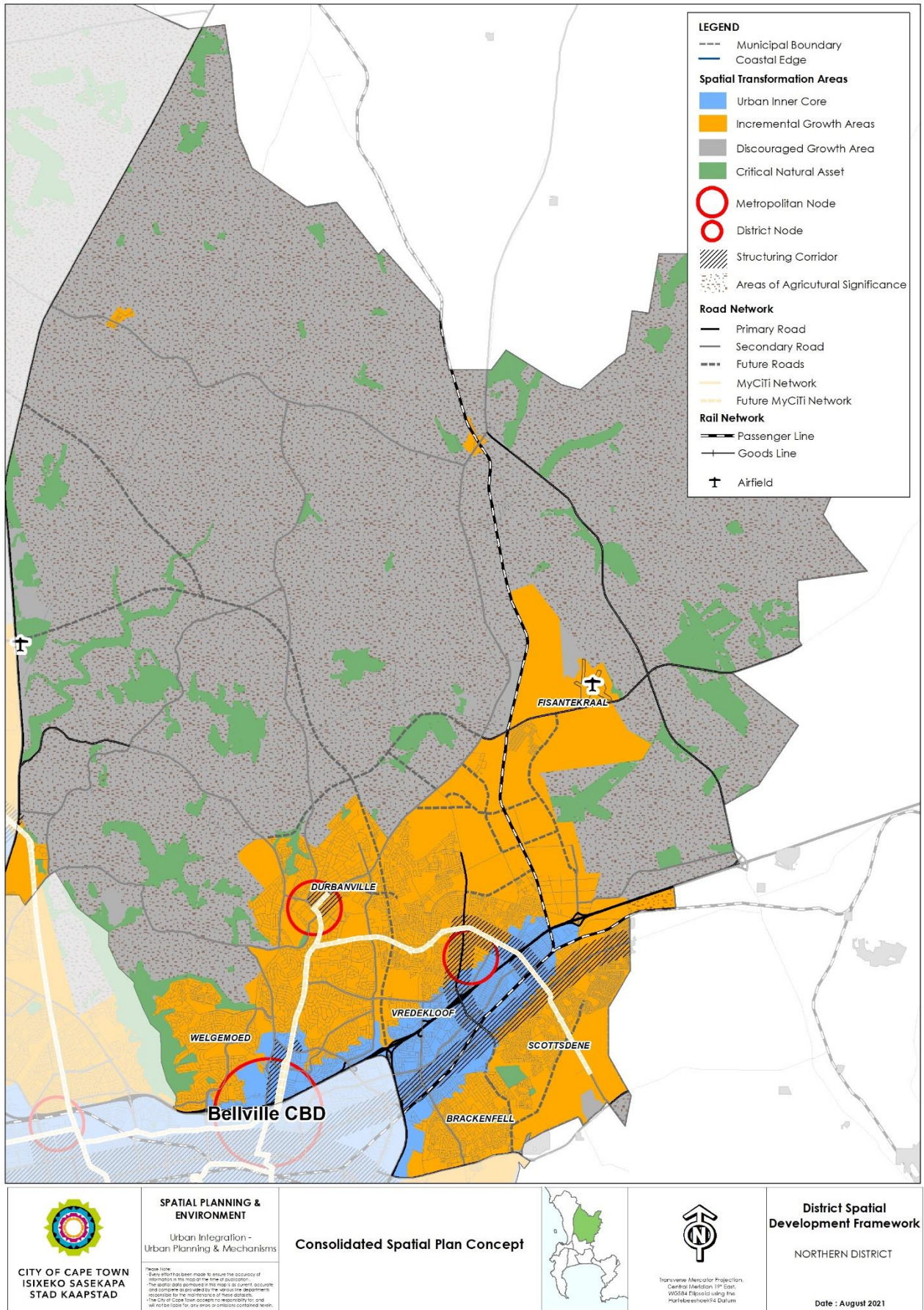


Figure 7: Consolidated Spatial Concept as extracted from MSDF

2.3 District spatial vision

The overall spatial vision for the Northern district takes its cue from the MSDP spatial vision for the city as a whole, but focusses and responds to the more uniquely specific informants within the Northern district. It has been informed by a number of vision elements and principles which are a result of the consultation process related to the formulation of the district Spatial Development Plan (SDP).

The vision statement for the Northern district is:

'A district that is defined by its diversity in terms of urban uses and densities, ranging from very low densities mainly north of the N1 freeway to higher densities south of the N1, a vast agricultural and rural hinterland, to be protected, and remote residential enclaves that is not linked to the urban footprint. The district lacks public transport and therefore is primarily dependent on private transport, taxis and GAB transport. In order to address this, the focus will be targeted densification and diversification of development and redevelopment that is context appropriate and linked to identified nodal areas and relevant corridors in order to create a more diverse mixed use environment that will have the potential to serve all people of the district and wider area, whilst also protecting and enhancing the natural assets of the district. Furthermore, the vision is to increase accessibility to a wider range of economic and residential opportunities as well as public infrastructure in order to reduce travelling expenses.'

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

2.4 Role of the District

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

a. Accommodating growth through targeted intensification and infill development

First, the Tyger Valley node offers potential for expansion and intensification through mixed-use development of inter alia the expansion of Tyger Valley retail node, the University of Stellenbosch Business School site (in partnership with the City), the Galleria development as well as the Transnet property across from Willowbridge. Furthermore, the Durbanville CBD and Cape Gate/Kraaifontein nodes offer an opportunity for integration and intensification. The land south of Fisantekraal (west of the Lucullus Road link) offers an opportunity for mixed-use development in the form of an employment centre, as well as the smallholdings to the east and west of Botfontein Road (industrial- and related), in closer proximity to lower and middle-income settlements. Some opportunity is also created along the N1 corridor for land extensive uses, such as distribution centres, which should serve as employment

centres (although limited), but otherwise also protecting the limited available industrial land parcels within the urban footprint. The latter will however be subject to the availability of bulk infrastructure, inclusive of accessibility.

Parts of Durban Road (along the Southern boundary of the district) and parts of Old Paarl Road (between Okavango Road and Van Riebeeck Street) has been identified as two major structuring corridors in the City. They reflect the targeted, prioritised areas earmarked for the largest spectrum of land use mix associated with the highest density of population and employment. As a result, it has a significant role to play in accommodating City growth.

b. Conserving threatened habitats

The Northern district includes parts of the Tygerberg Nature Reserve in its boundaries. The Tygerberg Nature Reserve should be protected and enhanced in terms of function and role. In addition, the Durbanville Nature Reserve and the Bracken Nature Reserve is home to a range of protection worthy biodiversity (fauna and flora). Both the Tygerberg Nature Reserve and Bracken Nature Reserve also host significant cultural heritage resources. As growth is accommodated in the district, care needs to be taken to conserve these habitats to sustain biodiversity species and protect the cultural heritage resources in an integrated and sustainable green network. Other areas include the Uitkamp Wetland Nature Reserve, Botterblom Nature Reserve, Joostenbergskloof Conservation Area, Van Schoorsdrift Conservation Area and Baas Aries Fontein Conservation Area (the latter three are in process for proclamation as a Section 23 Nature Reserves) and numerous private biodiversity stewardship sites and City Recreation and Parks Biodiversity Agreement sites. Another protection worthy (also a destination place) is the Kuils river and Elsiekraal river corridors as it has a multi-functional role as a natural asset as well as a passive recreation space in the district.

Further to the above, rural settlements such as Philadelphia, Klipheuwel and Mikipunt should be protected from expansion, and urban sprawl should be prevented in order to protect the vast agricultural hinterland and, in doing so, building a denser urban footprint to increase the potential for TOD development.

c. Providing a range of housing and job opportunities

In light of rapid urbanisation, the district has an important role to play in addressing the City's housing backlog by providing an integrated range of housing opportunities, and promoting economic development as a means of creating job opportunities. To this end, new infill areas should support the accommodation of a wider mix of residential options and income groups, as well as making provision for an appropriate provision of social facilities (including civic precincts). Currently, the district has some of the lowest residential densities (areas such as Aurora, Vierlanden, Vygeboom and Welgemoed), with most of these properties also being single residential in nature. The plan must also position the district to attract new businesses that create a diversity of jobs in accessible locations and promote jobs closer to home. The role of the current economic markets is to be respected; office, retail and

industrial uses in the Northern district is of strategic importance and is to be enhanced and emerging areas (or areas with potential) to be supported.

2.5 Integrated district concept and key interventions

The district concept as presented hereunder represents a synopsis of the strategic development strategies, as described and unpacked in section 2.3 above, and the application thereof, at conceptual level. It provides some of the key interventions that need to be realised in order to achieve the desired end-state.

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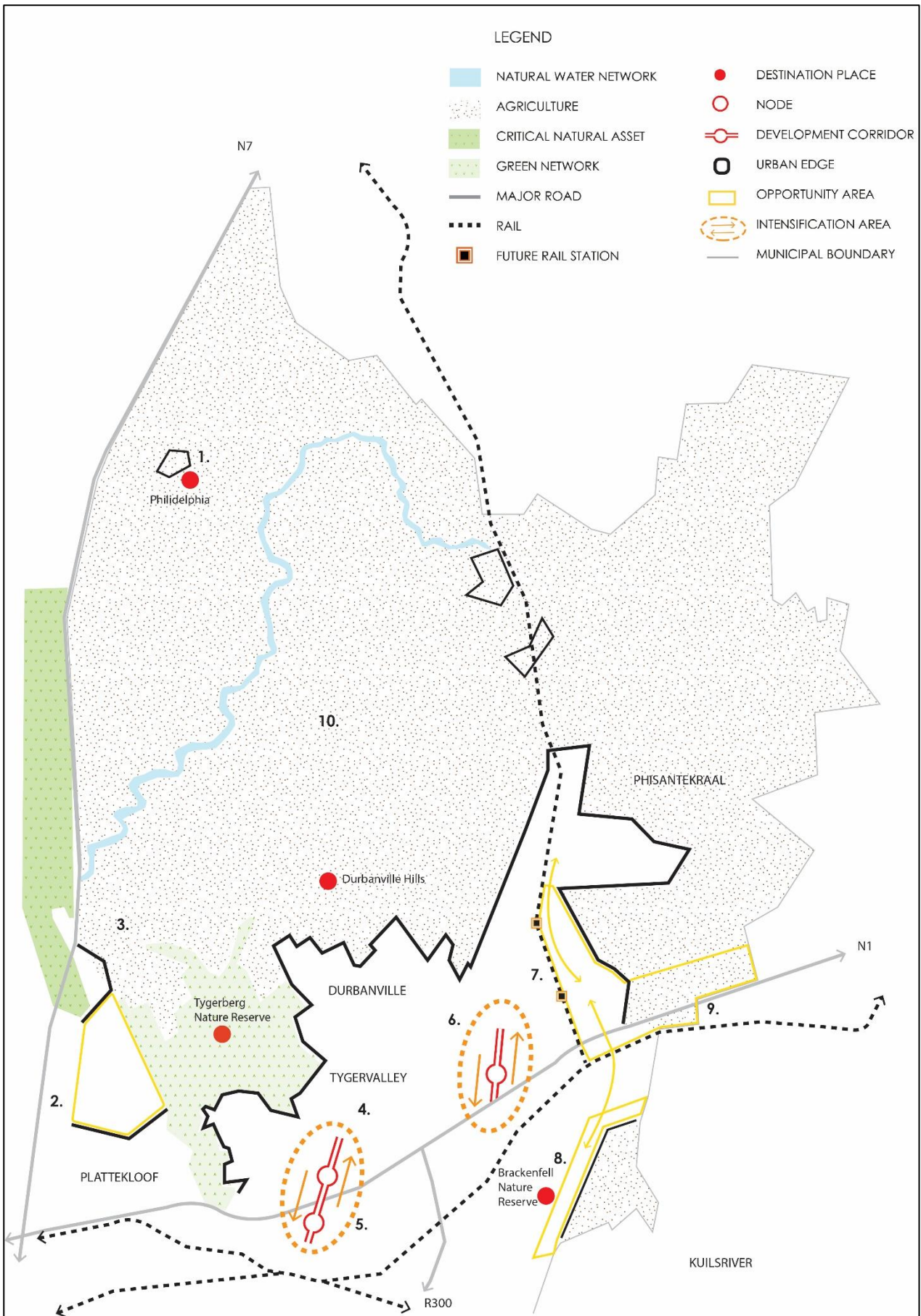


Figure 8: Integrated concept for Northern district

Key interventions

The following key intervention/ actions are proposed to facilitate the achievement of the spatial objectives through the spatial vision, the role of the district and the spatial concept:

1. Protect Mispunt, Philadelphia and Klipheuwel from expansion.
2. Limit urban infill along M12 as IRT Route.
3. Protect Atlantic Hills and Atlas Park from expansion to the north.
4. Intensification in Durbanville secondary CBD, especially higher density residential.
5. Link Tyger Valley node to Bellville node and PTI to strengthen the metro node.
6. Integrate Cape Gate node with Kraaifontein node with appropriate intensification and mixed-use activity.
7. Link Fisantekraal to the south with urban footprint via mixed-use development (employment-generating focus), dependant on bulk services and adequate accessibility. But, also protect the Joostenbergvlakte smallholdings/residential estates from change in land use for the duration of the district plan.
8. Mixed-use node west and east of Botfontein Road to be considered to provide for the need for employment generation as well providing space for relocation of informal settlements within the Wallacedene & Bloekombos areas.
9. Limit urban expansion along N1 corridor for land-extensive uses, dependant on bulk services and accessibility.
10. Protect agricultural land from urban expansion
11. Amend urban development edge to provide for inclusion of Cape Winelands Airport as well as rounding off the urban development edge to the north of the R312 (Lichtenburg Road)

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

The district spatial development framework plan essentially comprises the application of the spatial concepts and structuring elements discussed in Chapter 2 to the context of the Northern 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 2, realising the appropriate medium to long term spatial structure and vision for the district. This is also reflected graphically in the progression from spatial concepts and structuring elements at citywide scale, to the spatial vision for the district, to the district spatial development framework plan (see figure 13). The purpose of this plan is to illustrate the application of the strategies from concept to reality in the spatial development plan.

This section also serves to synthesise the proposed broad spatial structure for the district and intended “end state” that will provide a guide to investment and land use decision making. It should be read in conjunction with the relevant MSDF policies and actions and sub-district development guidelines (contained in Chapter 4 of this document).

The DSDF plan comprises 5 broad categories as indicated in figure 13 namely:

- **Spatial Planning Categories**
 - Biodiversity, Agriculture and Heritage Management
 - Watercourses, Flood risk areas, Wetlands, Waterbodies and Aquifers
 - Biodiversity and Structuring Open Spaces
 - Areas of Agricultural Significance and Smallholdings
 - Cultural and Heritage Resources
 - Urban development
 - Existing Urban Development
 - New Development Areas – Future Urban Development
 - Utility Service infrastructure installations and Networks
- **Transport infrastructure and route designations**
 - Freeways & Expressways
 - Rail
 - Development routes
 - Connector routes
 - Non- motorised transport (NMT)
 - Airports and other freight hubs
- **Conceptual designations**
 - Corridors
 - Development corridors
 - Green corridors
 - Urban nodes
 - Civic clusters
 - Destination places
- **Development edges**
 - Urban development edge

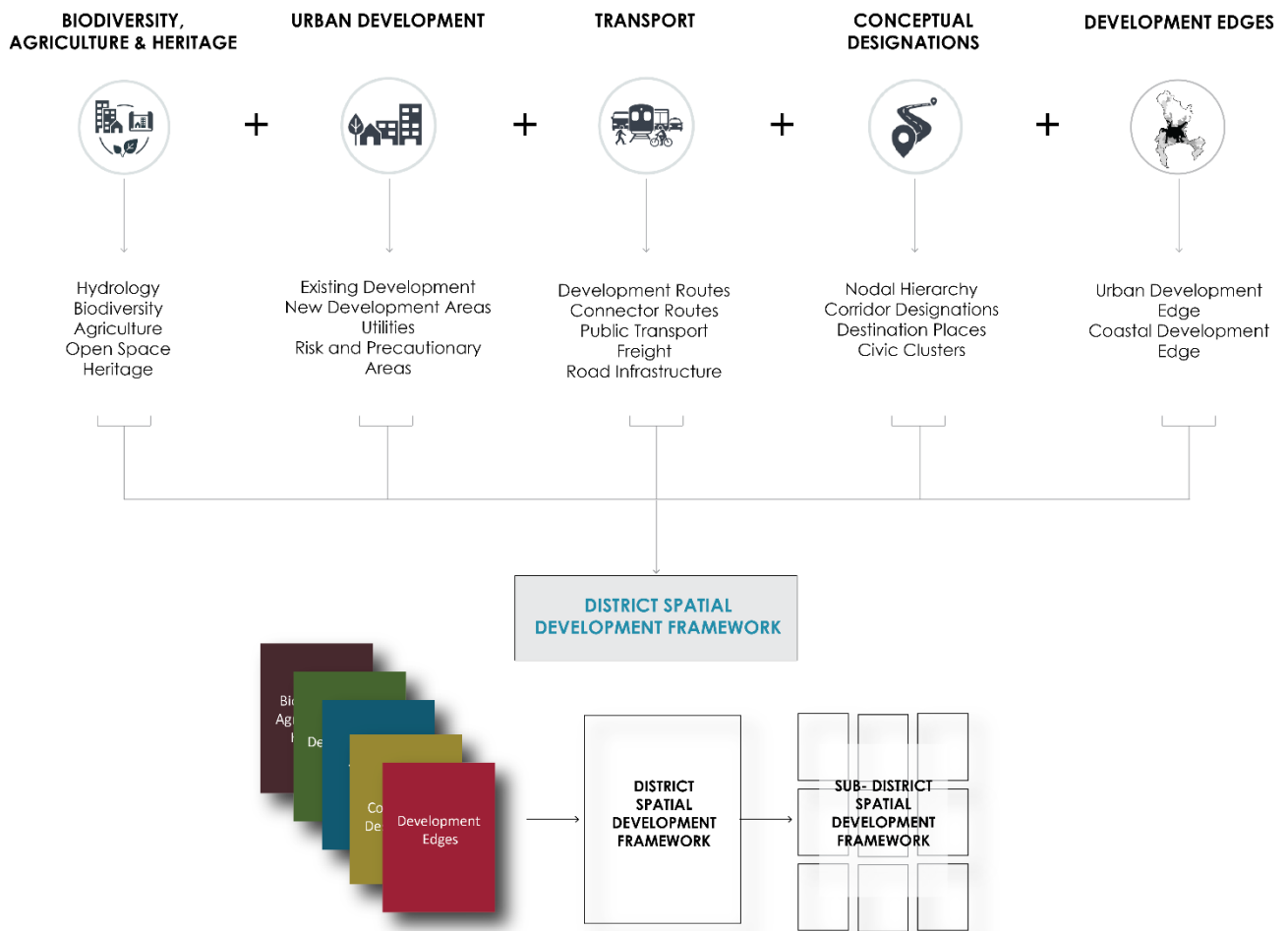


Figure 9: Broad categories comprised within the DSDF

3.1 Guidelines for Spatial Planning Categories(SPC)

The land use classification system adopted by the Northern integrated DSD and EMF is consistent with the bioregional planning framework and broad spatial planning categories (SPCs) utilised by the MSD (2018). Additional categories included in the DSD commensurate with the greater level of planning detail, are included (e.g. urban development, utility service infrastructure). SPCs specify the inherent land use suitability of the city's environmental, cultural and urban landscapes for development.¹

Environmental Management Zones and SPCs specify the inherent land use suitability of the city's environmental, cultural, and urban landscapes for development. Figures 10 and 11 reflect the synthesis of environmental management considerations while the integrated EMF/SDF Figure 13 is informed by the location of Core biodiversity areas and structuring open spaces within these zones.

