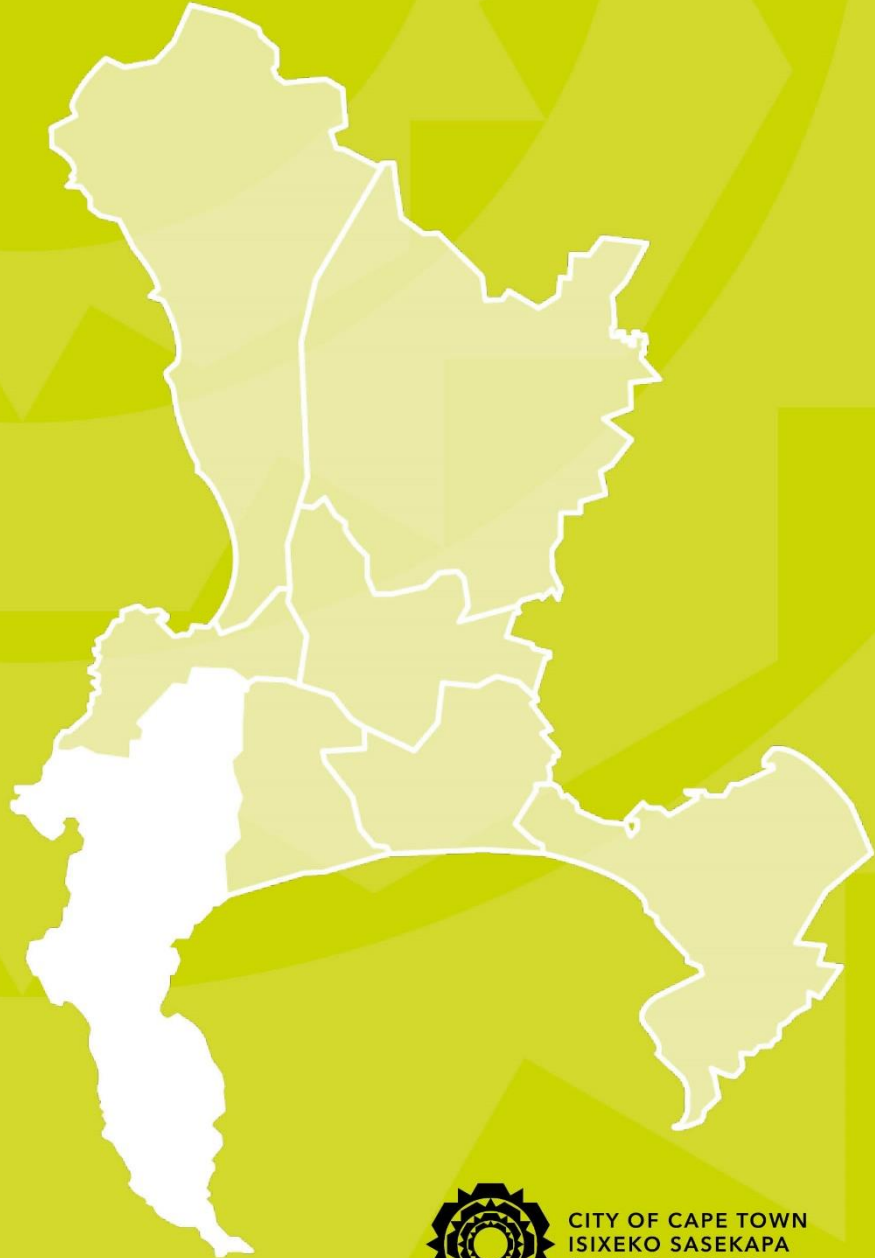


Southern

Integrated district spatial development framework
and environmental management framework