3.1.1 Biodiversity, Agriculture and Heritage Management

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

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

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

In addition, the Green Infrastructure Network (GIN) is an integrated mapping project that combines the City's various environmental policies and strategies into a map that provides a score and background data for different greenfield sites in the City, providing a summary of relevant considerations for development of these sites. It is an informant layer and

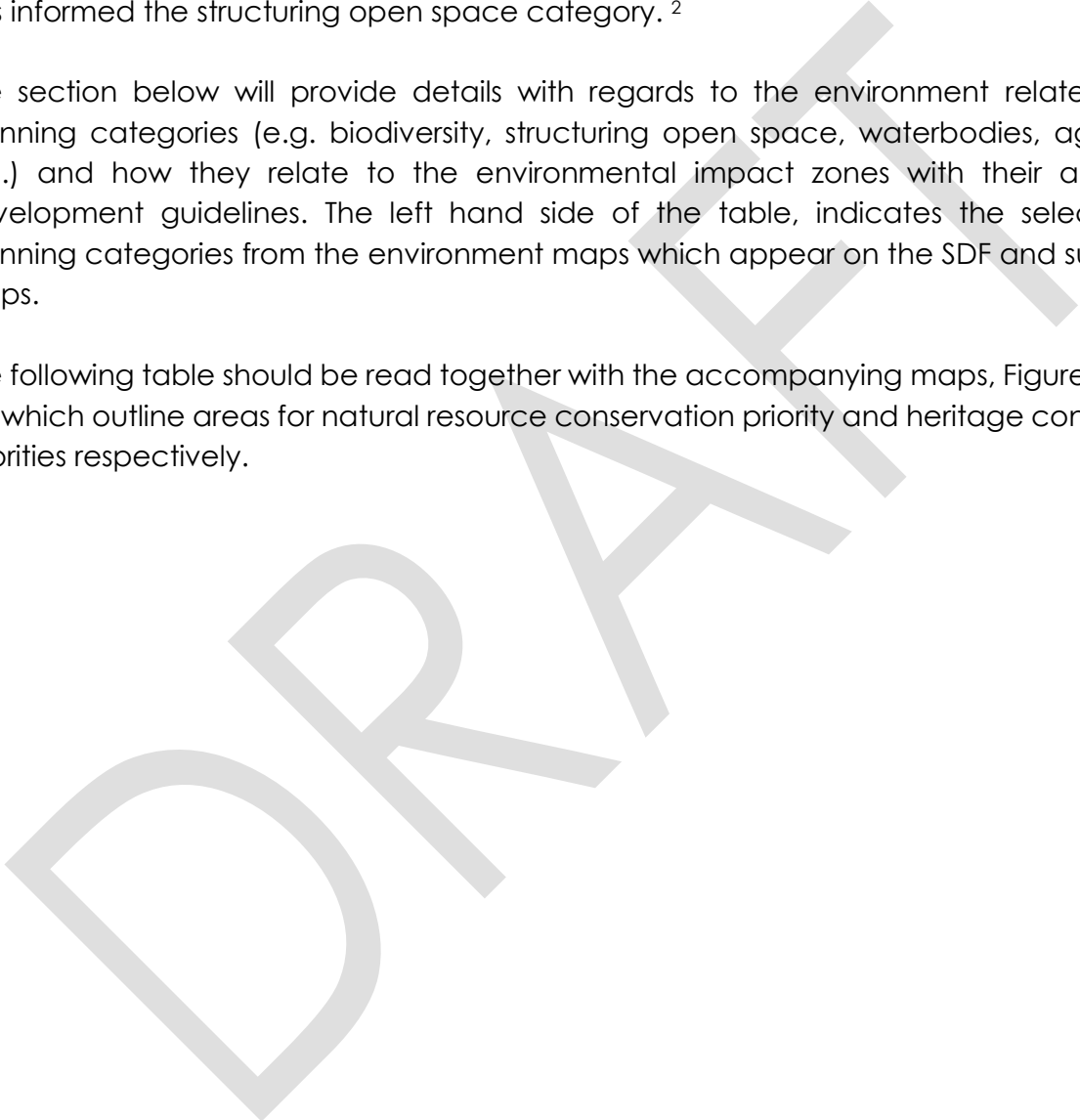
¹ Activities and land use designations are still subject to legislative requirements in terms of NEMA and other relevant legislation, as well as impact management norms and standards such as implementation of an Environmental Management Programme (EMP). The cultural heritage resources are additionally subject to the general protections detailed in the National Heritage Resources Act as well as being represented in a separate overly zone i.e. the Heritage Protection Overlay Zone (HPOZ). The existing and proposed HPOZ together with individual formally protected heritage sites, must be considered in planning, development and land use management decisions.

Important note: In order to determine which activities will trigger the requirements for an Environmental Assessment process, reference must always be made to the NEMA EIA Regulations as well as the National Environmental Management (NEM): Waste Act, the NEM: Integrated Coastal Management Act and the NEM: Air Quality Management Act. Reference should also be made to section 38 of the National Heritage Resources Act.

provides a degree of guidance on to “**how**” development should respond to a site, as opposed to” whether **or not**” development should occur. It considers the principles of multi-functionality, connectivity and using nature to solve problems in the built environment. The complete list of attributes mapped as Green Infrastructure is explained in Annexure 4.1 and includes cultural landscapes, agricultural areas, rivers and floodplains, coastal areas, areas that assist in flood and stormwater management, groundwater infiltration as well as other natural assets. The full extent of the GIN is shown in Figure 10 and the mapping project has informed the structuring open space category. ²

The section below will provide details with regards to the environment related spatial planning categories (e.g. biodiversity, structuring open space, waterbodies, agriculture, etc.) and how they relate to the environmental impact zones with their applicable development guidelines. The left hand side of the table, indicates the select spatial planning categories from the environment maps which appear on the SDF and sub-district maps.

The following table should be read together with the accompanying maps, Figures³ 10 and 11, which outline areas for natural resource conservation priority and heritage conservation priorities respectively.




² The Details of the Mapping Project can be accessed online with assistance from the City's Environmental Management Department.

³ Finer scale mapping is available on City Map viewer.

Table 5: Development guidelines for management of environmental resources in relation to Environmental Management Zones

SPC, Components & district elements	Guidelines and Management priorities
<p>SPC: WATERCOURSES, FLOOD RISK AREAS, WETLANDS, WATERBODIES and AQUIFERS (ENVIRONMENTAL MANAGEMENT ZONE - HYDROLOGICAL ZONE Figure 10)</p>	
<p>Flood prone areas: Flood Risk Area 1 These constitute areas within the 1:50 floodline, i.e. where floods of this magnitude are equalled or exceeded on average once in 50 years.</p> <p>Flood Risk Area 2 These constitute areas within the 1:100 floodline, i.e. floods of this magnitude are equalled or exceeded on average once in 100 years.</p> <p>Flood Risk Area 3 These are areas prone to flooding. They are not necessarily associated with river or vlei systems, as flooding may originate from groundwater, collection of stormwater or runoff in low lying areas.</p> <p>Examples:</p> <ul style="list-style-type: none"> • Sections along the Elsieskraal River (between Tygerberg Hospital and the Transnet Marshalling Yard) 	<ol style="list-style-type: none"> 1. Conservation, public open space and associated recreation are appropriate uses in these areas. 2. These areas can play a valuable role in the NMT network allow for NMT movement where practical Areas for permeable walkways and cycle tracks for NMT, can be considered in the design of green open spaces surrounding wetlands and river corridors to ensure good groundwater infiltration, safety and equitable access to promote the reconnection of people and nature, improving health and wellbeing. 3. Ensure connectivity of spaces is enhanced and not compromised by hard fencing or other structural barriers to movement 4. Urban Development is undesirable and at risk in the 1:50 year floodplain 5. Tourism related activities- such as campsites are possible in the 1: 100 year floodplain 6. Restrict building setback lines and maximise on-site water infiltration and permeability in relation to redevelopment initiatives in flood prone areas. 7. Although some agricultural activities may be permitted within the flood risk areas, the nature of the impacts and appropriate mitigation must be determined in the EIA process, and must be shown to be acceptable (i.e. they must not pollute water resources or increase flood risk). 8. No agricultural activities should be approved within the 1:2 year flood line. 9. Urban development within the 1:100 year flood plain should be subject to formal acknowledgement by the owner of acceptance of liability of flood risk, and is only permissible where there are existing rights. 10. Where facilities associated with sports fields, golf courses or picnic areas have been permitted in the 1:50 year zone, floor levels must be above the 1:50 year flood line. 11. Areas for passive and active recreation to be considered in development adjacent to water courses. 12. Landscaping must be approved by the City to ensure that this is done with appropriate trees and indigenous riverine plants and vegetation. Invasive alien species in or adjacent to a watercourse must be controlled in accordance with relevant legislation. 13. Perimeter fencing must be visually permeable from ground level and not adversely affect the free flow of water and movement of aquatic fauna, small wildlife or birds. 14. Direct informal settlement dwellers away from risk areas, including below the 1:100 floodline.

<ul style="list-style-type: none"> Sections of the Kuils River Bottelary river <p>Rivers, Estuaries, Wetlands and their associated buffers</p> <p>Examples: Diep, Mosselbank, Klapmuts, Elsiekraal, Bottelary and Kuils Rivers.</p>	<ol style="list-style-type: none"> Increase infiltration capacity in river corridors and wetlands through water sensitive urban design practices and sustainable urban drainage systems such as permeable paving, sustainable water storage systems and appropriate landscaping. Incorporate stormwater quality and quantity management into redevelopment proposals in line with the Management of Urban Stormwater Impacts Policy regarding treatment and management of water at source. In general, new buildings and developments overlooking rivers should be orientated towards the river, where possible, and the principles of water sensitive urban design should be applied.
<p>Aquifers</p>	<ol style="list-style-type: none"> Redevelopment and new development should give preference to the use of permeable surfaces and consider vegetated infiltration zones where appropriate to protect and enhance water sensitivity and aquifer recharge capability of various land uses Aquifer re-charge areas and sole-source aquifers should be protected from potential sources of pollution.
<p>Other water source areas</p> <p>This includes springs, reservoirs, dams, well points, water storage facilities in developments.</p> <p>Examples: springs, reservoirs, dams, wellpoints, water storage facilities in developments.</p>	<ol style="list-style-type: none"> Protect water source areas and integrate into urban design. Promote the utilisation of localised water sources for maintenance of landscaped spaces. Encourage on site water storage integrated into design of new developments
<p>SPC: BIODIVERSITY AND STRUCTURING OPEN SPACES (ENVIRONMENTAL MANAGEMENT ZONE - CONSERVATION AND BIODIVERSITY ZONE (Full Extent together with GIN shown on Figure 10))</p>	
<p>Core Biodiversity (Appears on SDF and Sub-District Maps)</p> <p>Protected and Conserved areas Core 1 Tygerberg, Bracken, Durbanville Nature Reserves;</p>	<ol style="list-style-type: none"> Core areas are already protected as part of the TMNP Only conservation related activities /development in accordance with reserve management plans should be considered. Consolidate and link existing protected areas Support operational requirements of Biodiversity areas to ensure their ongoing utility in green infrastructure networks

<p>D'Urbanvale wetlands, portions of the Durbanville Racecourse, Cape Hunt and Polo Club, Kanonkop; Rondeboschjiesberg, portions of the Teleport site, the Diep River corridor;</p> <p>portions of the R300 road reserve to the north and south of the Klipheuwel Road, Uitkamp Wetland Nature Reserve, Botterblom Nature Reserve, Joostenbergskloof Conservation Area, Van Schoorsdrift Conservation Area, Baas Aries Fontein Conservation Area, private stewardship sites (Mellish Nature Reserve, Three Fountains Nature Reserve) and City Park Biodiversity Agreement sites (Aurora Park Conservation Area, Majik Forest Conservation Area and Loevenstein Park Conservation Area)</p>	
<p>Critical Biodiversity Areas (Core 1 CBA 1a-2)</p> <p>Portions of land along the Kuils River and tributaries;</p> <p>portions along the Elsiekraal River and tributaries (below the Door De Kraal dam);</p> <p>portions of the Welgemoed golf course;</p> <p>the Mosselbank River tributary, within the existing urban development edge of the city;</p>	<ol style="list-style-type: none"> 1. New development proposed inside of the urban development edge could potentially impact on areas of high biodiversity importance. Such development should be sensitive to biodiversity considerations affecting these areas by imposing environmental management programmes (that should include adequate botanical and faunal impact assessments) in relation to the proposed development or prohibiting development when and where appropriate. 2. Development should be sensitive to biodiversity considerations affecting Core areas by enforcing environmental management programmes in relation to development or prohibiting development when appropriate 3. Rehabilitate and maintain areas of sensitive natural vegetation and high biodiversity value. Where biodiversity remnants conflict with areas earmarked for development- i.e. "areas of coincidence", ensure adequate botanical and faunal impact assessments are undertaken timeously. 4. In general, low impact activities such as passive recreation (e.g. walkways and trails), environmental education and tourism may be appropriate, but should be subject to stringent controls. (e.g. limits to development footprint, management plans).

<p>portions around the Kraaifontein and Scottsdale Sewerage Works.</p>	<p>5. Where possible, all new utility infrastructure, services and structures should be located outside of these areas.</p>
<p>Sites of Coincidence where core biodiversity and new development areas co-exist (see SDF Map and sub-district maps)</p>	<ol style="list-style-type: none"> 1. Areas of coincidence are where there are compelling urban efficiency, social and economic reasons to pursue development and where core biodiversity may be impacted as a result. Where New Development Areas are proposed that impact Critical Biodiversity areas will not be considered inconsistent with the District Plan. 2. In such cases, development on the site will not be considered inconsistent with the District Plan. 3. These areas will be subject to the requirements of Environmental Authorisation. 4. Conservation and sound environmental management principles must be demonstrably considered in the development plans. 5. Developments in these areas must provide evidence of environmental studies and processes undertaken that validates an evidence base of the environmental assets and mitigation measures; 6. Where existing development approvals are in place, agreed environmental management and mitigation measures must be adhered to.
<p>Ecological Support Areas (Core 2) Areas surrounding hilltops such as Kanonkop and the Durbanville Hills; portions of Farm Uitkamp located adjacent to Aurora in Durbanville; the Durbanville Racecourse area; smallholdings and agricultural areas.</p>	<ol style="list-style-type: none"> 1. Low impact activities may be considered. 2. Maintain and enhance/ promote linkages between these areas.
<p>Other Natural Areas (Buffer 1) There are very few (and very small) Buffer 1 areas identified within the district. These include: areas along the Kuils and Mosselbank rivers, and an area adjacent to Durmonté.</p> <p>Other Ecological Support Areas (Buffer 2)</p>	<ol style="list-style-type: none"> 1. Low impact activities may be appropriate. 2. Development (e.g. structures) in support of both tourism and biodiversity conservation in Agriculture and Core Areas should preferably be located in other natural areas and ecological support areas if logistically feasible. 3. Agricultural use could be considered appropriate in these areas as well as uses or activities directly relating to the agricultural enterprise. This could include farm buildings and farm worker accommodation. 4. Further uses and activities could be considered where contextually appropriate such as small-scale holiday accommodation, restaurants, farm stall/ shop and tourist facilities. 5. Non-agricultural uses (e.g. in support of those activities specified above) should be managed through spot rezoning or consent uses and fragmentation of farm units should be discouraged.

EIA requirements and Environmental Management considerations for all Biodiversity Conservation Categories

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

Structuring open spaces
Sports fields and other institutional open spaces
Other Open Spaces
Stormwater retention areas
 Examples:
 Include open space linkages along Elsieskraal, Mosselbank and Kuils rivers.

General Structuring Open Space Guidelines:

1. 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.
2. Appropriate high or medium density development along open space interfaces could be considered to improve passive surveillance.
3. Safety and security should be considered in the upgrading, landscaping or development of open spaces.
4. Where contextually appropriate, consider commercial activities such as small cafes, kiosks and restaurants that will enhance the utilisation of public open space.
5. Where feasible, opportunities for low impact sustainable use of open spaces, by local communities should be considered (e.g. small scale urban agriculture) the role of the site in the green infrastructure network will inform the feasibility of these initiatives.
6. Consider the impact of development on social and cultural uses of open spaces, guided by the GIN.
7. Consider the green infrastructure and ecological function of open spaces by consulting the GIN mapping project.
8. Ensure that landscaping in new building projects is appropriate for local conditions and can sustain the impacts of weather events and climate change.
9. Promote urban cooling through plantings, retention of tree coverage and the surfacing of underground water.

10. Optimise the uses and functioning of public parks and the role they play in pedestrian networks across the district.
11. These guidelines are for consideration to improve the quality of development and open spaces, in general development related to the base zoning or existing approvals will not trigger a deviation from the DSDF.

**Guidelines for specific categories of open Space
Institutions, School sites and sports fields**

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

Cultural Landscapes

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

Road and Rail Reserves

14. Development for transport purposes will not trigger a deviation from the DSDF. When expanding or developing in road reserves identified in the Green Infrastructure Network, consider the connecting role of the reserve, particularly if it connects core biodiversity sites and whether some of these connective features can be maintained.

Extensive open space in neighbourhoods with multiple vulnerabilities

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

Cemeteries

17. Promote the qualities of open space of cemeteries which add to the sense of place e.g. tree cover, views or other landscape elements.

Agricultural areas

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

SPC: AREAS OF AGRICULTURAL SIGNIFICANCE AND SMALLHOLDINGS

(ENVIRONMENTAL MANAGEMENT ZONE – AGRICULTURE Figure 13)

Agricultural Areas of significance: high potential and unique agricultural land include areas that have been ploughed for orchards, vineyards, forestry plantations, annual crops, pastures and irrigations lands. Intensive agricultural land shall be protected against conversion to other land uses, particularly urban development, unless otherwise argued in the district plan.

Examples:

- Durbanville Hills

1. Preserve and utilise high potential agricultural land, particularly in the Kuilsriver (Zevenwacht) area.
2. Adhere to identified urban development edges around the periphery of high-value agricultural areas to prevent urban intrusion.
3. Encourage activities that reinforce primary agricultural use of these areas.
4. Limit non-agricultural uses to ancillary rural activities that do not detract from the primary agricultural use and character of the area, but contribute to local character and associated recreational and tourism potential.
5. Discourage the sub-division of agricultural land.

Smallholdings

Properties that came about primarily as a result of subdivision of former agricultural farm land and that still predominantly present a rural character, however with property sizes that do not support extensive farming.

Example:

Joostenbergvlakte, Mikpunt and Westerdale.

1. Smallholdings outside of the urban development edge: Discourage the use of these properties for uses other than low-density residential, agricultural or related purposes to prevent the undermining of the predominantly rural character of these areas and potential decay of these areas as a result of the establishment of undesirable uses such as industries including storage and warehousing.
2. Smallholdings inside the urban development edge: Discourage the use of these properties in the interim for uses other than low-density residential, agricultural/ rural or related purposes to prevent the potential decay of these areas as a result of establishment of undesirable uses such as industries.

SPC: CULTURAL and HERITAGE RESOURCES and SCENIC ROUTES

(ENVIRONMENTAL MANAGEMENT ZONE - CULTURAL AND HERITAGE ZONE Figure 11)

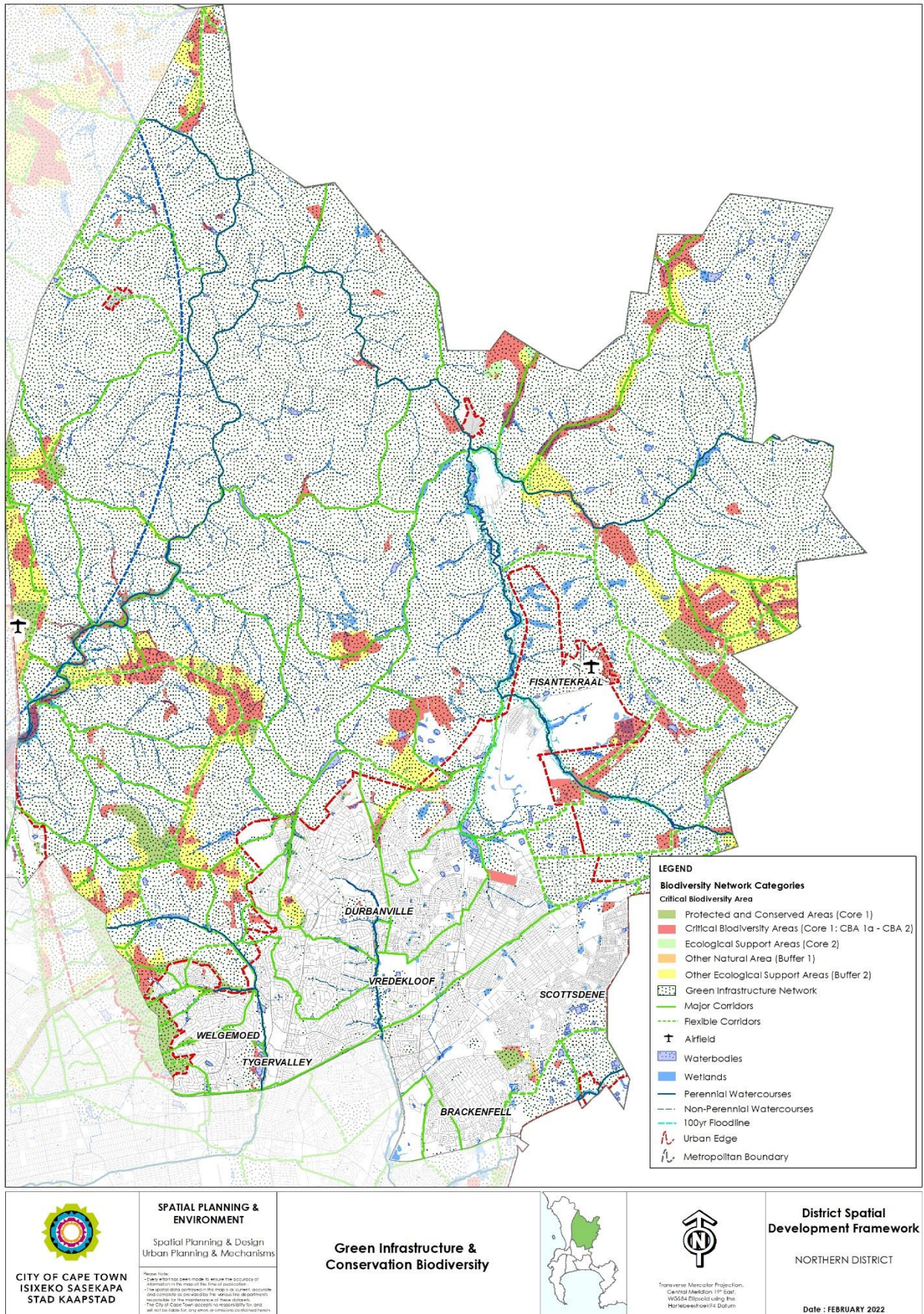
Provincial heritage sites

Cultural landscapes

Example: Durbanville winelands

1. Ensure heritage resources are conserved in their authentic state as far as practically possible to reflect their historic and cultural value.
2. Evaluate heritage resources in their broader contexts when making conservation related decisions.
3. Ensure a places character is protected and enhanced rather than just protecting individual sites.

<p>Heritage Conservation Areas Example: Philadelphia</p> <p>Palaeontological sites, Archaeological sites, Burial Sites.</p>	<ol style="list-style-type: none"> 4. Encourage investment in the adaptive reuse of historical sites, facilitate integration between the conservation and adaptive reuse of heritage buildings, and promote urban regeneration strategies. 5. Discourage the demolition or inappropriate alteration of historical sites where there is a possibility that these can be maintained or redeveloped. 6. Promote the retention and integration of heritage sites into a new development without undermining the viability or inclusive potential of the development. 7. Encourage appropriate and accurate interpretation of heritage resources and recognise and develop places of memory, particularly associated with the struggle against apartheid 8. Identify new areas for heritage protection overlay zones. 9. Ensure that alterations or changes are appropriate and do not derogate the heritage qualities of the places or area 10. Ensure that significant historical buildings and sites of memory are identified as heritage indicators and conserved, restored and celebrated in areas that have been earmarked for redevelopment.
<p>Heritage protection overlay zone areas and proposed heritage protection overlay zones</p> <p>Example: Philadelphia</p>	<ol style="list-style-type: none"> 1. For proposed heritage areas, prioritise the development of clear guidelines in local plans regarding the character elements, sites and measures needing protection or memorialisation 2. Encourage recognition and space for memorialisation. 3. Determine whether area based guidelines are relevant or if it is more appropriate to protect specific sites and follow existing area management guidelines.
<p>Scenic Routes</p>	<ol style="list-style-type: none"> 1. Prioritise the upgrade of these routes and support implementation thereof. This should align broadly with the route's scenic quality value, degree of tourism use, and road surface & reserve upgrade necessity. 2. In general, development along scenic drives and routes should seek to retain views from the route and not negatively affect the character of the landscape through which it passes. 3. Any development along scenic drives and routes should include the addressing of landscaping improvements to the (public and private) areas abutting the road. Land use management decisions should be guided by the Scenic Drive Network Management Plan (Vol. 3, 2003) or subsequently approved management plans, e.g. transport designations. 4. Enhance the scenic experience, wherever possible, by removing moveable obstructions and provide suitable NMT infrastructure where appropriate. 5. Ensure that safe access to scenic drives and along scenic drives are enhanced.



 <p>CITY OF CAPE TOWN ISIXEKO SASEKAPA STAD KAAPSTAD</p>	<p>SPATIAL PLANNING & ENVIRONMENT</p> <p>Spatial Planning & Design Urban Planning & Mechanisms</p> <p><small>Notes: This map was prepared to ensure the accuracy of information in the map. The City of Cape Town does not accept any liability for any errors or omissions contained herein.</small></p>	<p>Green Infrastructure & Conservation Biodiversity</p>		 <p>Transverse Mercator Projection Central Meridian 18° East WGS84 Ellipsoid using the Horizontal datum</p>	<p>District Spatial Development Framework</p> <p>NORTHERN DISTRICT</p> <p>Date : FEBRUARY 2022</p>
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Figure 10: Green infrastructure network and Biodiversity

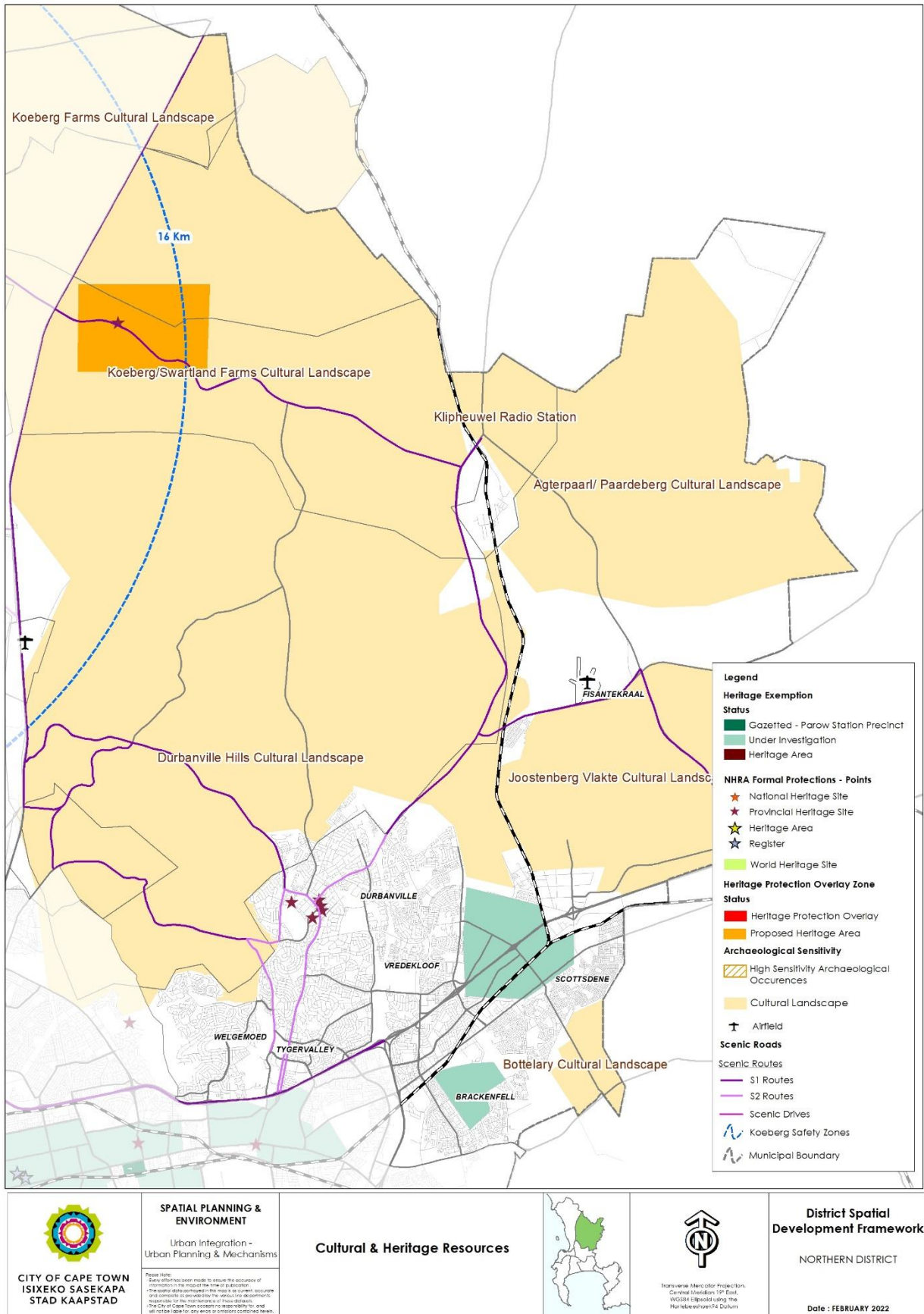


Figure 11: Cultural and Heritage Resources

3.1.2 Urban development

The Northern integrated DSDP and EMF proposes various types and forms of residential and non-residential development to support the functioning of a sustainable and integrated community. For the purpose of this district plan, non-residential uses will include all buildings and infrastructure used for retail, offices, community facilities and related infrastructure necessary to provide for the proper functioning of urban areas. Areas that are earmarked for mixed-use purposes will be indicated at sub-district level.

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

3.1.2.1 EXISTING URBAN DEVELOPMENT

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

a) Residential development

The guidelines for residential development are consistent with the National Priority Human Settlements and Housing Development Areas (PHSHDAs), draft 2022 MSDF, City of Cape Town TOD Strategic Framework and Human Settlements Strategy (Draft August 2020), draft City of Cape Town Land Use Model (2020) and City of Cape Town Human Settlements Strategy (June 2021) (HSS) as key informants. The general guidelines align with the Human Settlements Strategy (HSS) objective to support diverse typologies in high-density areas (such as Social Housing Institutions and affordable housing delivered by the private sector) as well as service provision (iterative basic services and upgrading) where density is not achievable. The guidelines for residential development are categorised as follows:

- a) General: The general guidelines deal with all types of housing opportunities for low, medium, and high-income groups in both market (private) and subsidised (public) developments. The new development areas for this section refer to the sites identified (public and private) through the Land Use Model for residential, non-residential and mixed-use development and existing development areas refer to the underutilised buildings and pockets of land within the existing urban footprint.
- b) Fully and Partially Subsidised: Guidelines for fully and partially subsidised human settlements deal with all government-assisted housing projects within the various human settlements programmes, namely; Integrated Residential Development Programme (IRDP) (mixed tenure; BNG, FLISP, mixed-market for household

incomes below R22,000), Community Residential Units (CRU), Social Housing and Upgrading of Informal Settlements Programme (UISP).

- c) Informal Settlements: Guidelines for Informal Settlements deal with all types of residential informality in the City, e.g. unlawfully occupied land and buildings (in terms of the objectives of the Draft Unlawful Land Occupation (ULO) Framework, temporary relocation areas (TRAs) and Incremental Development Areas (IDAs) (City planned), City unapproved dwellings in the form of backyard units, main house extension and conversion, etc.

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

b) Non-residential development

The district boasts a significant amount of developed industrial land. Areas with the highest agglomeration of industrial activities are Morgan Grounds (extension of Stikland industrial), Fisantekraal industrial node, Bracken Gate, Kraaifontein industrial node, and Atlantic Hills/Atlas Park area.

c) Mixed Use

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

The Northern DSDF promotes land use intensification that implies a greater mix of residential and non-residential land uses (diversification) through the increased use of space, both vertically and horizontally (densification). This could include a combination of residential and non-residential uses or a combination non-residential uses (i.e. industrial and/or commercial and/or institutional). This can be achieved within existing areas or new developments with an increased number of residential dwelling units and/or gross leasable area and should be encouraged in locations with good public transport access, concentrations of employment, commercial development and other amenities, or where such accessibility and concentration is planned.

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

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

3.1.2.2 NEW DEVELOPMENT AREAS - FUTURE URBAN DEVELOPMENT

A number of sites that are suited for future urban development have been identified through a technical investigative process for the City's 2040 Land Use Model in order to determine the required supply and quantum of residential and non-residential development to accommodate the projected future growth of population in Cape Town. These sites are referred to as New Development Areas (NDAs) or areas earmarked for future development.

The identification of NDAs included the selection of underdeveloped and partially developed land for new infill and brownfield development of various typologies and densities for residential as well as proposed non-residential uses with estimated GLA (m²). This included proposals to further intensify existing land uses along corridors and in nodes in the district. The combination of NDAs and areas where major intensification is proposed, will inform planning around the capital investment requirements discussed in the Urban Restructuring and Upgrading section found in Volume 3.

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

a) Residential Development

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

Table 6: Estimated supply of formal residential opportunities

Typology	District
Main Formal Dwellings:	65 986

Source: Data from Land Use Model Estimates

A. Density Guidelines for New Residential Development

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

Table 7: Gross density targets and guidelines

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

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

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

density living environments.

- Infrastructure Capacity: densification should not be supported where water, wastewater and stormwater capacity are reaching points of absolute constraint, and the cost implications of rectifying the situation are too high for the private sector, or are not provided for in the City's capital budget or pipeline of projects.

b) Non-residential

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

- Commercial uses which includes retail, offices and/or hospitality industry
- Industrial which includes manufacturing, warehousing and logistics
- Public Services which includes social, community, education and health facilities

It can be seen that although many of the NDAs have a component of non-residential development, these are however in many instances mainly residential developments with a small component of non-residential.

c) Mixed Use

➤ Mixed Use New Development Areas (NDAs)

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

➤ Mixed Use Intensification Areas

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

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

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

More detail on the appropriate mix of land uses will be described in the sub-district guidelines to follow in Section 4.

3.1.2.3 Development guidelines

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

Table 8: Urban development SPC

SPC : URBAN DEVELOPMENT – EXISTING and FUTURE(NDAs)	
Typologies & District elements	District Development Guidelines
Urban Development - General (All categories)	<ol style="list-style-type: none"> 1. These areas should be considered for a wide variety of urban uses such as housing development, public open spaces, community facilities, mixed use / business development (where appropriate), but should not include noxious industrial uses. 2. Sites indicated for urban development, but which also fall within identified precautionary areas should take into account associated district development guidelines (tables 5 and 7). 3. Support the incremental intensification over time of urban areas where appropriate. This should be guided by available infrastructure capacity, neighbourhood density and character, proximity to job opportunities and social facilities, and access to public transport. In this regard the provisions of the approved Densification Policy also apply. 4. Consider the existing character and heritage areas of significance (as may be reflected in detailed policies) as an informant to development proposals. 5. Encourage resource efficient design and promote carbon neutral buildings and precincts in alignment with the Urban Design Policy. 6. Promote an appropriate interface between mixed-use areas and adjacent spatial designations (such as low-density residential, agricultural, critical natural assets, public open spaces, etc.) through the use of sensitive design as informed by local level guidance and spatial development plans where applicable. 7. Encourage the provision of basic services, amenities and design considerations to support informal economic activity and to reduce negative externalities associated with unregulated business activity. This includes hard and soft landscaping, sufficiently wide pavements to accommodate trading space in high footfall areas, structures as context-appropriate, storage facilities, ablution facilities, waste collection/recycling, streetlights, water and electricity connections. This applies to all areas, but will be most relevant in high-volume pedestrian areas such as nodes, transport interchanges, civic precincts, destination places and other busy places. 8. Support the design of public space to create multi-functional internal public squares and linear spaces that can accommodate informal trading. These should be in areas demarcated for trading, in line with the provisions of the CoCT Informal Trading Bylaw. 9. Encourage the design of new developments and commercial centres to accommodate space for markets and less formal businesses in central and high footfall parts of the development.

	<ol style="list-style-type: none"> 10. Facilitate local economic development in townships by encouraging flexible land use rights along development routes and in nodes. This includes taking a flexible approach to home-based enterprises on residential zoned properties and developing overlay zones to specify the necessary rights where required. 11. Support flexibility of land use rights on residential properties along development routes to promote township home-based enterprises to facilitate local economic development. 12. Support urban agriculture uses on the following land: (i) underutilised public land within or on the outskirts of housing development (ii) housing development land which will not be used in the short term. Urban agriculture uses include allotment areas, community gardens and small-scale farming. 13. Support the establishment of urban agriculture in townships to grow township- based food markets.
RESIDENTIAL DEVELOPMENT	
Existing Residential Development	<ol style="list-style-type: none"> 1. Promote the regeneration and refurbishment of well-located underutilised buildings for affordable housing where appropriate; ensuring sufficient provision of supporting amenities in line with requirements for provision of associated social facilities and recreational spaces. 2. Residential units should be designed to support future economic activity (home occupation) as well as accommodate 2nd and 3rd dwellings on site, especially in state subsidized housing programs. 3. Encourage the provision of adequate service ratios needed to support incremental densification. 4. Support the incremental upgrading and formalisation of areas where informal units are widely prevalent.
New Development Areas	<p>General (all residential markets types)</p> <ol style="list-style-type: none"> 5. In general, support the development of new residential areas at higher densities than those which exist in the surrounding locations, but with due regard to appropriate transition to surrounding areas, inter alia, the principle of socio-economic gradient, interface with existing development areas, impact on the urban character, heritage and biodiversity value of areas of significance 6. Support the implementation of new development areas subject to infrastructure availability and in line with the requirements for provision of associated social facilities and recreational spaces. 7. Promote the development of affordable housing by the private sector through the implementation of the principle of inclusionary housing development (a principle to be unpacked in the Inclusionary Housing Policy that is underway) and through the implementation of the IRDP where applicable. 8. Ensure the development of socially sustainable communities where the immediate needs of the residents are met within approximately 800m from where they live or proximity to public transport. 9. Encourage development plans for new development and infill areas to set aside sites for POS, commercial and non-residential including supporting community uses within the new settlement.

10. When considering the scale and location of NDA's consider the location of the property within the urban network and the scale of development that could be developed by the private sector. Processes must be put in place to ensure that these sites are allocated or released to the market within a reasonable time frame to limit the risk of unlawful land occupation.

Subsidised and Partially Subsidised

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

Mixed-Market

16. Prioritise development that allows for area wide settlement planning, a range of housing typologies and prices, and mixed use developments, which promotes diversification of human settlement tenure (including market-driven, gap, social housing, and subsidised human settlements).
17. Promote and support high-density mixed residential typology options for the affordable (gap) market (inclusionary housing, FLISP, incremental housing, additional housing rental stock and social housing) in all areas of mixed-use intensification and diversification associated with identified urban nodes, development corridors and development focus areas. Promote incremental growth by supporting micro developers for the development of small-scale rental units (backyard dwellings) as an additional use within the SR2: Incremental Housing Zone (MBPL 2019). These unit plans should adhere to the City's menu of proto typical building plans (to be developed) and approved in terms of the National Building Regulations.
18. Prioritise affordable housing (both rental and ownership) in areas of economic potential in district/local nodes, civic precincts and development corridors that achieve maximum densities.
19. Promote and prioritise development of appropriately diversified densities of affordable housing on State/City owned land.
20. Promote the development of affordable housing by the private sector through the implementation of the principle of inclusionary housing development.
21. Mixed-market developments should promote integration through the use of tenure blind design.

<p>Informal Settlements (and TRAs)</p>	<ol style="list-style-type: none"> 22. Support the incremental upgrading and formalization of existing informal settlements that are identified as appropriate to remain as urban areas according to the criteria for categorisation of informal settlements (see Annexure 6). 23. Support development application for the provision of basic infrastructure services in informal settlements (electricity, water & sanitation and accessibility routes). Informal settlement upgrading must account for greater service ratios allowing for increased taps and sanitation sites in a re-blocking project (as confirmed by the COVID-19 pandemic). 24. Support the City's commitment towards addressing emergency housing need and the mitigation of unlawful land occupation by prioritising development on land identified in the City's vacant land register. 25. Prevent expansion of informal settlements into identified precautionary areas (e.g. flood prone and veldfire risk areas), sensitive environmental areas such as high visual impact areas or biodiversity network areas (usually identified by the urban development edge in this district), or high value agricultural and heritage areas. 26. Support and prioritise the relocation of informal settlement situated in areas of high environmental and high health risk, and ensure that the alternative site meets the health and safety requirements of a sustainable human settlements. 27. To create sustainable human settlements, support the re-blocking process from the outset to include; access to connecting roads and access for emergency services, walking routes and NMT, well-lit public spaces (POS) and social facility areas, and the use of green infrastructure to support climate change adaptation. 28. Support in-situ upgrading of informal settlements where possible and deliver urban house typologies to achieve higher densities to minimise relocations. 29. Support the City's goals to transform informal settlements by promoting micro-developers. 30. Support suitable temporary land uses where informal settlements have been relocated to prevent resettlement of informal dwellers.
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NON-RESIDENTIAL DEVELOPMENT

<p>Industrial: Existing and New Development Areas</p> <p>Examples:</p> <ul style="list-style-type: none"> • Morgan Grounds (R300) • Fisantekraal Industrial Node • Joostenbergvlakte Industrial Node • Welbeloond/Atlas Park/Annandale Area • Botfontein Industrial/Mixed Use Park 	<ol style="list-style-type: none"> 1. General industrial areas should be supported in industrial designated areas and allowances should be as per the Municipal Planning By-Law. 2. Support the prioritisation of public- private sector investment in identified growth areas within the industrial nodes, ports and primary freight infrastructure 3. Provide incentives to encourage appropriate industrial development close to areas of socio-economic need. 4. Due to particular requirements for road and waste infrastructure associated with industrial zoned land, these (industrial areas) should generally be reserved to optimise this infrastructure and mitigate potential negative impacts. 5. Allowance could be made for limited forms of non-industrial activity that are ancillary to the permitted uses. The allowances should not compromise the general use of the areas zoned for Industry purposes. 6. Where proposed new industrial areas are surrounded by dense residential development, consideration has to be given to the social, health and safety impacts of proposed industries. 7. Allowances should be permitted, where a greater mix of business activities, can be tolerated and where the mix of activities does not negatively impact on the competitive advantage of the industrial activities in the area. 8. No activity or use which includes the on- site storage (or management) of hazardous substances shall be permitted without an
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approved risk management and prevention plan that has been submitted and approved.

Risk Industry

9. No inappropriate urban development (i.e. residential, community services and retail) should be permitted within or in close proximity to heavy/ noxious industrial zones, solid waste disposal and wastewater treatment sites and transfer sites.
10. Existing developments in the above areas may require mitigation measures and limits on the further enhancement of development rights.
11. These areas should be reserved for noxious trade, and risk activities. Consent for other uses outside of this zoning should be discouraged and / or take into account the potential negative impacts.