Vol. 2: Draft Technical Report



MARCH
2021



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 Spatial Development Framework (SDF) and Environmental Management Framework (EMF) for the **SOUTHERN PLANNING DISTRICT**.
2. The Integrated SDF and EMF suite of documents comprise the following:
 - a. Volume I: Baseline and Analysis Report
 - b. Volume II: Integrated District SDF and EMF (*containing the vision and spatial guidelines*)
 - c. Volume III: Implementation Plan (*containing the prioritisation framework; projects and proposals for spatial restructuring and upgrading*)
 - d. Volume IV: Annexures
3. Also included for comment in the Integrated District SDF and EMF, in the Annexures, are the proposals in accordance with the National Environmental Management Act, Act 107 of 1998 (NEMA) for the:
 - a. The proposed Exclusions from the Trigger Activities listed in section 24 of NEMA for the Southern district and other designated areas;
 - b. The proposed Exclusions Instrument to manage the environmental processes related to the proposed Exclusions; and
 - c. The delineation of the Urban Areas.
4. You are invited, prior to working your way through the documentation, to consult the supporting summary introductory and background material in the form of summary presentations and videos.
5. You may comment from **6 April 2021 to 6 June 2021**. Any comments received after the specified 60-day period may be ignored.
6. Comments and queries, preferably via e-mail, given our need to comply with Covid-19 protocols, may be forwarded to:
 - a. Southern.districtsdf@capetown.gov.za
 - b. The following website link:.....

Given that the officials are working from home we request that you do not send us letters via the South African Post Office.
7. When commenting, please use the subject line as follows: **'District SDF Comment: For the SOUTHERN Planning District'**
8. Please remember that comments on this work are related to the long-term vision for your district and the related guidelines and projects to help us be in a position to achieve that vision. This document does not deal directly with maintenance aspects such as pipe bursts, the provision of street lights, etc., but rather focusses on the major projects at a systems-level required to enable such local access to services. This does not mean that the local maintenance aspects are not important and are not needed for achieving well-functioning environments. Those maintenance aspects are dealt with through the action plans of the respective line departments and as a result of their respective yearly maintenance programmes.

VOLUME 2 : SPATIAL DEVELOPMENT FRAMEWORK

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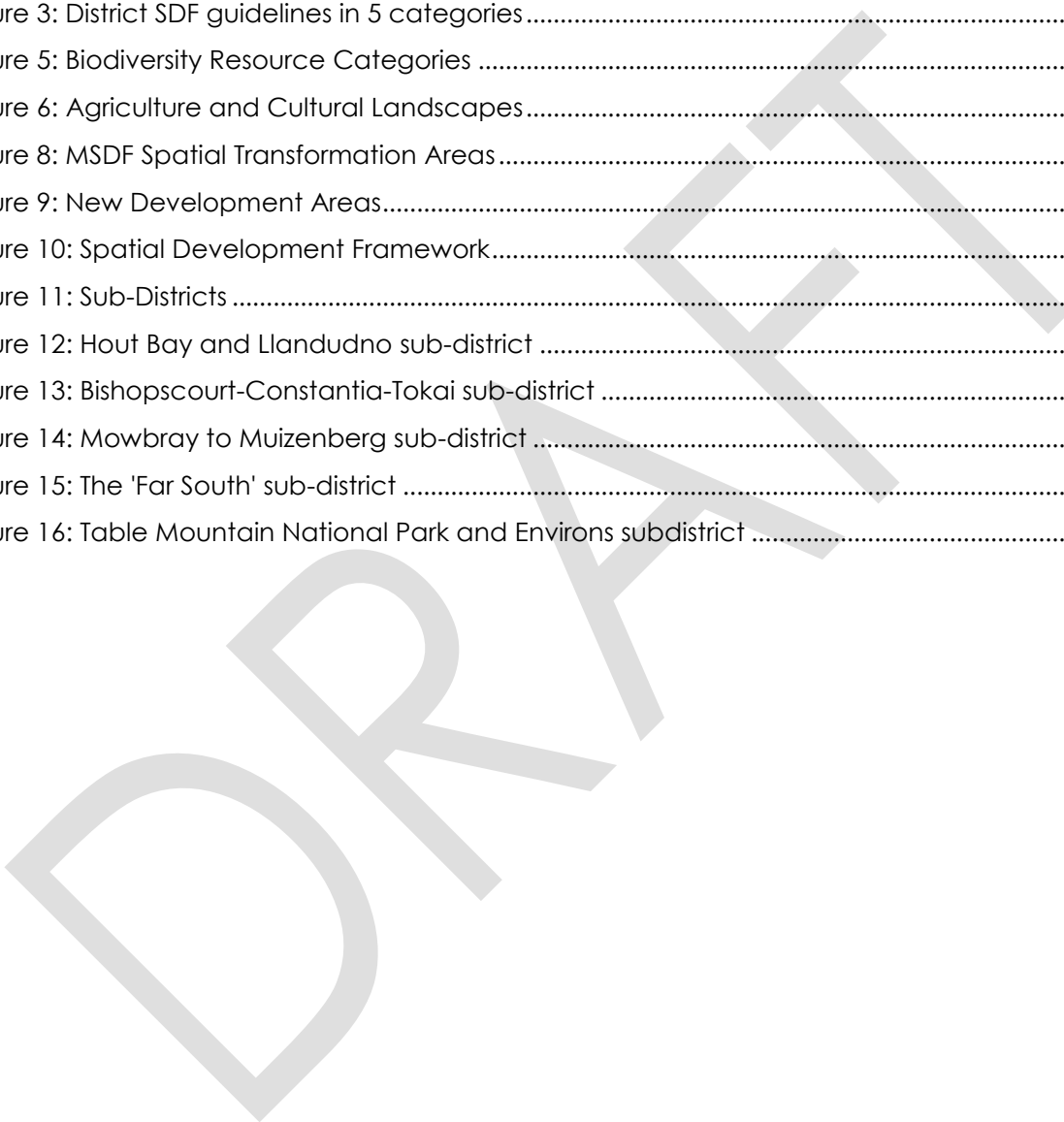
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Structure of the Integrated District Spatial Development Framework (SDF) and Environmental Management Framework (EMF) suite of documents