MIXED USE

Mixed Use Intensification Areas and Mixed Use New Development Areas

Business strip areas, including:

- Durbanville CBD
- Springbok Park Area (Brackenfell)
- Part of the Arauna area (directly adjacent to Brackenfell Boulevard)
- Brighton Road/Van Riebeeck Road, and Marlborough Road (Kraaifontein)
- Eikendal/Belmont Park area (mainly along Old Paarl Road)

Nodes:

- Cape Gate node
- Kraaifontein CBD node
- Durbanville CBD node
- Tyger Valley node

1. Generally, support high-density mixed residential typologies, subject to any local guidelines, bulk services and transport infrastructure availability.
2. Encourage greater land use intensification of an appropriate combination of land uses including Office & Retail; Business & Commercial; Institutional & Social facilities and High density residential development along identified development corridors, urban nodes, stations and transport interchanges, especially where opportunities for commercial and other employment-generating land uses exist.
3. Promote an appropriate interface between these mixed-use areas and adjacent other spatial designations (such as low-density residential, agricultural, critical natural assets, public open spaces, etc.) through the use of sensitive design and informed by local level plans and guidance, where applicable.

3.1.3 Utility Service Infrastructure Installations and Networks

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

Table 9: Utility service infrastructure installations and networks SPC

Precautionary areas and utility service infrastructure installations	District elements	District development guidelines
<p>Precautionary areas</p>	<ul style="list-style-type: none"> ● Koeberg Nuclear Power Station: Koeberg emergency Planning Zone (0-16km) Urgent Protective Zone (0-16km) 	<ol style="list-style-type: none"> 1. All urban development within the Emergency Planning Zone (0 – 16 km) of the Nuclear reactors (Reference Point X = -52727.4000, Y = -3727966.6500) must conform to the procedural guidance and restrictions reflected in the Development Management Scheme section 158 (Specific Conditions regarding the Koeberg Restriction Area Overlay Zoning). <ol style="list-style-type: none"> a) Guidance in points b – d below will be superseded once the Regulations for Development around Koeberg are promulgated by the Minister of Mineral Resources and Energy and/or the review of Item 158 of the City of Cape Town's Development Management Scheme is approved by Council. b) The principle for the 5 -16 km zone is that limited development will be considered subject to assessments. And that in general the number of population, employees and visitors should be limited. c) The City, in association with Eskom, for the National Nuclear Regulator, will develop tools to assess and report on the cumulative impacts of development applications in relation to available evacuation time. Development applications will be assessed through the Traffic Evacuation model. 2. Changes in land use outside the existing built up area must consider disaster management infrastructure and operational systems necessary for people on the property to be notified of an evacuation order (i.e. sirens, information in Home Owners Association Constitution/Rules of the Scheme) and to act on the order. 3. Proposals for urban development in the 0 – 16km Koeberg Emergency Planning Zone which is also in the Discouraged Growth Area and/or outside the

		<p>urban development edge will require special attention in terms of nuclear safety and evacuation planning. This should include alert systems, sirens, nearby declared evacuation routes, capacity at mass care centres, and means of notifying owner's e.g. including information in Home Owners Association Constitution/Rules of the Scheme etc. Special agreements with the National Nuclear Regulator and Eskom may be required and engagement should happen in the early stages of proposals. These costs are for the developer unless otherwise agreed to by Eskom.</p>
Waste Water Treatment Works (WWTW)	<ul style="list-style-type: none"> • Fisantekraal WWTW • Kraaifontein WWTW • Scottsdene WWTW 	<ol style="list-style-type: none"> 1. Support the re-use of water with the highest potential, in areas close to WWTW. 2. No permanent activities or structure to be approved within the prescribed(as per EIA approval) buffer area around WWTW except, for the designated infrastructure and bulk services activities/structures.
Cemeteries	<p>Cemeteries in the district are found in:</p> <ul style="list-style-type: none"> • Durbanville • Kraaifontein • Wallacedene/ Bloekombos 	<ol style="list-style-type: none"> 1. Support the continued use of cemeteries, for this purpose. 2. Identify and support the establishment of other interment options to supplement or compliment the traditional in-ground burial. 3. Prioritise the identification of additional cemetery development and/or other options such as memorial gardens in the short-medium term, in addition to cater for urban growth in the district.
Broadband /IT/WiFi cabling	<p>All areas – but primarily the following:</p> <ul style="list-style-type: none"> • All nodes • All development corridors 	<ol style="list-style-type: none"> 1. Support the continued roll-out of the City's Broadband Project by, expanding the City's optic fibre infrastructure. 2. The above needs to also look at including future free provision of broadband fibre into each and every business area and nodes (as part of transport infrastructure investment). In support of the City's CTOD (Comprehensive Transport Orientated Development) objective, this should be prioritised to business areas in the peripheral city and areas furthest from primary urban opportunity areas in order to support /increase economic opportunity in all prioritised urban development areas of the city/district.

3.2 Guidelines for transport infrastructure and route designations

The relationship between land use and accessibility is a fundamental informant to urban development. Higher levels of urban intensity generally support higher levels of urban opportunities, and also urban efficiencies. In turn, areas of highest accessibility to urban opportunities should be those of highest urban intensity.

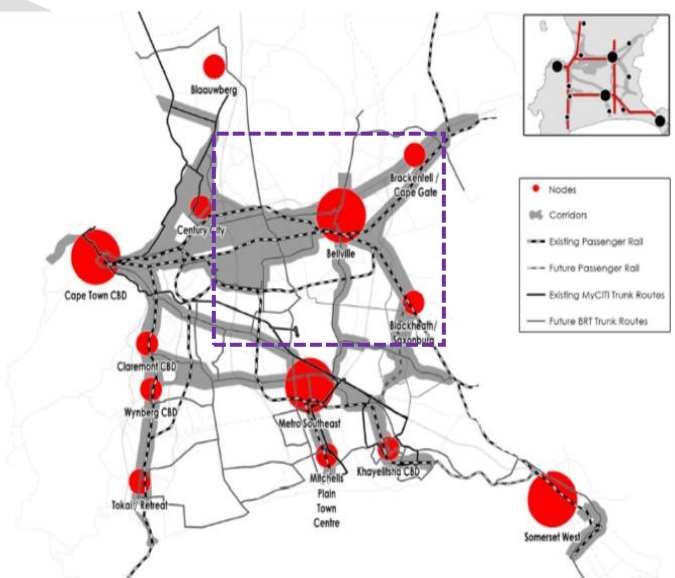
Transport infrastructure is key to supporting accessibility to opportunities, but are also dependent on sufficient development thresholds for efficiency, and is therefore central to the relationship between land use and accessibility.

Key overall objectives in relation to movement and development are:

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

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

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



Note:

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

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

Table 10: Transport designations

SDF Route Categories	District Elements	District-Wide Development Guidelines
General	All routes	<ol style="list-style-type: none"> Promote public transport and NMT by supporting the development of safer streets throughout the district, but especially along key routes serving schools, colleges and community facilities, as a means to reduce peak-hour traffic congestion and improve urban living. This should include ensuring improved surveillance from adjacent buildings (re- building setbacks, height, orientation, and visually permeable property boundaries), pedestrian-friendly focused road intersections, 'drop and ride' areas, safety officers along key routes at peak periods along key routes, and creativeness with street trading / restaurant street seating, etc. with regard to the design and construction materials.
Freeways & Expressways	Freeways <ul style="list-style-type: none"> • N1 • N7 • R300 	<ol style="list-style-type: none"> The mobility role of these routes should not be compromised. In response to the attractiveness of freeway access, especially for freight movement, intensification of existing commercial and light/service industrial development near freeway interchanges should be supported. The development guidelines for existing proclaimed /approved scenic routes should be considered generally for application along all freeways / expressways in the district. Support creative development solutions that assist with the promotion of long-haul metro public transport along freeways and expressways (e.g. optimising excess parking at shopping malls, sports stadia, etc., as park & ride facilities; integrating with local public transport and NMT).
Rail	Examples <ul style="list-style-type: none"> • Malmesbury • Paarl/Wellington 	<ol style="list-style-type: none"> Ensure existing passenger rail lines for public transport right of way are retained, and also retain the opportunity for new rail links that are planned. Support medium and high density residential densification within $\pm 400\text{m}$ of all stations (including rail stations within residential areas), where and as appropriate. Furthermore, should a station be located within a nodal area, medium and high density residential densification within $\pm 800\text{m}$ should be supported. Encourage high intensity mixed use development (residential and commercial) around all stations and within urban nodes. Ensure that all new development around stations results in improved NMT and safety and security of streets and public areas. Retain opportunities for park and ride (including shared parking opportunities) linked to commercial centres, stations, etc., subject to local assessments and transport planning. Encourage management partnerships for daytime public commuter parking and after-hours private local residential parking top-up capacity. Adopt a precautionary approach with regard to the enhancement of development rights within station areas that are subject to visual impact conditions (heritage HPOZs). Support development above railway lines, where appropriate (e.g. at stations), to reduce barrier effects, integrate areas, and leverage economic development and promote development intensification opportunity.

<p>Development Routes</p> <p>(The term 'Development Route' refers to the actual road or street and directly abutting / adjacent urban properties)</p> <p>(see section 3.3.1: Development Corridors for guidelines for areas further away from the development route)</p>	<p>Higher order (<i>within identified MSDF corridors and with IRT Trunk routes</i>)</p> <ul style="list-style-type: none"> • Durban Road • Wellington Road • Okovango Road <p>Lower order (<i>high frequency public transport routes</i>)</p> <ul style="list-style-type: none"> • Old Paarl Rd • Brackenfell Boulevard • Lucullus/Maroela Road • Carl Cronje Drive 	<ol style="list-style-type: none"> 1. Support the functioning of these routes as 'spines' of their respective development corridors through encouraging high development intensification and densification and high-frequency high-volume public transport. 2. In general, highest intensification of land uses should occur directly adjacent to or in closest proximity to the routes (e.g. first block). This must, however, consider the nature of access roads, additional traffic impacts, and parking requirements, and be subject to other policy guidelines where relevant. 3. Areas between urban nodes, civic clusters, development corridors or (the extent of) existing commercial areas should generally be restricted to residential development only. 4. Ensure on-going alignment between relevant departments in ensuring the appropriate location of major public transport stations/stops along these development routes, and the consistency of design guidelines for incorporation into road reserve development and adjacent property development proposals. 5. Any future redevelopment of these roads, associated pavement areas, and land uses fronting these, should take place with the planned IRT, other public transport, and NMT infrastructure improvements in mind, and especially at BRT and taxi stations and stops. 6. Civic upgrades, landscaping and NMT provision should be a key consideration and be made as and where appropriate to ensure quality streetscapes. Special focus should be on creating high quality attraction areas at strategic locations (e.g. around PTIs, at public squares, encouraging private re-development to create semi-public parts of their sites for eateries/coffee shops etc). 7. In general, development should front onto these roads, and active street interfaces should be encouraged and large extents of blank wall avoided by encouraging visually permeable property boundaries, pedestrian-friendly/focused active streets. 8. Where open spaces intersect with these roads, the former should be retained and enhanced in order to develop the 'green' network, and provide open space relief in intensively developed areas. 9. Mitigation of the impact of the road's mobility function (including design efforts to slow traffic) may be appropriate at high intensity, mixed use nodal areas where frequent pedestrian movement across the street is necessary. Therefore, provide / allow for road access in urban nodal areas according to development needs rather than road classification requirements. Routes through residential areas between these nodes should generally be mobility orientated, with appropriate street and pavement design and adjacent development and landscaping, and adherence to the boundary walls and fences policy, etc. to ensure NMT safety and security. 10. Ensure the enhancement and protection of scenic qualities and heritage resources along these routes where necessary, especially where these have been recognised and protected through policy and legislation. 11. Reinforce the functioning of these roads as public transport routes through encouraging future highest order facilities along high order routes, and local community service provision along lower order routes. 12. Direct access onto these streets from abutting properties is generally supported, but should be consolidated where possible and appropriate. 13. Direct access perpendicular parking across the erf frontage should not be permitted along these routes.
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Connector routes	<p>Examples:</p> <ul style="list-style-type: none"> • Vissershok Road • Tyger Valley Road • Jip De Jager Road • R304 • Langeberg Road • De Villiers Road • Old Oak Road • Bill Bezuidenhout Avenue • Eversdal/De Bron Road • Fairtrees/Lubbe Street/Boland Way • Koeberg Road 	<ol style="list-style-type: none"> 1. These routes should continue to perform primarily a mobility function. Direct access onto these routes from abutting properties should not be encouraged. Instead, limited access, with a focus on high access nodal points, should be permitted, and where necessary service roads should be developed. 2. Where appropriate, intensification of development should be promoted to support line haul public transport, but this should be concentrated at identified nodal points. Furthermore, these should be limited between and especially in areas not close to development corridor main roads. The process of land use intensification along these routes must consider the nature of access roads, additional traffic impacts, and parking requirements. 3. The mix of predominantly residential function and character but interspersed with small mixed use areas, as well as a mix of mobility and activity functions should remain and generally be contained in their current forms. 4. Mitigation of the impact of the road's dominant mobility function (including design efforts to slow traffic) may be appropriate at high intensity nodal areas. The route between these nodes should remain primarily mobility orientated through residential areas, with appropriate landscaping and adherence to the boundary walls and fences policy. 5. The role of these routes as significant community service public transport routes should be reinforced through civic upgrades, landscaping and NMT provision should be made as and where appropriate to ensure quality streetscapes. 6. Development along connector routes which are also indicated as scenic routes, should take related guidelines into account (see scenic routes section below). 7. In support of the City's CTOD (Comprehensive Transport Orientated Development), the objective should be to consider non-residential development in identified business areas (nodes and civic clusters where appropriate), in peripheral under-served areas of the district furthest from primary urban opportunity areas in order to reduce congestion (and improve bi-directional flow) on key connector routes. 8. Appropriate lower order roads linking neighbourhoods and opportunity areas (such as parks and commercial areas) should be identified for prioritised NMT treatment. 9. For development guidance along connector routes which are also approved scenic routes refer to related guidelines in the environment section 3.1.1.
NMT routes	<p>Higher order NMT ('destination' closed streets, promenades, cycle routes that are high attracters from across the metro)</p> <ul style="list-style-type: none"> • Extension of Jip de Jager/Tyger Valley Road • Durbanville 	<ol style="list-style-type: none"> 1. Any nearby development should contribute to the enhancement of these routes (including associated management) where possible. Support public (and/or private) investment of these metro attraction routes as key recreation and tourism destinations. 2. Plan for and implement/facilitate links between these routes and adjacent / access roads, public transport and parking to support pedestrian access to and utilisation along the NMT routes.

	CBD, especially Wellington Road	
	<p>Lower order NMT</p> <p>District-attractor walkways –around major parks</p> <p>High (sub-metro) attractor cycle routes</p> <p>Example: New developments along Elsieskraal river (US Business School, Transnet land)</p>	<ol style="list-style-type: none"> 3. All transport routes should aim to be NMT-friendly (with a zero death objective), and the roadways themselves, as well as adjacent pavements (or road reserve areas), property parking areas and associated pedestrian access areas should be planned and developed to this end. 4. Plan for increasing micro-mobility, including more pedestrian, more bicycle and motorised bicycle trips etc., to support greater localisation (less need for longer intra and inter-district trips) and walkability associated with more integrated urban development and reducing the city's overall carbon footprint. 5. Planned NMT links should be steadily formalised/upgraded to provide for, not only safer movement but, an enhanced NMT experience and better quality urban environments. Development and management partnerships should be encouraged where possible. 6. Particular focus should be on improved pathways around (or along) district public open space areas (as significant amenity attractions), including Jan Burger Park. Again, development and management partnerships, should be encouraged where possible. 7. A key focus in areas with significant development informality must be on ensuring that planned NMT routes are not encroached upon. 8. Realising uninterrupted public access along river corridors and green belts should be a core long term objective. This can be supported whenever river corridor upgrades are undertaken (e.g. de-canalisation) or where in critical areas trade-offs with private landowners to secure land in public ownership can occur.
<p>Airports & other freight hubs</p> <p><i>(include only where relevant)</i></p>	Cape Winelands Airport	<ol style="list-style-type: none"> 1. Encourage and support the development of the airport in order to address market needs in the area. 2. Encourage development of inter-dependent associated economic activities and the maximisation of economic opportunity within and in immediate proximity around the airport property, as appropriate.

3.3 Guidelines related to conceptual designations

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

3.3.1 Corridors

3.3.1.1 Development corridors

Development corridors are broadly defined as urban areas of higher-intensity (i.e. denser and more diverse) development (than elsewhere in the city generally) extending outwards on either side of development routes. The intensity of development is (should be) generally highest close to the development route and decreases in intensity with distance away from it. Development corridors thus function as integrated 'land use – movement' systems to maximise economic and social opportunity and access, and facilitate greater walkability and ease of movement for private and public transport users.

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

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

Table 11: Development Corridor guidelines

Designation: Development Corridors (see route designations section for Development Route)	
District Elements	District-Wide Development Guidelines
<p>Higher order Examples:</p> <ul style="list-style-type: none"> • Okovango Road • Durban Road • Wellington/Klipheuwel Road (between CBD and R312 intersection) <p>Lower order Examples:</p> <ul style="list-style-type: none"> • Old Paarl Road • Brighton Road 	<p>NOTE 1: Refer to section 3.3.2 for land use intensification (density and diversity) guidelines applicable to Urban Nodes which is also applicable to those nodes within development corridors.</p> <ol style="list-style-type: none"> 1. Support higher intensity development within development corridors than in surrounding urban areas. 2. In general, the highest concentration of land use intensification should occur in nodal areas and adjacent to development routes (i.e. properties abutting the corridor spine). Where a residential component is proposed, Medium – High densities should be supported within the primary corridor area (i.e. within 400m of the development route/+_5 min walk). However, where a different approach is required due to the local context more detail will be included in the relevant sub-district guidelines.

	<ol style="list-style-type: none"> 3. Medium-density residential development should be promoted within the secondary corridor area (i.e between 400–800 m of the development route/ ±10 min walk). However, these are not definitive extents and should be considered a guide dependent on local area circumstances. 4. Ensure appropriate interfaces are created where proposed residential development is at odds with existing development in the area (e.g. where more than three-storey development is being considered on properties adjacent to / within existing single storey residential areas – irrespective of the existing zoning). Site circumstances, including shadow effects, development gradient (between proposed and adjacent existing building heights), location (at interface with higher order road vs embedded within residential area), etc. must be considered to determine the appropriateness of proposed development.
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3.3.1.2 Green Corridors

Green corridors provide a range of services to the built and natural environments. They improve biodiversity, enabling species dispersal, limiting animal and plant population isolation due to habitat fragmentation, and increasing habitat for species. Green corridors can assist with climate change adaptation, by reducing the urban heat island effect, improving urban ventilation, assisting in flood prevention and enabling water infiltration. They have a positive effect on human health, and improve liveability in the city, by providing spaces for recreation, social engagement and community connection.

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

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

Table 122: Green corridor guidelines

Green Corridors	Development Guidelines
<p>Green Corridors- Major Green Corridors Solid line corridors follow existing open green corridor opportunities and conserved areas as well as non-motorised transport links that provide access to open space amenity areas in character areas. (sub-district maps)</p>	<ol style="list-style-type: none"> 1. Encourage new development to promote opportunities for linkages between identified structuring open spaces in developed areas through e.g. buildings facing onto green spaces, pedestrian or NMT walkways, location of stormwater channels etcetera. 2. Enhance the green infrastructure provisions of linkages between open spaces through developing connections through public space. 3. Landscaping of developments should consider the enhancement of corridors, and the suitable vegetation types should be considered with endemic vegetation preferred in corridors linking biodiversity areas. 4. Promote the development of NMT networks to align with

	<p>green corridors to create multi-functional spaces.</p> <p>5. Where applicable, encourage restoration of canalized river segments and promote landscaping on canal edges.</p>
<p>Flexible Green Corridors</p> <p>These are connections that represent options for potential linkages and are conceptual in nature. These connections can become major corridors over time as their delineation is clarified.</p>	<ol style="list-style-type: none"> 1. In redevelopments along flexible corridors landscaping and protection of smaller green space assets should be encouraged. 2. Encourage the integration of green corridors into NMT improvement opportunities. 3. Identify land that could be made available for the establishment of corridors e.g along riverine environments and parks.

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3.3.2 Urban nodes

Nodes can be defined as a **clustering of higher intensity** (i.e. diversity and density) land uses that are located and **concentrated** at points of maximum accessibility (either through public and/or private transport), exposure, convenience and opportunity. The role and function that a node fulfils in terms of its local/district/metropolitan context would determine the designation in terms of its hierarchy/scale.

Emerging nodes would refer to the above definition of concentration points that are still in the process of being developed. Development guidelines should support the growth of such nodes.

In cases where different land uses with similar functions are clustered (or in close proximity) e.g. civic facilities including parks, education, health, government services, etcetera it would be classified as a civic cluster.

Table 133: Nodal designations

Designation	Development Guidelines
<p>General</p>	<p>NOTE 1: Refer to section 3.3.1 for land use intensification (density and diversity) guidelines applicable to development corridors which are also applicable to those corridors co-inciding with urban nodes.</p> <ol style="list-style-type: none"> 1. Encourage mixed land use intensification in nodal areas with level of intensity guided by the scale of the node as indicated below. 2. Encourage residential intensification and clustering of public services dependant on the scale and local context of the node. 3. Support the development or upgrading of social facilities to be multi-functional to ensure space are being utilised optimally. 4. Support the development of NMT to improve accessibility between nodal areas, public transport routes and public facilities /services. 5. The design of areas in and around PTIs and demarcated informal trading areas should improve opportunities for commercialisation (formal and informal). 6. Support the provision of park and ride facilities (including shared parking opportunities) at stations such as De Grendel and Monte Vista, subject to local needs assessments. 7. Support redevelopment and conversion of areas with underutilised infrastructure to capitalise on existing infrastructure and attract investment. <p>NOTE 2: Land use intensification targets including densities and radii extents for all nodes are considered to be a guideline, and their application should be locally contextualised at the sub-district scale with due consideration given to the guidelines listed below.</p>
<p>Metropolitan node Examples: Tyger Valley (as integral part of Bellville metro node)</p>	<ol style="list-style-type: none"> 1. Encourage mixed land use intensification within a radius of approximately 2,5km as a guideline - refer to NOTE 2 above 2. Encourage a mix of commercial, high density residential with a range of housing typologies including affordable housing, public facilities of higher order (Level 1 civic cluster – refer to Figure 12) and recreation spaces. 3. An average gross density of 75du/ha with a minimum height of 5 storeys should be targeted for new developments which could occur through varying net densities across the area.

	<ol style="list-style-type: none"> 4. Encourage the conversion of functionally obsolete building stock to affordable housing.
<p>District node Examples: Cape Gate/ Kraaifontein Durbanville CBD</p>	<ol style="list-style-type: none"> 1. Encourage mixed land use intensification within a radius of approximately 2km as a guideline - refer to NOTE 2 above. 2. Encourage a mix of land uses including office, retail, medium to high density residential with a range of housing typologies including affordable housing and Levels 2 and 3 civic clusters (refer to Figure 12) community and recreational facilities. 3. An average gross density of 45du/ha and above with a minimum height of 3 - 4 storeys should be targeted for new developments which could occur through varying net densities across the area.
<p>Local node Examples: Brackenfell CBD</p>	<ol style="list-style-type: none"> 1. Encourage mixed land use intensification within a radius of approximately 800m as a guideline - refer to NOTE 2 above. 2. Encourage a mix of retail, local offices such as medical surgeries, estate agents, low /medium density residential and Levels 3 – 5 civic clusters (refer to Figure 12) community facilities. 3. Support the integration of medium density residential typologies on vacant and underutilised land in close proximity to public transport access points (NDAs). 4. An average gross density of between 10 - 45du/ha should be targeted for new developments which could occur through varying net densities across the area. 5. Promote micro-enterprises on residential properties at high accessibility nodes and along local development routes which is serviced by public transport.
<p>Neighbourhood node <i>(these would only be indicated at sub-district scale)</i></p>	<ol style="list-style-type: none"> 1. Encourage a mix of land uses including local shops and services such as medical surgeries and hair salons within a radius of approximately 400m as a guideline - refer to NOTE 2 above. 2. Promote the development/strengthening of Levels 4&5 civic clusters (refer to Figure 12) community facilities in these nodes. Where existing civic clusters are established opportunities for land use intensification should be explored. 3. Encourage a change in land use rights on residential properties at high accessibility points to accommodate micro-enterprises. 4. Promote incremental densification through subdivision of larger properties.

3.3.3 Civic clusters

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

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

A detailed study, led by the Council for Scientific and Industrial Research (CSIR), was undertaken to review the social facility baseline and sufficiency for 2020 and estimate the anticipated facility requirements for 2040. Based on this study a hierarchy of social service nodes (5 levels in total) was developed in accordance with Figure 12 below.

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

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

For the purposes of the integrated DSDF and EMF the hierarchy of civic clusters as identified through the forward planning (2040) for community facilities and service points will be incorporated as indicated in Figure 12 and associated with the guidelines in the table below. The civic clusters in the DSDF will be categorised in 3 levels namely regional, community and neighbourhood in order to ensure that the level of services provided are integrated at the appropriate scale. Further details pertaining to the methodology and

classification specifically relating to the study referenced can be obtained in Technical Annexure 8 in Volume 4.

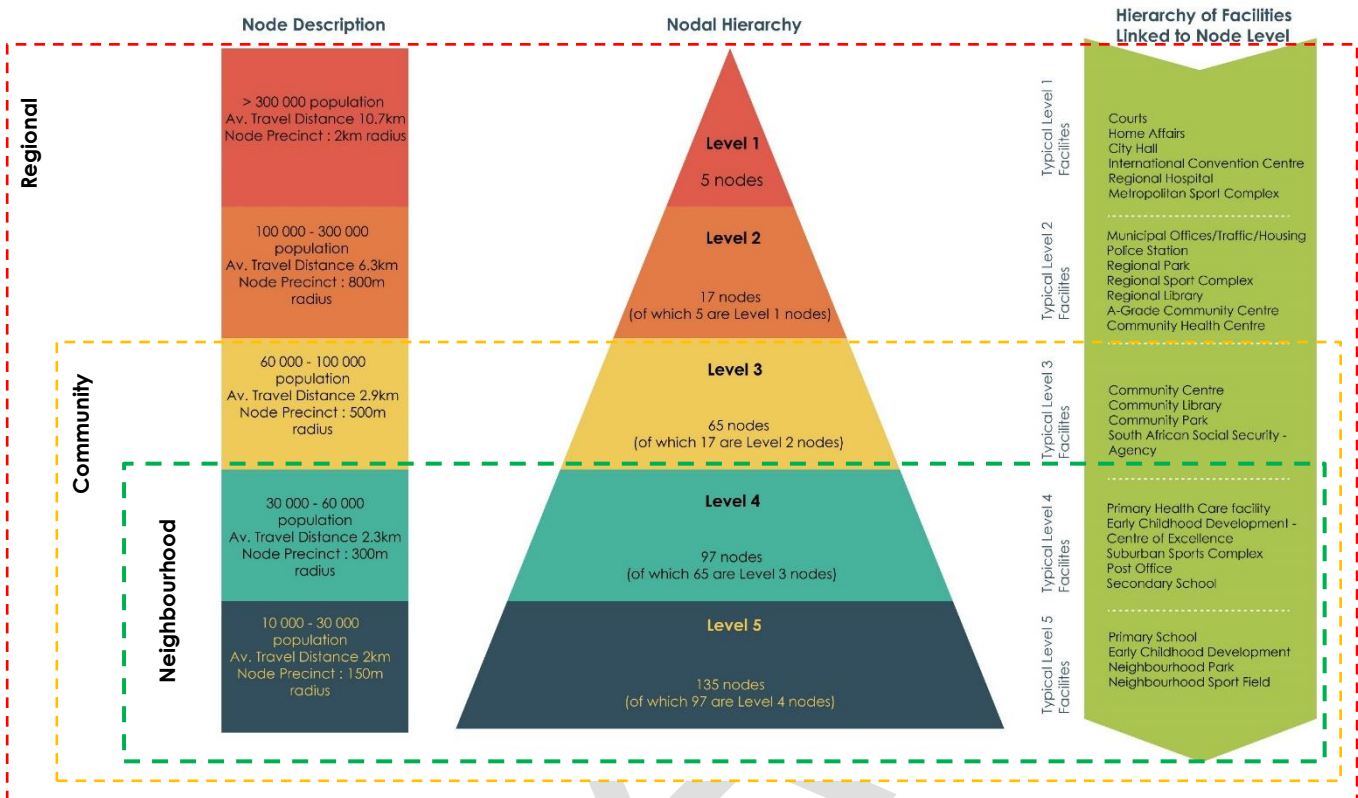


Figure 12: Civic clusters as integrated into DSDF

Table 144: Civic cluster guidelines

Designation	Development Guidelines
General	<ol style="list-style-type: none"> 1. Encourage the optimal use of existing social facilities and clustering to improve access especially for non-motorised transport. 2. Promote the development of multi-functional facilities that could be shared and use space optimally.
Regional civic clusters	<ol style="list-style-type: none"> 3. Include middle and higher order facilities such as home affairs offices, regional sport facilities, district hospitals, municipal offices as well as national and provincial facilities. 4. Promote well established multi-functional clusters in close proximity to public transport and highly accessible locations. 5. Serve a catchment area larger than the immediate district with travel distances up to 15km. 6. The precinct radius ranges between 800m – 2km as a guideline
Community civic clusters	<ol style="list-style-type: none"> 7. Include facilities such as community parks, community centres and libraries which could be clustered with small scale commercial activities. 8. Approximate catchment area of up to 5km. 9. A precinct radius of approximately 500m as a guideline
Neighbourhood civic clusters (sub-district maps)	<ol style="list-style-type: none"> 10. Include localised facilities such as primary health care, schools/ECDs and neighbourhood parks. 11. Approximate catchment area of up to 3km located within walking distance of the communities served. 12. The precinct radius ranges between 150m - 300m as a guideline

3.3.4 Destination places

These are significant landmarks or locations classified as natural, heritage, cultural or coastal destination places. These could form part of the urban nodes as indicated above where it is clustered with a mix of other land uses or can be a landmark on its own.

Table 155: Destination places guidelines

Designation	Development Guidelines
<p>Examples:</p> <ul style="list-style-type: none"> • Tygerberg Nature Reserve • Bracken Nature Reserve • Durbanville Nature Reserve • Durbanville Rose Garden • Durbanville wine farms such as: Meerendal, Diemersdal, Altydgedacht • Uitkamp Wetland Nature Reserve • Botterblom Nature Reserve • Perdekop Nature Reserve Van Schoorsdrift Conservation Area 	<ol style="list-style-type: none"> 1. Prioritise place making interventions that enhance destinations. 2. Support the protection and enhancement of recreational and tourism opportunities at high visitor attractor destination places. 3. Encourage appropriate development in areas surrounding the destination place and ensure that interfaces are treated sensitively in terms of the City's Urban Design Policy. 4. Support private and public sector investment for the redevelopment and upgrading of identified public open space areas (upgrading landscaping, litter bins, ablution facilities). 5. Promote synergies between the various economic sectors and tourism. Where feasible links can be made between creative industries and tourism, nature and tourism, food/beverage and tourism, etc. through correct zoning, allowing land use activities like restaurants spilling out on the pavement, allow commercial pop-ups and so forth; increasing the scope of land use rights to ensure universal accessible access and infrastructure along routes where synergistic clusters may encourage visitors. 6. Maintain and improve the levels of public accessibility to these areas. Promote and support creating access through public transport and non-motorised transport route to increase the level of accessibility to the destination places. 7. Ensure maintenance of green streetscapes and corridors that link from the Tygerberg Nature Reserve through to the urban context of the district.

3.4 Guidelines for development edges

3.4.1 Edges

- The urban development edge is critical to the protection of key peri-urban scenic, biodiversity, and agricultural areas as well as ensuring a more compact, efficient city, and growing the city's recreation and tourism economy.
- The area outside the urban development edge is central to the tourism and recreation economy with potential for wider economic diversification and growth associated with the unique physical attributes within the municipal and wider city-region area. It is also increasingly important to ensuring reasonable amenity access for the inhabitants of a growing metropolitan city to a large natural and rural peri-urban area and potential non-urban activities therein.
- *However, the medium and long-term integrity of the urban development edge is dependent on the timeous development of identified 'urban infill' New Development Areas (NDAs) as well as appropriate land use intensification of the urban area.*

Aligned with the broad guidance of the MSDF, the Northern District SDF delineates a detailed urban development edge and provides detailed associated development guidelines.

Table 166: Urban development edge guidelines

Elements / Areas	Development Guidelines
All areas beyond the urban development edge.	<ol style="list-style-type: none"> 1. Land beyond the urban development edge should not be considered in general for any urban development normally associated with, and which should be accommodated within, city development. However, application can still be made for uses not accommodated under the Agricultural or Rural zoning in the MPBL, but site-specific circumstances will need to be motivated and argued. Note that financial distress or soils of low agricultural potential will, inter alia, not serve as motivation. Refer to Table 4.2 (section relating to Spatial Planning Category: Discouraged Growth Areas) in the MSDF, clarifying the principles, informants and guidelines relating to development in the Discouraged Growth Areas. 2. In these areas support non-urban development and activities supportive of the recreational and/or tourism economy. However, limit the scale of such development, and restrict any sub-division, to maintain and consolidate the long-term integrity of these areas. Ensure any development is of limited visual impact from all significant roads, neighbours, and wider cultural landscape, with location, scale, form and screening key in this regard.
Urban development inside the urban-development edge abutting natural, agricultural, and rural areas / cultural landscapes.	<ol style="list-style-type: none"> 3. Ensure urban development at the urban development edge interface results in a positive interface (re-building orientation and form, surveillance, boundary wall/fence etc.) with due regard for local considerations (e.g. fauna management, fire-risk, visual impact, slope).
Possible future urban development areas outside the urban development edge.	<ol style="list-style-type: none"> 4. The only possible exceptions to guidelines 1-3 above are: <ul style="list-style-type: none"> • planned future large-scale utilities (which includes renewable energy utilities such as solar farms) which cannot be accommodated inside the urban development edge.

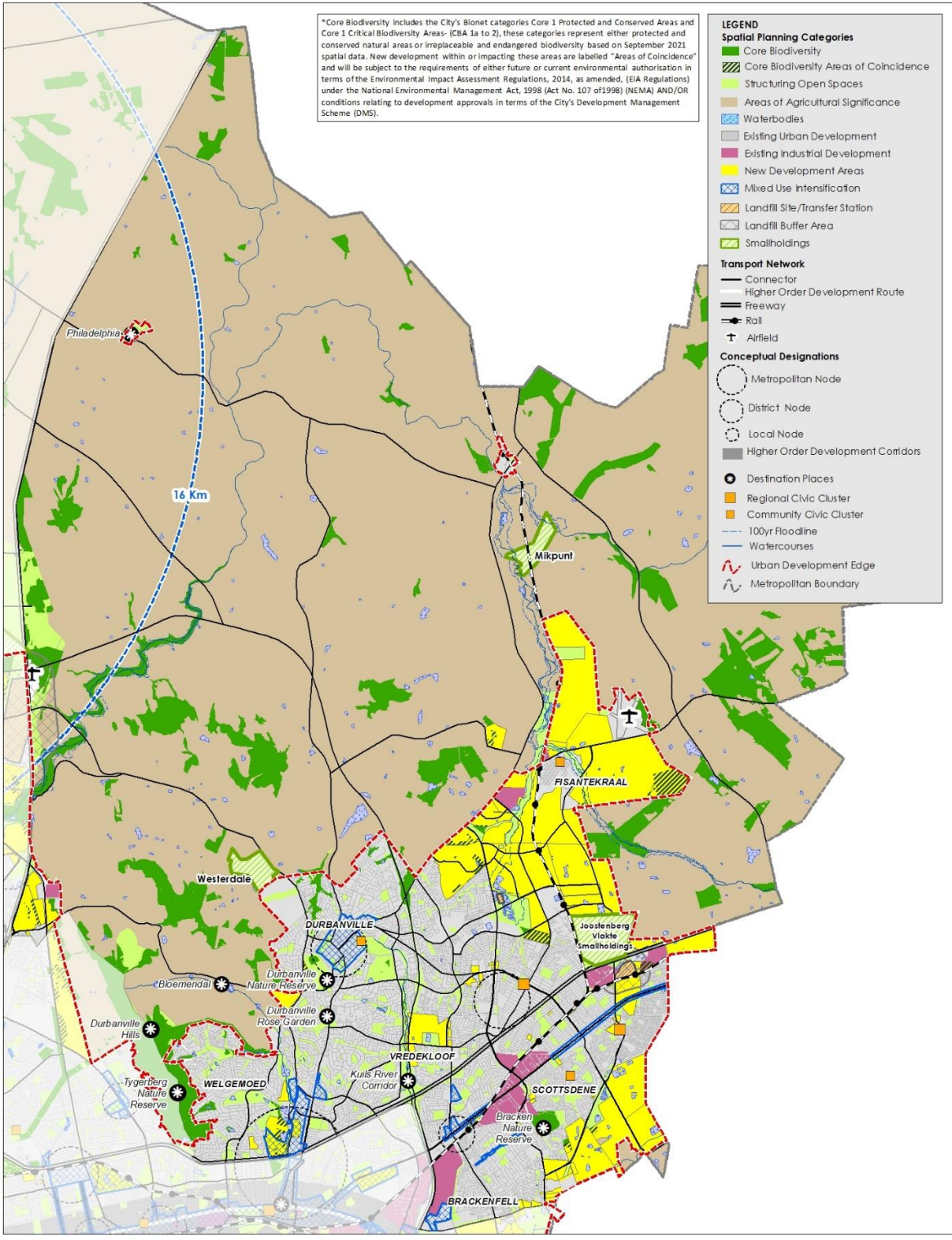
3.4.2 Development Focus Areas

The Urban Inner Core was framed by the conceptual designation of high order nodes and land use intensification corridors and underpinned by the IPTN trunk routes (rail and MyCiti). The delineation of the Urban Inner Core will remain as a backdrop (shading) as the long term goal should continue to focus on achieving the aforesaid objectives. However, for the timeframe of the District Plans and in particular at this scale of planning, the spatial designation of the UIC planning will be narrowed down to areas of 'development focus', i.e. Development Focus Areas (priority) with highest level of accessibility and highest transformative impact, where dedicated funding for planning investigations and or infrastructure capacity and budget is required to facilitate development. This does not imply that other areas cannot be identified as areas of development focus for the duration of the District Plans.

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

Table 177: Development Focus Areas

Development Focus Area	Site characteristics & Development opportunity	Development Guidelines
1. Broader Tyger Valley node (intensify in order to link with the broader Bellville node)	The Bellville node should be regarded as the area stretching from Bellville PTI to Tyger Valley in the north, inclusive of the University of Stellenbosch Business School, so-called 'Galleria precinct' and Transnet property, as well as the Elsieskraal Open Space system, etc.	1. Promote the development of the University of Stellenbosch Business School property for mixed-use development, the Galleria development, extensions to Tyger Valley and the Transnet property for a mix of residential typologies, which may include a component of commercial. In latter instance, height and positioning of buildings should be carefully considered regarding impact on surrounding urban fabric, views and open space system.



 <p>CITY OF CAPE TOWN ISIXEKO SASEKAPA STAD KAAPSTAD</p>	<p>SPATIAL PLANNING & ENVIRONMENT</p> <p>Spatial Planning & Design Urban Planning & Mechanisms</p> <p><small>Please Note: Every effort has been made to ensure the accuracy of information in this report at the time of publication. The entire data published in this report is current, complete and complete as provided by the various departments responsible for the maintenance of records. The City of Cape Town does not accept responsibility for, and will not be liable for, any errors or omissions, notwithstanding.</small></p>	<p>District Spatial Development Framework</p> 	 <p>Transverse Mercator Projection, Central Meridian: 1° 1' East, False Easting using the Koppeleshoek94 Datum</p>	<p>District Spatial Development Framework</p> <p>NORTHERN DISTRICT</p> <p>Date : FEBRUARY 2022</p>
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Figure 13: Northern DSDF Plan

4 SUB-DISTRICT DEVELOPMENT GUIDELINES

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

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

Note as a general rule:

- In instances where application is made for the amendment of a Site Development Plan or Master Plan/ Contextual Framework (framework plan in package of plans approach), such amendment should not change the general intent and overall structure of such development proposal. This also relates to the motivation been used to support such development.

The following guidelines are applicable to all sub-districts:

- Amendment of approved Site Development Plans should not alter the overall intent, use and urban form of the proposed development.
- Other applicable and approved policies, such as the Densification Policy, Urban Design Policy, etc., should, where applicable, also be considered when a land use application is processed and or considered.