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

- a. **Volume I: 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
 - Synthesis of the analysis
 - Policy environment

- b. **Volume II: Integrated District SDF and EMF (Spatial Policy and Guidelines)**, comprising:
 - Development strategies
 - Spatial vision
 - District development guidelines
 - Sub-district development guidelines

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

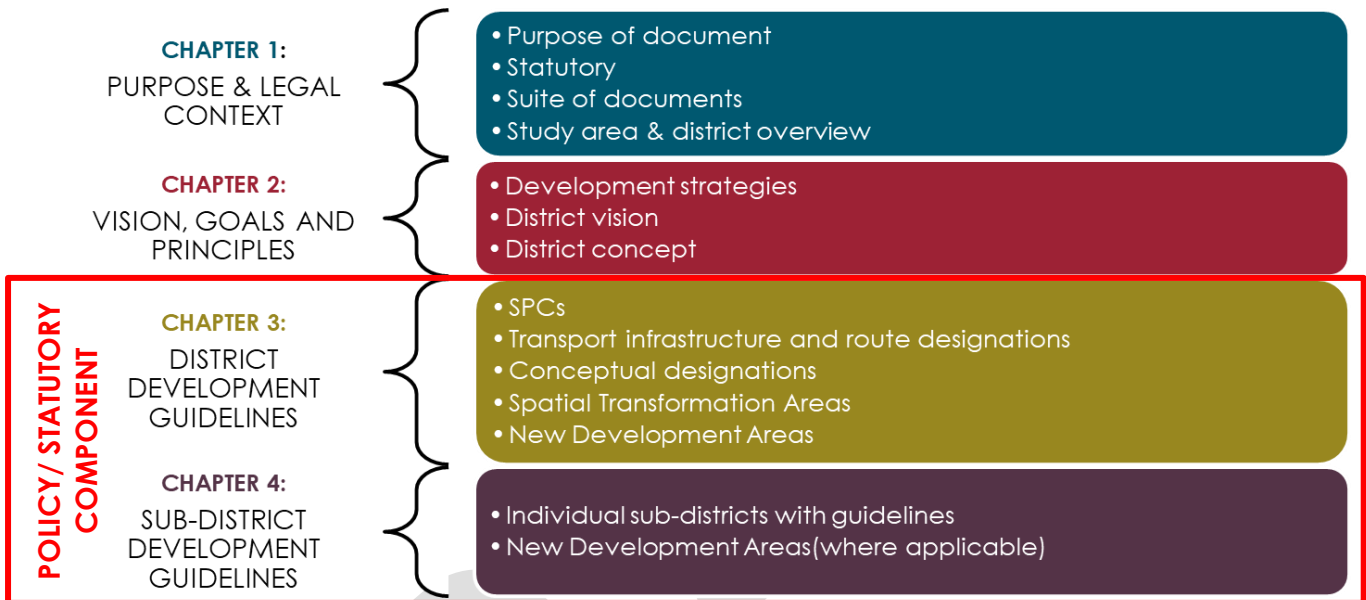
- d. **Volume IV: Annexures**

The Integrated District SDF and EMF also contains, in the Annexures, proposals in accordance with the National Environmental Management Act, Act 107 of 1998 for the:

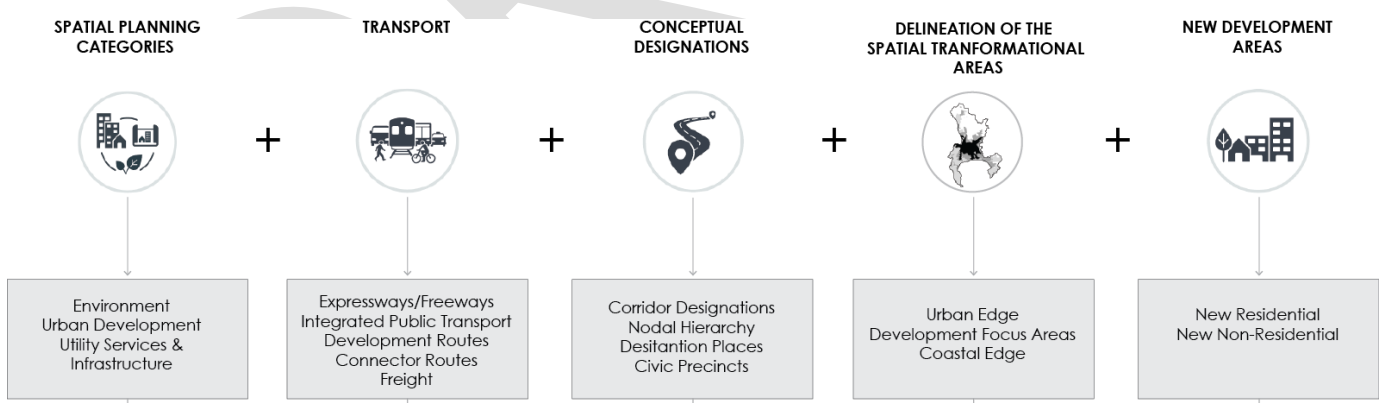
- a. The proposed Exclusions from the Trigger Activities listed in section 24 of NEMA for the Atlantis and other designated areas;
- b. The proposed Exclusions Instrument to manage the environmental processes related to the proposed Exclusions; and
- c. The delineation of the Urban Areas.

Navigating Through the Integrated Spatial Development Framework (SDF) and Environmental Management Framework (EMF)

The Integrated District SDF and EMF document is structured as follows:



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



Reference Guide: Section by Section Contents of the Integrated District Spatial Development Framework (SDF) and Environmental Management Framework (EMF)