Sub-districts

The Northern district comprises four sub-districts (see Figure 15). These are:

1. Tyger Valley node and Durban Road corridor
2. Cape Gate and Okavango Road corridor
3. Lucullus Road/Maroela Road corridor
4. The Agricultural/Rural Hinterland

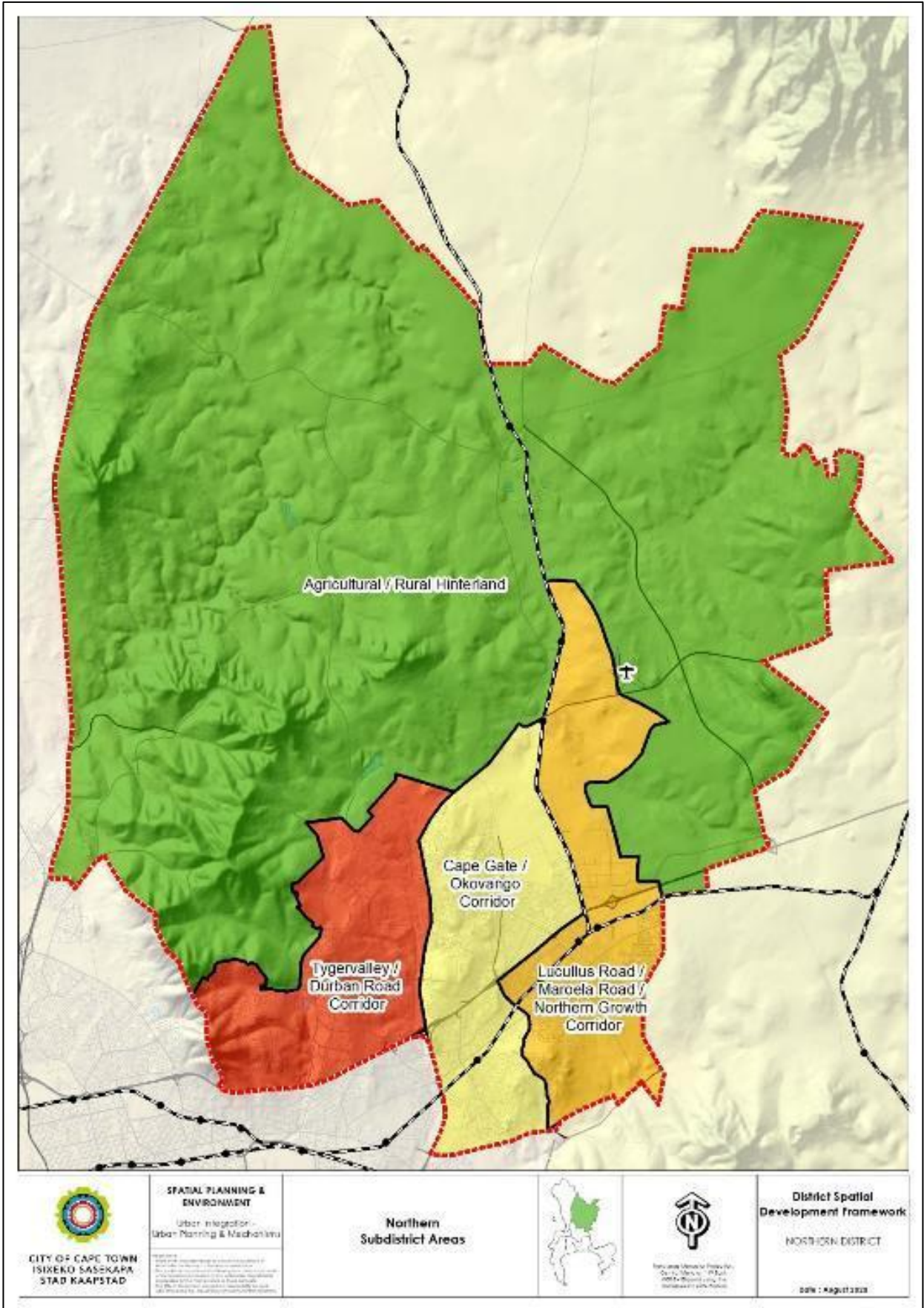


Figure 14: Sub-districts in Northern district

4.1 Sub-district- district 1: Tyger Valley, Durbanville CBD, Welgemoed, Welgedacht, Door de Kraal, Protea Valley, Kenridge, Upper Oakdale, Richwood, Rosendal, O’Kennedyville, Stellenridge, Stellenberg, Eversdal, Vygeboom, Valmary Park, D’Urbanvale, Sonstraal, Goedemoed, Vierlanden, Aurora, Durmonté

This sub-district comprises the urban area to the west of the R300 road reserve and north of the N1 freeway, and includes the Tyger Valley node as well as the Durbanville CBD and surrounding residential suburbs.

The area is characterised by predominantly single residential areas, and also include both the Elsiekraal River open space system, as well as the Kuils river system.

Table 18: Sub-district 1 development guidelines

Sub- district 1: Tyger Valley node and Durban Road corridor	
Local objectives	Suggested response / Guidelines / Policy statements
<ul style="list-style-type: none"> • To create an enabling environment for intensified development where the focus is on increased accessibility, mixed use and diversity. • The Tyger Valley node should be regarded as part of the Bellville CBD which stretches from the Bellville PTI to the Tyger Valley node. • Residential areas surrounding the node should be protected from business creep and only incremental densification should be considered. • Although public transport is limited in the area, effort should be made to introduce some form of public transport, between Bellville PTI and Tyger Valley. • University of Stellenbosch Business School site (USB): Objective is to enable a mixed-use development of commercial, residential, tertiary education and related 	<p>Commercial node</p> <ul style="list-style-type: none"> • The focus should be on introducing some form of road-based privately managed public transport, apart from for Golden Arrow buses. • Bulk should be tested against bulk services capacities, inclusive of transport. • Evaluation of height within the Tyger Valley area must consider slopes, focus areas and surrounding context. • Phased development should be promoted, linked to capacity requirements. • For Tyger Valley Centre, all extensions should be considered against the urban form of the approved urban design framework. The pedestrian link across Carl Cronje to Willowbridge Lifestyle Centre should remain a priority when consideration is given to the development of erf 32915. • For the Galleria development, the approved land use rights will apply. Pedestrian movement in a north–south and east–west direction should at all times be promoted. In the longer term, the vehicular accessibility across Bill Bezuidenhout should also be a priority, especially when the lease properties of the CoCT in the northern precinct is considered for redevelopment. • For the USB site, provision of higher density residential development should not be undermined by commercial development. It is recommended that a phasing plan for development be introduced, linked to the provision of bulk services, inclusive of transport accessibility. In this regard, the proposed extension of Uys Krige Drive to Hume Road needs to follow due process. The integrity of the Elsiekraal open system should be protected, and should be linked to pedestrian movement in the system and integration with the site as well as linkage to the Bellville core area. • The interface with Hoheizen should be dealt with in a

nature, but excluding industrial.

- Durbanville CBD: Objective is to support the intensification of use in the core area, but the secondary CBD should be protected from business creep, while eroding the area from its residential capacity.
- The character of the predominantly single residential suburbs should be protected, although incremental densification should be promoted to create a denser urban form, and protect the agricultural hinterland.

sensitive manner, regarding land use, massing and height of buildings. Detailed site development plans should be required to highlight/explain such interfaces.

PP Smit Sportsgrounds

- The relocation of the sports facilities should be a long-term goal, once public transport has been introduced along Durban Road. The property provides potential for mixed-use development in the form of commercial development combined with higher density residential, especially along the Durban Road interface.

Rosenpark/O'Kennedyville

- The O'Kennedyville precinct has almost been fully developed. The open space site i.e. erf 1744 should not be considered for alienation, as it is the only open space in the area.
- For the area to the east of Twist Street, intensification of use in redevelopment should be promoted. Higher-density residential development on top of commercial buildings should be promoted, as the area is located in a future transport accessible precinct of the Durban Road BRT route (future). No alone- standing commercial buildings should be considered.
- In Rosenpark a definite shortage of public parking is experienced. The vacant open spaces, i.e. erven 31295, 31295-RE and 31728-RE (all council-owned) should be considered for increasing the parking capacity of the area, but vast parking areas should be avoided. The open space function should also not completely be lost. Soil conditions should be investigated for any redevelopment of these properties.

Transnet property to the west of Willowbridge (erf 1201, Bellville)

- The site should be regarded as a transition between the low-density area of Door de Kraal and the commercial node. Higher density residential development should be considered, at a minimum gross density of 30 du/ha. Views from the boundary properties of Door de Kraal, as well as the interface with the Elsiekraal River open space system, should be respected. Some small scale commercial development may be considered at the interface with the Elsiekraal open space system should be respected. Some small scale commercial development may be considered at the interface with the Elsiekraal open space system in order to ensure an active public interface. However, the open space system of the Elsiekraal River should not be compromised by such development.

SANRAL property (erven 39680, 39687 and 3783-RE, Willie van Schoor Drive)

- Commercial development on these properties is supported, but access management needs to be addressed up front.

	<p>Edward Street</p> <ul style="list-style-type: none"> • Redevelopment along the activity street should be supported, but parking availability needs to be addressed until such time as public transport is adequately addressed. <p>Durban Road (north of Tyger Valley)</p> <ul style="list-style-type: none"> • Single residential properties along Durban Road should, in general, not be considered for subdivision. • Densification proposals should first be discussed with the relevant transport engineers in terms of accessibility. <p>Area north of Old Oak and east of Tyger Valley Roads</p> <ul style="list-style-type: none"> • No expansion of the commercial node into the residential fabric should be considered. For De Bron Avenue, only low-key office/business uses on the north-eastern side of the street to be considered. A development plan, inclusive of landscaping proposals, needs to be submitted with redevelopment, addressing interfaces, screening of parking, etc. <p>Bloemhof (suburban node at c/o Bill Bezuidenhout, Mountainview Drive and Sonnebloem Street)</p> <ul style="list-style-type: none"> • No further expansion of commercial uses into the residential area should be considered. <p>Erf 39829 (Old Oak Rd. Ridgeworth)</p> <ul style="list-style-type: none"> • Development of this site must be low-key and sensitive to the historic building, the surrounding residential context and abutting open space system. <p>Durbanville CBD (see Figure 16)</p> <p>Core area</p> <ul style="list-style-type: none"> • Core area is framed by Gladstone, Church, De Villiers, Queen, Biccard and Koeberg Roads, where increased intensity (massing) and height of five-storeys is promoted with a zero street building line. The approved Durbanville CBD Urban Design Framework (Planning Partners, September 1999) applies to the area. • A more integrated development focus should be promoted throughout the core area, with residential development on the upper floors of commercial buildings being desirable. • Pedestrian connectivity should at all times be a priority with all forms of redevelopment, especially between the public transport facility, and erven 20197 and 9701. <p>Secondary CBD area (SCBD)</p> <ul style="list-style-type: none"> • The function of the SCBD is to be supportive of the core area while also acting as a transition area between the CBD and the lower density residential neighbourhoods. The focus should therefore be higher density residential with office and ancillary retail only in order not to undermine/erode the Core CBD of its function. Offices within the footprint of existing dwellings can be considered (where specified) prior to redevelopment but the principles per the Durbanville Urban Design Framework relating to the creation of a
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positive streetscape will still apply.

- Heights: The principle is to promote higher buildings in the Core CBD and along major routes entering the Core CBD, with heights lowering in the Secondary CBD towards the surrounding residential environment. The same applies to the massing of buildings.
- Block framed by Beck, Racecourse and Langenhoven Streets/Roads: Remaining SR1 properties can be considered for LB and or higher density residential.
- Block framed by Plein Street, Koeberg Rd., Murray St. and erf 1343 (POS): Higher density residential to be considered with the consolidation of two or more properties as the preferred option.
- Hibiscus St., erven 1180–1182, 1185–1186: Only residential densification to be considered. Scale, form and interface with adjacent residential fabric should be sensitive.
- Iris Street as well as the area between Koeberg and Queen Street: Remaining houses (existing footprint) may be converted to offices, but any redevelopment must focus on higher density residential with commercial on ground floor only as per the SCBD guidelines.
- Somerset Crescent: Medical precinct where only medical suites/consulting rooms/medical offices or general offices to be considered.
- Protea/Disa/Ixia Street block: Higher density residential development to be considered with the consolidation of two or more erven to be the preferred option.
- Baxter and Van der Byl Ave., Louw St. block as well as Louw, Van Der Byl, New Haven, Hafele street block: Commercial, which may include a small retail component at ground level (minor to serve/compliment residential component only, no equipment hiring services), with higher density residential development on top. No alone-standing conversions of existing single residential units for office use only to be considered. No phasing to be considered, referring to office component as a first phase, as an example. Existing houses may be converted (only existing footprint) for office use prior to redevelopment.
- No other densification, except in the form of 2nd and 3rd dwellings should be considered for the larger SR1 erven surrounding the Secondary CBD. No subdivision of SR1 properties outside SBA unless adhering to small scale incremental densification criteria (Densification Policy), i.e. panhandle subdivision which limits the impact on the street interface and character could be considered.

Durbanville Racecourse

- Although the racecourse is not available for redevelopment, adjacent properties, all city- owned, i.e. erf 7650, offer opportunity for higher density residential development. These properties should not be earmarked for commercial development, as it will have a detrimental effect on the adjacent residential fabric, and also detract from the vibrancy of the Durbanville CBD.
- Should the racecourse in future be availed for redevelopment, the open space function it offers, should be protected.

	<p>Residential areas</p> <ul style="list-style-type: none"> • Ridgeworth, Kenridge, Upper-Oakdale: Due to the close proximity of these predominantly single residential areas to the Tyger Valley node, pressure for commercial creep into these areas is expected, but should not be considered. The focus should be on intensification of the Tyger Valley node, and the adjacent residential enclaves should not be compromised. • Loevenstein, Hoheizen, Welgemoed, Kenridge, Door de Kraal, Protea Valley, Welgedacht, Kanonberg, Oude Westhof, Van Riebeeckshof, De Bron, Chantecler, Rosendal, Stellenberg, Ridgeworth, Amanda Glen, Durbell, Durbanville Hills, Durbanville Extensions 2, 13, 28; Aurora, Nerina, Skoongezicht, Nature's Valley, Wellway Park, Vierlanden, Durmonté, D'Urbanvale, Vygeboom, Sonstraal, Valmary Park, Aurora and Tara: • These predominantly single residential neighbourhoods address a specific need in the market, and are characterised by larger erven, larger trees and shrubbery, creating a specific character. Only incremental densification in these areas should be considered, inclusive of second dwellings and third dwellings. Note that 'The existence of a second dwelling shall not in itself be sufficient reason for the City to grant an application in terms of this By-Law to subdivide the land unit containing the dwelling units' (section 53(e) of MPB-L, 2015). <p>Vierlanden:</p> <ul style="list-style-type: none"> • The larger estate erven provide an opportunity for incremental densification, but services and access aspects need resolution. The objective should, at all times, be to protect the single residential character of the area. • Erven directly adjacent to Boland Way (east) may be considered for group housing (GR1). Access to these properties needs to be resolved up-front with the transport engineers. • Other larger erven further east of Boland Way may be considered for subdivision, but such subdivided portions should not be smaller than 4000m². The presence of mature trees on a property may have an impact on such subdivisions and should inform such subdivision. The objective is to retain the integrity of the low density area. • No blocks of flats should be considered.
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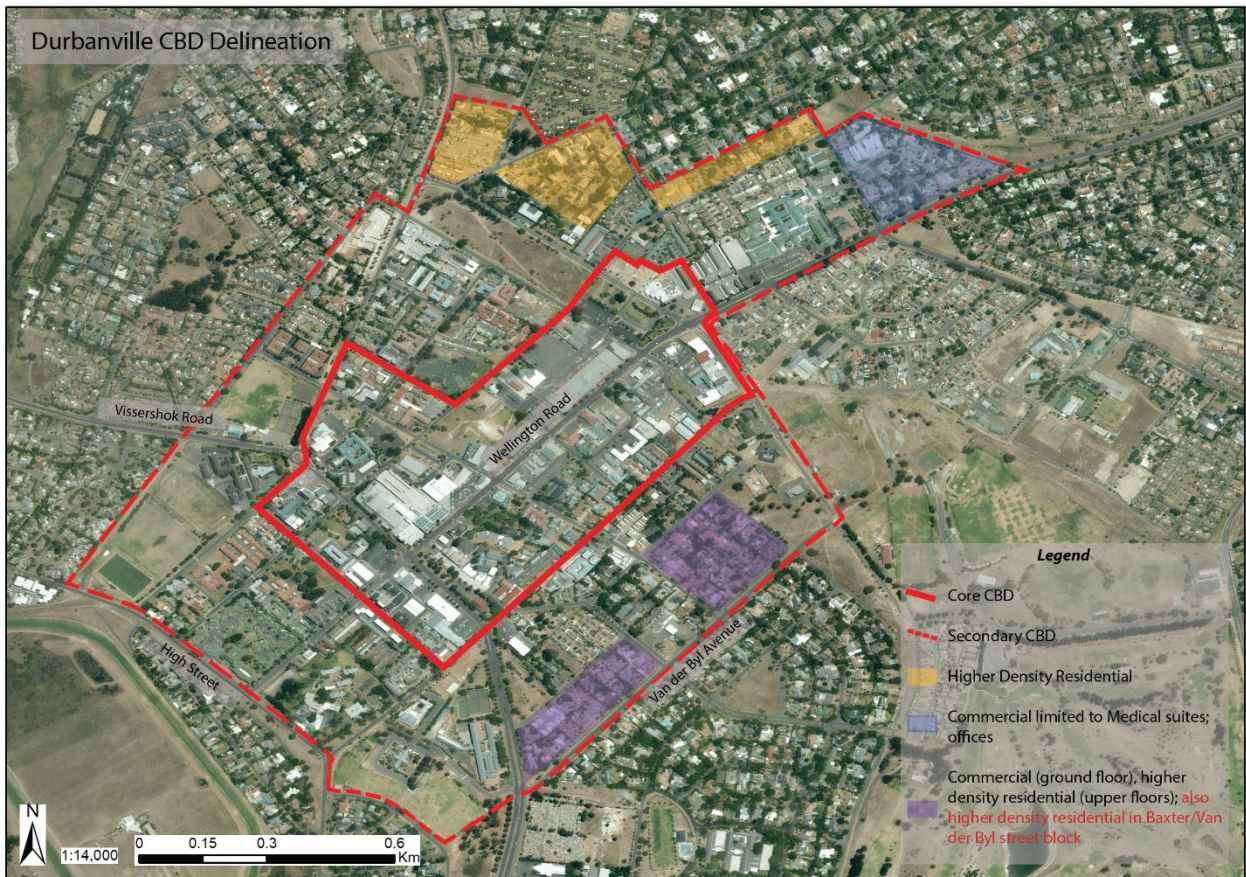


Figure 15 : Durbanville CBD

Sub-district 1: New Development Areas

University of Stellenbosch site

This site is regarded as one of the gateways into the Elsie Kraal River Valley. Future development of this site must contribute to the mixed-use nature of the Tyger Valley node. Appropriate uses include commercial (office and retail), residential (medium to high density), with a strong focus on education, technical services and research-orientated facilities. Sport and recreational facilities can be accommodated on the former dump site. Low impact uses should, however, be limited in order to optimise the development opportunities, as well as to ensure the proper integration of this site into the Tyger Valley node.

- The interface between the future development and the abutting high quality, low-density residential area (Hoheizen) must receive special attention. The placement of the higher buildings must in particular not only respond to the gateway status of this site and the visual exposure along the N1, but also respond to the slope of the land and be sensitive to the views enjoyed by the residents in Hoheizen. It is again critical that an Urban Design Framework provides the necessary basis for consideration of appropriate bulk, building heights, etc.
- The consideration of any development proposals for this site must not only ensure the continuation of the Elsiekraal River Public Open System past erf 23974 toward the Jack Muller Park, but must ensure proper integration of the site with this system.

This is in order to optimise pedestrian connectivity within the wider precinct. The opportunities presented by the water body must also be capitalised upon. The incorporation of the water body as a focus area within the open space system must be optimised. This is not only in terms of the visual relief it presents from the surrounding high-density development, but also in terms of the ambience and recreational opportunities that it offers. In this instance, the Tyger Falls and Tyger Waterfront developments limited the interaction with the water body within their development to a 5 m walkway and a narrow green link with the open space system to the north. Residents are not presented with any real relief from the high-density development in terms of green areas where they can relax (or exercise). The repetition of past mistakes must therefore be avoided.

- Although the extensive road network ensures that this area is very accessible, the implementation of the half diamond intersection from/onto the N1 and Carl Cronje Drive is critical in unlocking the potential of both the US grounds, as well as the Velodrome property.
- The desirability, alignment and functionality of the proposed extension of Uys Krige Drive to link via Hume Road onto Carl Cronje drive must receive further investigation. This link should, if required, not create a direct access to the Tyger Valley node. The impacts of such an alternative access road through erf 23974 on the residential character and fabric of Hoheizen is a concern from a planning perspective.
- The extension of the R300 to the north should receive priority in order to accommodate proposed infill developments, as well as to address congestion in the area.
- The Kuilsriver corridor should be investigated to provide for recreational facilities such as mountain bike tracks and pedestrian walkways.

Altydgedacht Triangle (CA276-17 Remainder)

- Due to the extension of Jip de Jager Avenue (link to St Johns Road) as a Class 2 route, has in the past created opportunity/pressure for limited development adjacent (to the west and north) to the mobility route. Furthermore, the road extension had a major impact on CA 276-17, as the land parcel now is surrounded by three mobility routes. The conditions of subdivision, dated 15 June 2012 (ref. 18/6/4/91), also has reference and the reasons for subdivision therein should also be considered. The property is not part of Altydgedacht farm. Therefore, it is argued that a portion of the triangular unit may be considered for limited development. The extent of development, urban form, uses (that need to consider impact and character as a transitional area to the agricultural hinterland), environmental and heritage impact and impact on bulk services and transport requirements need to be determined through the application process.
- It needs to be noted that the property forms part of the Durbanville Hills Cultural Landscape (a grade 3A heritage resource) and is bounded by two scenic routes. Both scenic routes have significant historic tree lanes that are to be retained and protected. The site is furthermore the interface between the rural landscape and the existing urban development.

4.2 Sub-district 2: Sub-district covers the area to the east of the R300 road reserve and west of the Malmesbury rail line/west of Okavango Road (south of N1 freeway), and includes the Andrag properties, Langeberg smallholdings, Tanner Street and surrounds, Grasso property (Farm 725-41), Cape Gate commercial node, Brackenfell CBD and surrounds, Springbok Park and Arauna, Morgan and Everite industria, residential suburbs of Sonkring, Burgundy, Vredekloof and Vredekloof Heights, Kleinbron and Kleinbron Park, Graanendal, Welgevonden, Uitzicht, Pinehurst, Goedemoed, Windsor Park and Zoo Park, Protea Heights, Morgenster, Morgenster Heights, St Michaels, Bracken Heights, Ferndale, Hoogstede.

Table 19 : Sub-district 2 development guidelines

Sub-district 2: Cape Gate and Okavango Road Corridor	
Local objectives	Suggested response / Guidelines / Policy statements
<p>The sub-district represents a large area of newer developments in the residential market, as well as commercial market, and serves to a larger extent the middle-income market. Both Brackenfell Boulevard as well as Okavango Road are mobility routes, with intermittent sections fulfilling more of an activity function, e.g. the section at Cape Gate. De Bron Road, Langeberg Road and Amadeus Drive form the east-west linkages, and represent mobility.</p> <p>Therefore, the objectives for guiding future development in the sub-district are:</p> <ul style="list-style-type: none"> • Industrial areas: Although the • Majority of industrial areas are fully developed, care should be taken that industrial areas do not become 	<p>Morgan and Everite industrial areas</p> <ul style="list-style-type: none"> • Although almost fully developed, retail and office use should not dominate properties, unless it is hardware-orientated business. • Redevelopment or greenfield development should be accompanied by fully detailed landscaping plans, where such landscaping should screen large parking lots from passing routes. <p>Fisantekraal industrial park</p> <ul style="list-style-type: none"> • Retail and office use should not be considered to dominate premises, unless it is hardware-orientated uses. • Large scale storage facilities should not be considered, and the focus should rather be on manufacturing. • Redevelopment or greenfield development should be accompanied by fully detailed landscaping plans, where such landscaping should screen large parking lots from passing routes. • The 1:50- and 1:100-year floodlines of the Mosselbank tributaries should be respected. <p>Cape Gate commercial node (between N1 interchange and Langeberg intersection, including vacant properties to north)</p> <ul style="list-style-type: none"> • Where extensions to the Cape Gate Mall and other commercial developments are to be considered, the parking areas need to be 'broken up' with adequate scale soft landscaping, as well as adequate landscaping to screen the parking lots from the mobility

<p>quasi- retail or office spaces.</p> <ul style="list-style-type: none"> Residential areas: Incremental densification should be considered in all residential suburbs, without detracting from the qualities and character of these areas. With any new greenfields development, the objective should be to accomplish higher densities and different typologies. Commercial nodes: Intensification of mixed-use environments should be promoted, that include residential components on upper floors. Parking lots should be screened by buildings and softened with landscaping. 	<p>and access routes, i.e. Okavango- and Darwin Roads.</p> <ul style="list-style-type: none"> No large 'box' developments should be considered to the north of the intersection. Buildings should be broken up in smaller scale section in order to respect the surrounding urban fabric. Where possible, new developments along Okavango Road should strive to bring buildings as close to the road reserve as is possible and parking areas, if not underground, should be broken up with either landscaping or buildings. Development on CA 311-180 should accommodate higher density residential development as an interface with the adjacent single residential fabric, and height should be at maximum three storeys if the setback is adequate (to not impact negatively on privacy). The need for taxi holding areas in the area should also be addressed. <p>Langeberg smallholdings</p> <ul style="list-style-type: none"> The remaining vacant properties along Langeberg Road can be considered for higher density residential development at gross densities of a minimum of 40 du/ha, in such a way to still respect the interface with adjacent group housing developments. Blocks of flats may be considered, but should rather be located along Langeberg Road. Provision of open space must focus on a functional system with recreational purpose which are overlooked by the abutting developments, i.e. create a positive public realm (refer Safe City Guidelines). It needs to be noted that the extension of Legota Drive to link De Villiers Drive to Langeberg Road, may have a negative impact on the development potential of some of the smallholdings. Again note that the DSDP does not give land use rights, or take rights away. <p>Tanner Street, Darwin/Marlborough Streets and surrounds</p> <ul style="list-style-type: none"> Rezoning along Tanner Street to LB1 can be considered, subject to compliance with engineering requirements and Development Management Scheme requirements (departures may be considered) in terms of access, parking, etc. Also refer to the 'draft' Generic Development Guidelines document for Tanner Street (Version 06 October 2016), for guidance. Due to an increase in traffic volumes & subsequent planned road upgrades along Darwin Road and Marlborough Street, the following development guidelines are introduced : <ul style="list-style-type: none"> Note that the guidelines are only applicable for Darwin Road,
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south of Dan King Street.

Redevelopment of properties zoned as SR1 and located directly on the said roads, may be considered, but the following pre- conditions are applicable:

- A change of zoning will only be considered if the existing property is to be completely redeveloped, implying that buildings are to be demolished and new structures are proposed to be erected;
- Consolidation of properties is a requirement, as direct access onto Darwin/ Marlborough is not to be considered;
- Parking provision at the interface with Darwin/ Marlborough should not be considered. Parking at the rear is preferred;
- Maximum height of buildings should not exceed 3 storeys;
- Preferred uses include local business (low key offices), general residential, limited retail. No large scale commercial and industrial related uses such as motor showrooms, tool-hire and car wash enterprises should be considered.

Windsor Park and Zoo Park

- Low-key non-residential uses (in terms of scale) may be considered along Marlborough/Darwin Road (dependant on access management), but such uses should not be allowed to penetrate further into the residential fabric.
- Incremental densification of the predominantly single residential area may be considered, but development of blocks of flats should only be considered along Marlborough/Darwin Road in order to protect the character of the area. A maximum height of two storeys is proposed.
- Stormwater issues in the area should also receive attention.

Bonnie Brae/Bonnie Brook, Goliath Estate, Windsor Park estate

- In Goliath Estate, the underdeveloped larger properties between Mostert Street, Mosselbank Road and Morawia Street offers an opportunity for densification in the form of group housing and or flats development.
- Further intrusion of non-residential uses north of Brighton Road should not be considered, except for along Okavango Road.

Brighton Road

- Brighton Road, as an identified future BRT trunk route, needs interim solutions for access management and

land use. Therefore, any commercial/mixed-use development along the route should be positively viewed and solutions to problematic issues re. access management should be sought where possible.

Vacant city-owned properties south of Kraaifontein Civic Centre offices

- These properties require further investigation to determine end-use, i.e. the need for extension to the fire-brigade facility, extension of the clinic, and or the need for retirement housing/old home to serve the surrounding community.

Grasso property and property to the east

- Farm 725-41 has received planning approval already. The properties to the east, i.e. erven 37473 and 37473-RE offers opportunity for higher residential densities of different typologies. A minimum gross density of 45 du/ha is recommended. Mixed-use development along Darwin Road may be considered, dependant on access management.

Vacant properties to north and east of Kraaifontein sports fields (erf 37489)

- Future development of these properties should, as far as densities are concerned, be in support of future rail station development on the Malmesbury rail line. Different typologies of residential development, at a minimum gross density of 45 du/ha is recommended. Adequate provision of public amenities should be ensured. Note that the future road proposals in the North Eastern Development Corridor Bulk Services Master Plan (2010) remain applicable to the area.
- Erf 37489 (Kraaifontein sports fields pose potential for intensification in rems of recreational use.
- Non-residential development should be in nodal form and should be focussed on Darwin Road and preferably at intersections, e.g. the extended Pinehurst Drive and New Langeberg Road.

Vredeloof, Sonstraal Heights, Uitzicht, Goedemoed, Pinehurst, Kleinbron and Kleinbron Estate

- Many of these 'newer' suburbs are characterised by smaller single residential erven as well as larger-scale group housing developments: Therefore, incremental densification will only be possible by means of second and third dwellings in terms of the DMS.
- The remaining vacant property west of Vredeloof, i.e. CA 317-RE offers an opportunity for higher density residential infill development, where flats development may be considered along the R300 reserve and De Bron

Road, while group housing development is recommended for the remainder of the property. A minimum gross density of 30 du/ha is recommended.

Brackenfell CBD, Old Paarl Road, Brackenfell station

- The Brackenfell CBD actually comprises three different retail malls, separated by Old Paarl Road as a mobility route, and large underutilised parking lots. Redevelopment/Intensification of the underutilised parking areas should be considered, especially at the intersection along Old Paarl with Brackenfell Boulevard where the corner site offers opportunity for mixed use development, i.e. commercial at lower floors with residential on the upper floors.
- The core of the CBD, flanked by Frans Conradie Drive, Sending Street and the rail line, should not be allowed to expand beyond these boundaries.
- Erven 13687 and 11297 located east of William Dabbs Street, offers opportunity for mixed-use development, i.e. commercial at ground floor/two storeys, with high-density residential development at the upper floors. A bulk of 1.5 is recommended. Pedestrian movement along William Dabbs Street and Old Oak Road will need to be addressed. Opportunity for informal trade at the Brackenfell station and along William Dabbs needs to be addressed with such redevelopment.

Arauna and Springbok Park

- These two areas serve as the secondary CBD of Brackenfell CBD, which should not be allowed to grow into the adjacent residential fabric.
- The Arauna area is restricted to the area between Brackenfell Boulevard, Windhoek Street, Paradys and Handel Street.
- For Arauna, uses along Brackenfell Boulevard should be restricted to office uses and service retail, e.g. architects, lawyers, hairdressers, estate agents.
- Should application be lodged for change in land use (rezonings) or consolidation and rezoning, new developments need to include a component of higher density residential. No conversion of flats to office uses, should be considered over time. No phased developments should be considered, i.e. offices first with residential as later phase.
- The Springbok Park area is restricted to the area south of Jannie Engelbrecht Street, west of Brackenfell Boulevard and east of HO De Villiers Street.
- Should application be lodged for change in land use (rezonings) or consolidation and rezoning, new developments need to include a component of higher

	<p>density residential. No conversion of flats to office uses, should be considered over time. No phased developments should be considered, i.e. offices first with residential as a later phase.</p> <p>Protea Road, Protea Heights</p> <ul style="list-style-type: none">• The Land Use Control Guidelines as adopted by Bergdal Sub-council (2) remain intact.• Erven 10112 and 10119, as well as erf 286 (along Kruis Road) presently underutilised, offer opportunity for redevelopment. Higher density residential development will be a desirable option in order to strengthen the residential presence in the neighbourhood node.
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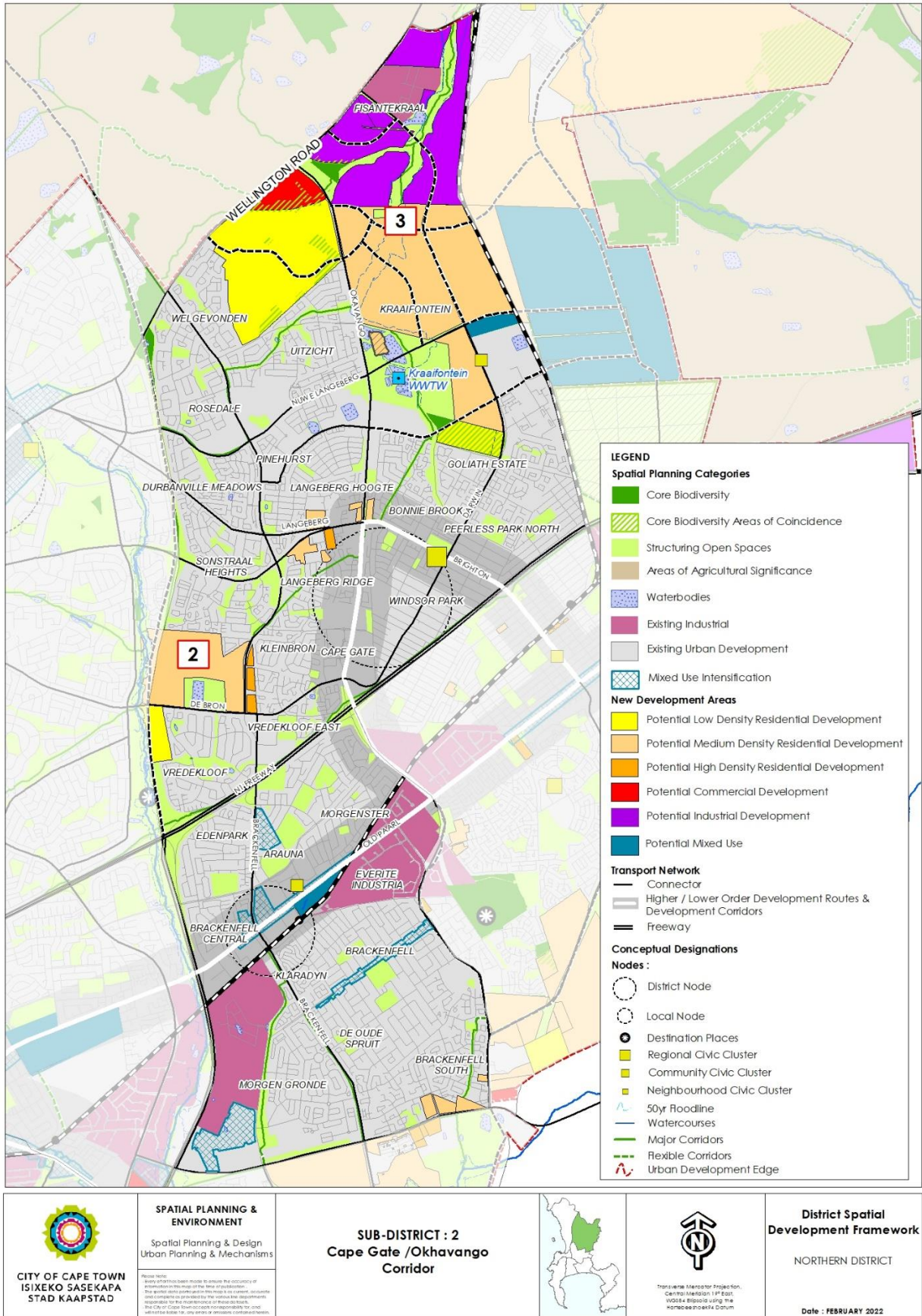


Figure 17: Sub-district 2 DSDF plan

4.3 Sub-district 3: Sub-district covers area to the east of the Malmesbury rail line, south of the R312 and area south of the N1 freeway, and include the Botfontein smallholdings, part of Brackenfell, Crammix, Scottsdene, Wallacedene, Bloekombos, Belmont Park, Kruisfontein smallholdings, Joostenbergvlakte and area north thereof, Fisantekraal, Greenlands and area known as Bella Riva.

Table 20: Sub-district 3 development guidelines

Sub- district 3: Lucullus Road/Maroela Road Corridor	
Local objectives	Suggested response / Guidelines / Policy statements
<p>The sub-district that represents the eastern section of the urban footprint of the district, is characterised by mostly higher density, more affordable residential development (Fisantekraal, Wallacedene, Bloekombos), some smallholding areas (Botfontein, Kruisfontein, parts of Joostenbergvlakte), but also industrial areas, as well as vacant land, of which some portions are still farmed (horticulture). The Malmesbury rail line and Lucullus Road to be extended in future from the R312, forms the backbone of the area. Furthermore, the area is characterised by ongoing pressure for development outside the urban development edge, as well as, over the years, the intrusion of illegal uses, especially transport related uses:</p> <p>Therefore, the objectives for guiding future development in the sub-district are:</p> <ul style="list-style-type: none"> • Protection of the Joostenbergvlakte residential estate area for the duration of the district plan. • Encourage development to the north of Joostenbergvlakte that 	<p>Joostenbergvlakte residential estate/smallholding area (area south of PA 725-3RE,51,53,726-6 and 1404-2, and between Kestrel and Canary Streets)</p> <ul style="list-style-type: none"> • The area should be protected from change in land use, until such time as the widened Lucullus Road has been constructed and the interchange on the N1 has been upgraded. Then only uses along the road can be considered for alternative land use, dependant on access management requirements. Planning interventions will be required to determine the exact extent and nature of uses to be considered, in order to protect the integrity of the surrounding fabric. For the duration of this district plan only uses, in line with the existing Rural zoning should be considered. The vision remains to retain the estate/rural living for residents, but areas surrounding the smallholdings/estates may in future be considered for urban development, dependant on bulk services availability and capacities. <p>Area to the north of Joostenbergvlakte residential estate/smallholdings</p> <ul style="list-style-type: none"> • The properties to the north are still zoned Agriculture. In order to integrate Fisantekraal/Greenville with the remainder of the metropolitan area, urban development of a higher intensity should be considered along the rail line, in order to provide the required massing of development to make the future train stations along the line a viable proposition. • Mixed use, where higher density residential development at least covers 50 per cent of total bulk, at a gross density of not lower than 50 du/ha, can be considered for this corridor • Transport capacity as well as utility bulk services availability is a prerequisite for development in the corridor, and applicants first need to resolve the requirements of the city before development proposals

responds positively to higher density forms of residential development, that may include mixed-use development, but also respond positively to future rail stations along the Malmesbury line.

- Encourage the development of employment-related uses to the west of Botfontein Road.
- Encourage the development of remaining vacant land along Kruisfontein Road, as well as infill development in the Wallacedene/Bloekombos area.

are to be considered.

- Mixed-use development should be integrated with other uses in order to create a physically integrated urban fabric. Therefore, individual properties should not be considered for development, as this will give rise to fragmentation.
- Station forecourts, NMT and east-west linkages should be considered.
- Adequate amenities (e.g. church-, education, open space) facilities need to be provided, especially where different housing typologies (a requirement) are to be considered.
- The 'North East Development Corridor Bulk Services Master Plan' (2010 draft) remains applicable for transport linkages.

Botfontein smallholdings

- Employment creation land uses may be considered for the smallholdings located west and east of Botfontein Road and north of the agricultural unit just north of Bottelary Road.
- Any urban development will still be subject to Act 70 of 1970 (subdivision of Agriculture zoned land), but employment creation land use applications will be supported. A future mixed-use node is envisioned for the area.
- Such mixed-use node may be compared to the existing example of Brackengate, where smaller/small scale industrial related, service industrial, as well as commercial uses (office) may be considered (as part of primary component). Small scale retail, such as a restaurant, may also be considered, as such uses contribute to the energy and quality of such areas.
- Transport access management onto either Botfontein/extended Maroela Road or Bottelary Road, as well as internal circulation to establish connectivity need to be resolved prior to the formulation of development proposals.
- Availability of utility bulk services is a prerequisite for development. This will entail master planning for the total site.
- Cognisance needs to be taken of the stormwater canal running in a north-south direction (areas west of Botfontein Road). A stormwater management plan will be required, and interface with the stormwater system needs to be clarified with Urban Design.
- Buildings need to front onto Botfontein Road and have a positive interface. The input from Urban Design in this regard will be important. A service road running parallel to Botfontein Road is preferred.

- Individual properties should not be considered for development, as it will give rise to a fragmented urban structure, which is not desirable.
- See hereunder directives for phasing of development (Sub- district 3 New Development Areas).

Crammix site (Farm 214, portions 1–4, 7, Brackenfell)

- Although environmental approval has been obtained for the site, land use approval has not due to access management and related issues.
- The site offers the opportunity for higher density residential development, with different typologies in order to create an opportunity for different income groups.
- The height of buildings should be limited to 4 storeys.
- Adequate provision for public amenities should be made.
- Should a new application be lodged, a package of plans approach is recommended, with a development framework being the first level of plan, inclusive of all bulk services requirements, including access management.
- The site may also partially (interface area) be considered for mixed-use development, where a long term employment node is created with the Botfontein smallholdings as per the above.

Kruisfontein smallholdings

- The remaining smallholdings along Bottelary Road, i.e. erf 10905, ST 222-15, 23, 24 will need to obtain access via Jakaranda Avenue, and interconnectivity needs to be resolved prior to development proposals being submitted.
- Access management and interconnectivity between developments located to the east of Kruis Road need to be addressed prior to the formulation of development proposals. The applicant to be held responsible for such action.
- The smallholdings create an opportunity for densification (in the form of group housing), and gross density should not be lower than 25du/ha. Different typologies of housing should be addressed in each development.
- Maximum height should be three storeys.
- The placement of units, density and height thereof should be sensitive on interface with those units on the boundary of adjacent developments.
- Blocks of flats may be considered directly along Bottelary and Kruis Roads. A maximum height of four storeys is recommended.

Northpine and Scottsdene

- Both suburbs are slightly higher density predominantly single residential environments, where incremental

densification will only be possible via second and or third dwellings, although the properties (sites) are quite restricted in extent. In Northpine undeveloped open spaces on both sides of Ponderosa Way (erven 5908 and 4533-RE) still provides opportunity for infill development, while in Scottsdale, where most of the infill development occurred over the last years, erf 3423-RE along Eoan Way still provides opportunity.

Scottsville, Eikendal and Peerless Park, Belmont Park

- These suburbs have been developed at a slightly lower density and the opportunity for incremental densification by means of second dwellings should be promoted.
- Infill residential development on Council owned property south of the Kraaifontein station (along 11th Avenue) provides the opportunity for flats development (erven 3030, 4889- 4894, 2955- 2956, all open space except 3030, but due to location offers opportunity). To the north of the rail station, undeveloped open space erven 1484, 1487 and 1736 (Wapnick Street) offer opportunity for higher density infill residential development adjacent to the rail station. Open space needs to be provided as part of such development.

Wallacedene and Bloekombos

- The two suburbs, representing the highest densities in the district, will almost be fully developed once the approvals for Maroela South and North, as well as Kleinbegin have been implemented. However, the two suburbs are in dire need of the following public facilities: a new regional library, clinic upgrading as well as a new community centre and a multi-purpose centre. Significant opportunity is presented by the Blue Ridge sports complex and other nearby facilities for the accommodation of a cluster of social facilities.
- Care should be taken not to develop open space sites for other than recreational purposes, due to the population density in the area.
- Mixed use along La Boheme Avenue should be encouraged to create over time a high street character.

Brackenfell Industria, Kraaifontein Industria, Okavango Park

- All of these industrial areas can now, since the approval of the so-called 'Asla-south' development, be regarded as fully developed.
- Should the need arise for industrial extension, further extension along Sandringham Road, and south of the N1 could be considered. However, site-specific circumstances will need to be motivated and bulk services requirements should be addressed, such as

	<p>accessibility, prior to development proposals being formulated.</p> <ul style="list-style-type: none"> Any redevelopment applications should be accompanied by fully detailed site development plans, as well as landscaping plans and adequate scale soft landscaping should be utilised to screen and soften large parking areas from passing routes. <p>Old Paarl Rd/ Voortrekker Road & Van Riebeeck Street</p> <ul style="list-style-type: none"> Mixed use intensification along the routes should be positively considered where appropriate and where accessibility is possible.
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Sub-district 3: New development areas

Botfontein

The area is ideally located in terms of accessibility to both the R300 (access via on/off ramps approved) as well as the N1. The smallholdings (west and east of Botfontein Road) provide an opportunity for a future mixed-use node, inclusive of a portion for integrated human settlements (south of Wallacedene). See indicative framework hereunder.

For the land parcels west of Botfontein and the portions as identified to the east of the road (approximately 85ha), a development framework (as part of the package of plans approach) has to be developed for both sites by the developer, in order to address among others, elements of accessibility, the interface between agricultural areas, the transition towards the Bottelary River tributary to the south, bulk services requirements and spatial location of land uses such as for micro-enterprises and less formal economic activities.

Land uses should be employment generators such as service industrial and commercial activities. These should support the creation of inclusive economic development so that marginalised communities would be able to access economic opportunities within emerging formal commercial and industrial nodes.

The land identified for human settlement development to the south of Wallacedene (approximately 135ha), a development framework will also be required, to indicate inter alia measures to protect the agricultural land to the east (outside CoCT boundaries) from settlement encroachment.

The indicative framework plan hereunder shows the extent of land reservation, as well as guidelines to protect the agricultural hinterland. It needs to be noted that the line drawn between the areas earmarked for housing and industrial uses, should be regarded as an arbitrary line, i.e. the extent of the uses may vary.

Wallacedene Extension - Indicative Framework

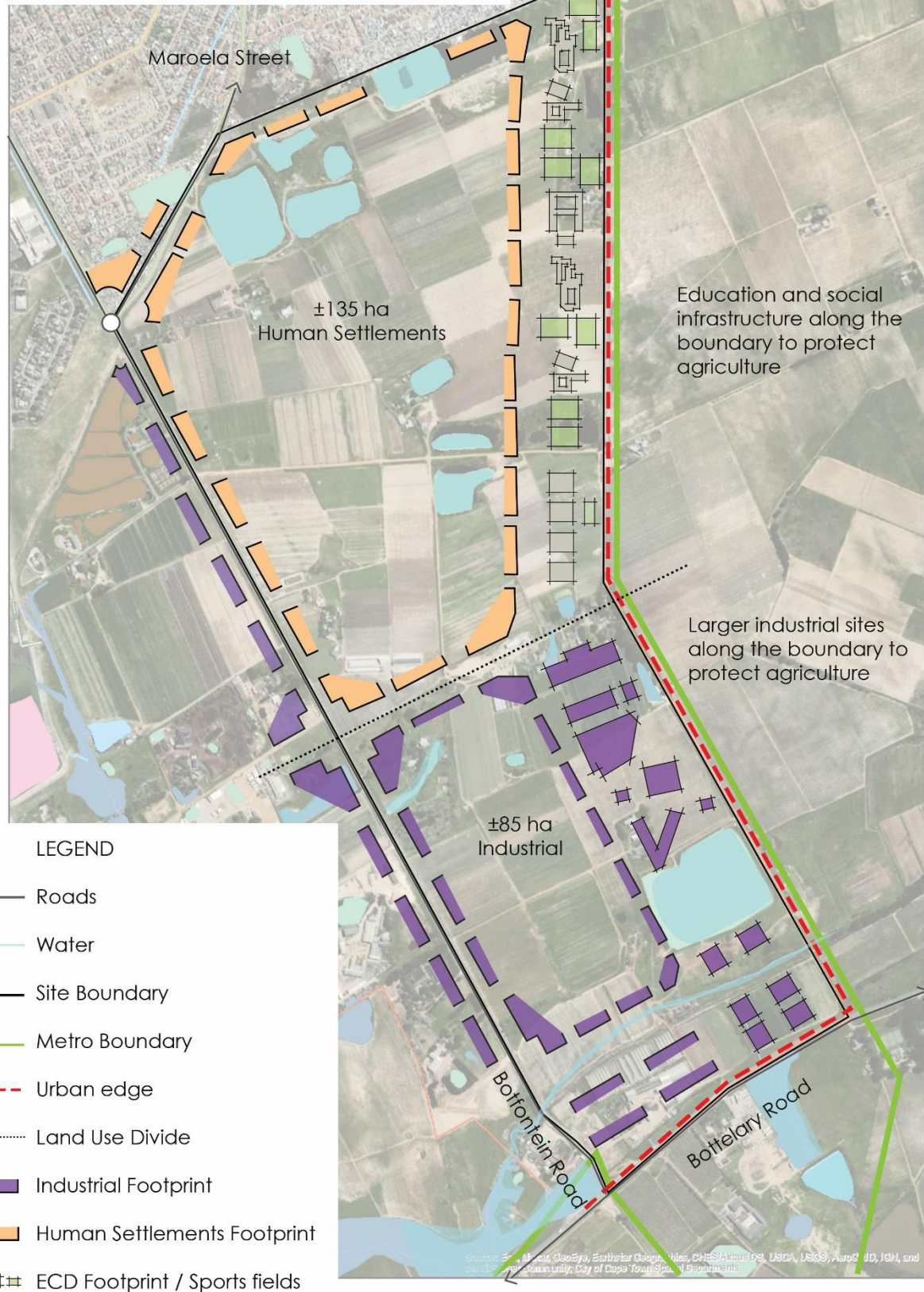


Figure 18: Wallacedene extension - Indicative Framework

Cape Winelands Airport (PA 474-4 & PA 724-10) and Farm portions to the west (PA 724-9 & CA 175-2)(Map reference 7, Figure 20)

- The airfield, located directly north of the R312 operates under private ownership. Any extension to the existing operations, or application for amendment of approvals (existing) need to follow due process, as may be prescribed. With regard to the portions identified on the Biodiversity Map and SDF Plan areas of high biodiversity value, detailed ground- truthing needs to establish the extent and conservation value of those portions.
- In order to round off the urban development edge in the area to the north of the R312, CA 175/2 & 724/9 are included inside the urban development edge, and may be considered for industrial development, together with CA 175/1, in order to increase employment for the Fisantekraal community. Access onto the R312 needs to be resolved by applicants prior to development of proposals, which should include pedestrian movement across the R312.

Extension to Kraaifontein industrial area (south of N1)

The Kraaifontein industrial area is almost fully developed. Provision to the east (along Sandringham Road is made as a natural extension of the industrial area (approximately 60ha), which could also accommodate land extensive industrial uses, such as distribution centres. The location is close to areas in need of employment, such as Bloekombos & Wallacedene

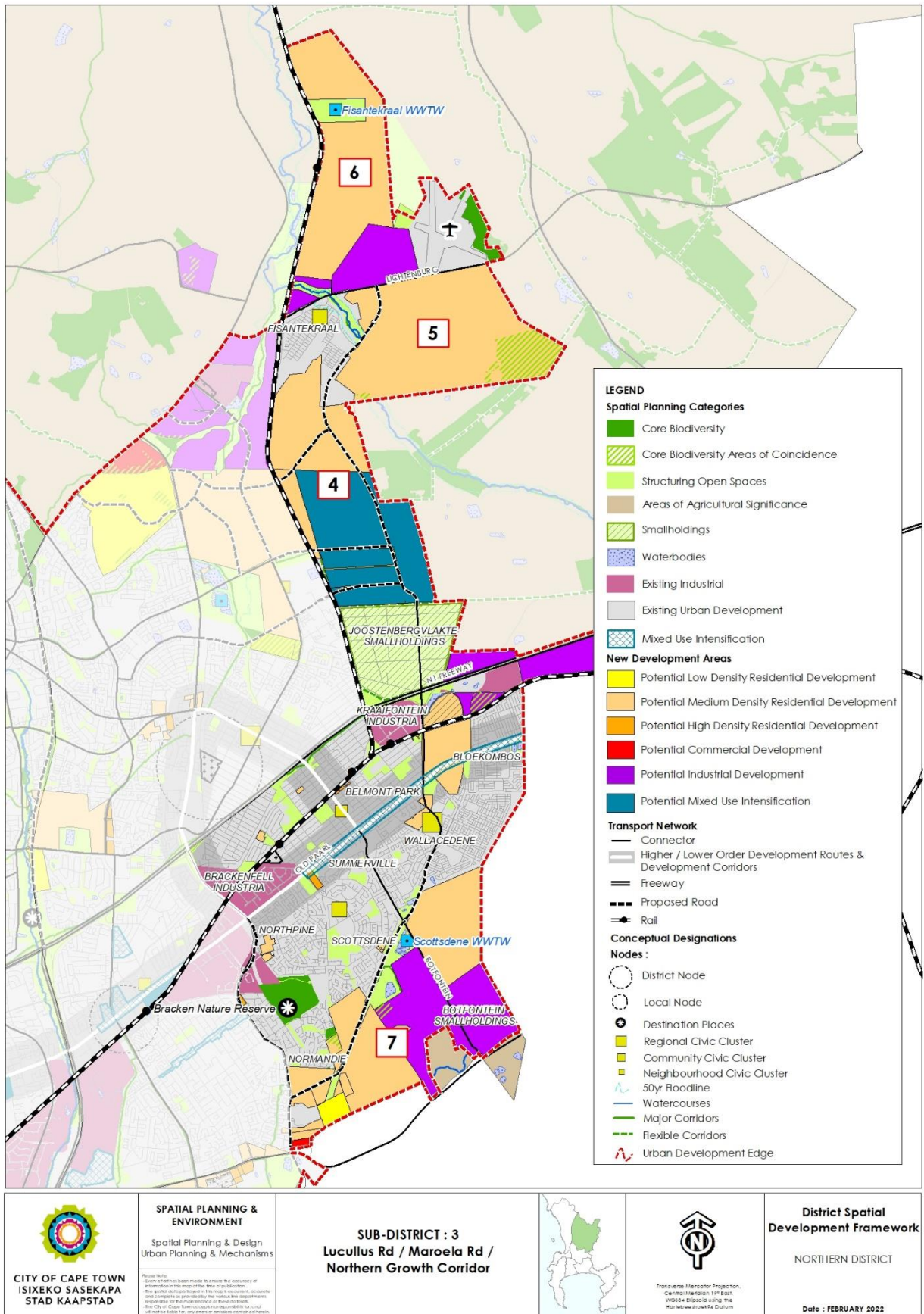


Figure 19: Sub-district 3 DSDF Plan

4.4 Sub-district 4: Area including Philadelphia, Mikipunt, Klipheuwel, Durbanville Winelands/Agricultural and rural hinterland

Table 21: Sub-district 4 development guidelines

Sub-district 4: The Agricultural/rural hinterland	
Local objectives	Suggested response / Guidelines / Policy statements
<p>The rural area, which includes the Durbanville Winelands, rural settlements of Philadelphia and Klipheuwel, smallholding areas such as Westerdale and Mikipunt, the area reserved for the extraction of building materials, should in principle be protected from urban development. However, in order to define the urban development edge, areas that provide an opportunity for urban infill development (specific locations) should be identified and clear guidelines for development be put forward.</p> <p>Smallholding enclaves should be protected from change in land use to accommodate urban development.</p> <p>Furthermore, tourist-related uses (not purely commercial in nature) should be considered in the area not to only enhance the tourist potential of the area, but also to assist farms to increase income.</p>	<p>Philadelphia</p> <ul style="list-style-type: none"> Urban development outside of the existing footprint should not be considered, unless there is a need, due to overcrowding, to expand the lower-income area in the northern section of the village. The focus should only be to accommodate existing residents, as social infrastructure and employment opportunities are limited in the area. The heritage value of the village should be protected, and infill development will need to be sensitive to the village and surrounding cultural landscape. <p>Klipheuwel</p> <ul style="list-style-type: none"> The rural settlement has not been identified as a node for future growth, and the existing footprint should be retained. The informal settlement has received some utility services. <p>Mikipunt smallholdings</p> <ul style="list-style-type: none"> Subdivision of the 8 000 m² properties, bisected by the river, may be supported; however, the 1:100- and 1:50-year floodlines should be taken into consideration when subdivision is considered. The smallholdings should only be allowed to be utilised for agricultural or related purposes, but not for industrial or commercial uses, unless such uses are directly related to the tourist industry. No transport or related uses should be considered. The smallholding area should not grow beyond its existing footprint. <p>Westerdale smallholdings</p> <ul style="list-style-type: none"> No subdivisions below 2 ha should be considered and such will be dependent on the availability of utility services. No applications for urban development or industrial related uses should be considered. Applications for tourist-related uses may be considered, dependant on the scale and availability of utility services. The dominant use of the property should remain rural. Rural characteristics must be maintained. Encourage visually sensitive proposals, with solid boundary treatments not being supported.

Agricultural industries

- The definition in the MPB-L, 2015 should be adhered to, as well as the development rules (section 110), stating that: 'it is satisfied as to the desirability of the agricultural industry on the land unit in question; the agricultural industry is subservient and related to the dominant agricultural use of the property; the agricultural industry does not adversely affect the agricultural potential of the property.'

Fisantekraal industrial node

- The industrial node, located to the east of the Klipheuwel Road is, still provides ample space for industrial development, and no further extension should be considered until such time as the node has been fully developed.

Area reserved for the extraction of construction materials

- No urban development should be considered in the area (buffer) adjacent to the mining quarries.
- No commercial uses should be approved on the mining properties, such as a large office component, sales offices, processing plants for materials not mined on the site.
- Other uses that may be considered on the premises may include uses directly related to the extraction of minerals (excluding sand mining), but consideration should be given to the dependency/interdependencies, scale of operation and impact (transport, environment). Consideration should also be given to the scale and extent of materials/resources to be carted in from external sources. Such materials should not be the dominant source for production. Applicant should also motivate why such use cannot be accommodated in an industrial area. Screening of buildings and placement thereof also need to be carefully considered.

Durbanville winelands/agricultural hinterland

- The agricultural hinterland (partially winelands) of Durbanville is primarily located along the Tyger Valley (M13), Vissershok (M48) and portion of Adderley Road (M58), and it accommodates a number of historic farmsteads.
- Auxiliary uses such as restaurants, boutique hotels, tourist accommodation, guest houses, farms shops and tourist facilities should be promoted. Care should however be taken not to encourage retail facilities that have no relevance to the farming operation, such as curio shops.
- Screening of buildings should be an important consideration, and large parking areas should be avoided.

Other urban uses in the agricultural hinterland

- Supporting uses such as churches and schools should only be considered in the rural hinterland if there is proof that such facilities will serve the rural community.

	<ul style="list-style-type: none"> • Transport uses should not be considered such as depots, overnight facilities, especially on farms. Consideration may be given to locations which are highly accessible to/from major mobility routes (and in close proximity), where such property does not form part of an agricultural unit. • Tourist event facilities should only be considered if the impact on the surrounding community and landscape are adequately addressed by means of screening and placement of buildings and or structures. • Composting operations could be considered but environmental and transport impact need to be considered. • Telecom and cell masts: Co-location on the Durbanville Hills should be insisted on. • With regard to the Koeberg Nuclear Power Station Exclusion Zone (16km), Policy statement 21 of the MSDP will apply. <p>Goedverwacht Transmitter Radio Station</p> <ul style="list-style-type: none"> • The facility, located along Klipheuwel Road is not expected to be decommissioned in the near future.
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Sub-district 4: New development areas

Annandale

The Annandale development is located north of the existing Richwood residential area and south of the Atlas Park industrial area. It offers an opportunity land use intensification inclusive of residential, commercial and community facilities. The link created through the N7 upgrades would support the creation of residential opportunities in close proximity to employment areas such as Rivergate industrial park, Richmond mixed-use area and Atlas industrial park. It still remains crucial that an integrated development, comprising not only commercial and service industrial, but also medium density residential development, be supported in the area. In the latter instance land parcels CA 211- RE, CA 205-14, CA 205-3 & Erf 1, Burgundy Remainder have reference.

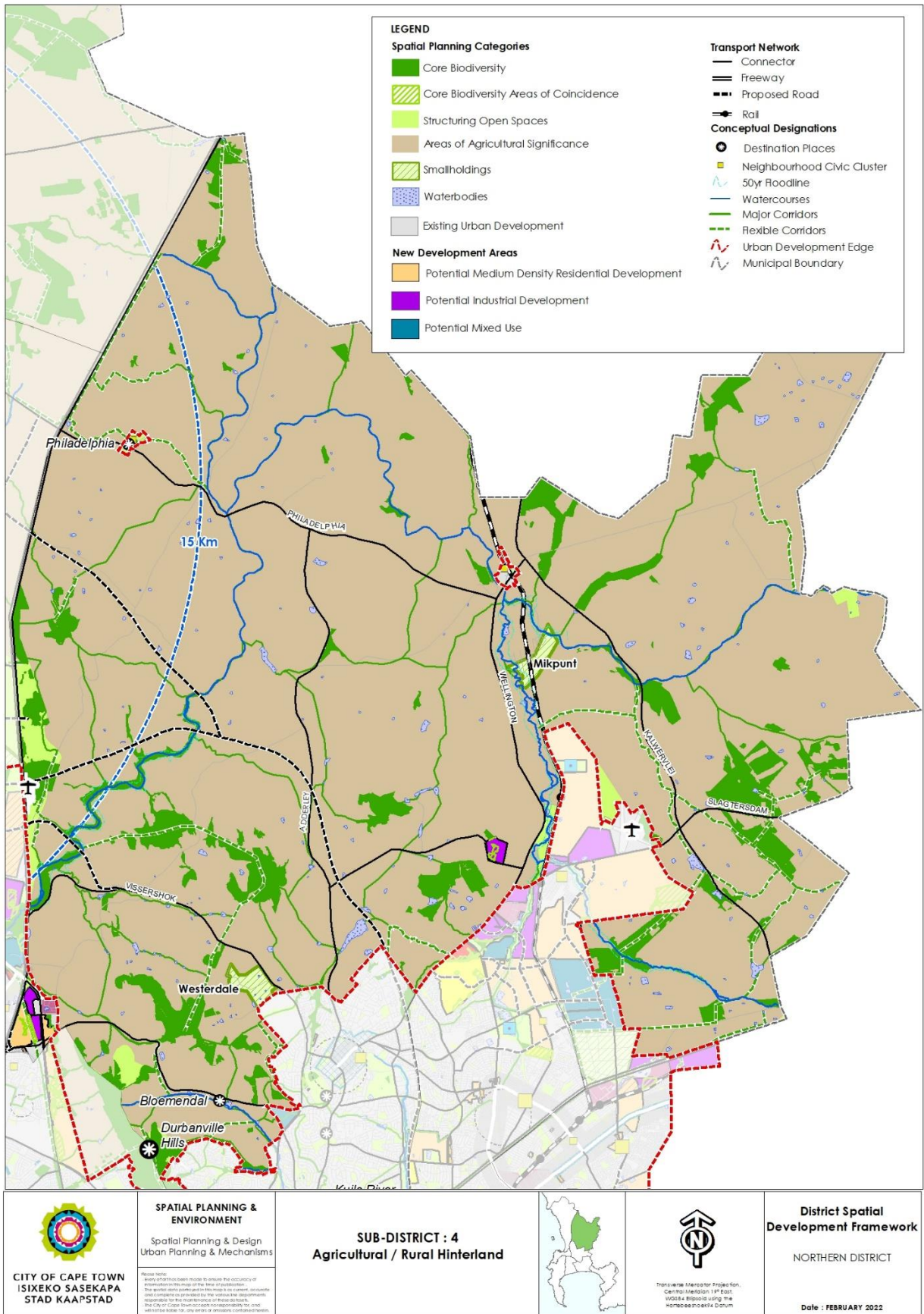


Figure 20: Sub-district 4 DSDF Plan