Section	Purpose and focus
1. Introduction	<ul style="list-style-type: none"> Outline of background and legislative status of SDF and EMF.
2. Vision goals and principles	<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 Development Strategies	<ul style="list-style-type: none"> Key spatial strategies of the Cape Town Municipal Spatial Development Framework (CTMSDF) and how they are applied to the district. Contextualises strategies in terms of the 'district now' and 'what action is needed' to address issues. Identifies what spatial concepts should be applied to achieve strategy and address issues. Highlights the central spatial ideas, specific to the district, that are key to reinforcing a positive long term metropolitan and district spatial structure.
2.2.1. Build an inclusive, integrated and vibrant city	<ul style="list-style-type: none"> Identifies opportunities for integration and improving public environments including opportunities for civic precincts, destination places. Spatial concepts and structuring elements which include civic precincts, destination places, structuring open space and critical public links, integrated settlement patterns.
2.2.2. Manage a sustainable form of urban growth and create a balance between urban development and environmental protection	<ul style="list-style-type: none"> Identifies the key challenges in terms of the natural environment and managing urban growth within the district. Spatial concepts and structuring elements which include: natural assets, development edges and future urban growth areas.
2.2.3. Plan for employment and improved access to economic opportunities	<ul style="list-style-type: none"> Identifies the key challenges with respect to economic activity and employment in the district, giving consideration to the form and functioning of economic activity, the relationship between transport systems and land use. Spatial concepts and structuring elements to support economic area and the development thereof.
3. Spatial Development Framework and Environmental Management Framework: District Development guidelines	<ul style="list-style-type: none"> Application of the spatial concepts and structuring elements, as identified in section 2, to the district. Forms the 'broad level' guide to the desired future spatial form of the district and is supplemented by more detailed 'sub-district land use guidelines' in section Guidelines are grouped intosections.
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 that may present a risk or limits land use or activities in the district (e.g. flood-prone areas, buffers associated with noxious uses).
3.2. Transport infrastructure and route designation	<ul style="list-style-type: none"> Provides direction to the desired positive functioning of land use/transport network to support the public transport network and the accessibility of social and economic opportunities in the district.
3.3. Conceptual designations	<ul style="list-style-type: none"> Provides broad guidance in relation to spatial concepts that are not precisely spatially defined at the district scale. (e.g. urban nodes, civic precincts, destination places). Land use and form implications may be detailed through local area plans.
3.4. Spatial transformation areas	<ul style="list-style-type: none"> Provides guidance from the CTMSDF in terms of the spatial investment/targeting areas Provides direction to urban growth in relation to the definition of development edges in the district.

3.5. New development areas	<ul style="list-style-type: none"> Identifies vacant and or under-utilised land for development for residential, industrial, commercial and community facility purposes.
4. Sub-district development guidelines	<ul style="list-style-type: none"> Supplements the SDF and EMF: district development guidelines with more detailed 'sub-district development guidelines' that provide further direction in terms of achieving desired spatial form at a local level. Reference is made to where more detailed local area plans exist and will continue to provide guidance to decision making.
5. Implementation plan	<ul style="list-style-type: none"> Provides guidance in terms of actions required to implement the proposals contained in the SDF and EMF
5.1. Urban restructuring and upgrading proposals	<ul style="list-style-type: none"> Provides an informant to aligning spatial planning with service and infrastructure planning, identification of projects Identifies sector-specific proposals (capital investment framework) in support of the spatial development plan (including, for example, new transport links, areas for public space investment, publicly assisted housing, new district-scale open space proposals).
5.2. Public investment prioritisation	<ul style="list-style-type: none"> Framework for prioritising areas for public investment
5.3. Local area planning priorities	<ul style="list-style-type: none"> Identifies key local area planning priorities for the district where further work is required along with lead actions and role players.
5.4. Policies to be withdrawn	<ul style="list-style-type: none"> The listing of the various policies to be withdrawn
5.5. Implementation mechanisms	<ul style="list-style-type: none"> Identifies a framework for the application of various mechanism, some existing and others in the process of being developed to facilitate the correct kind of development in the most appropriate locations.
5.6. Monitoring and Evaluation Framework	<ul style="list-style-type: none"> To follow

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 SDF and EMF forms one of eight plans developed for each of the planning districts of the City of Cape Town (CoCT), all of them informed by among others the city-wide Cape Town Municipal Spatial Development Framework (CTMSDF).

While this plan is grounded in the sense of the current realities in the district, its focus is influencing the future today. In doing so it needs to have relevance to a wide range of stakeholders including communities and interest groups, the drivers of development and regulatory decision-makers who all play a role in shaping urban development. As such the plan comprises of a number of elements which include a discussion of the context and informants to the plan, the objectives of the plan (and spatial 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.

Purpose of the District SDF

Briefly, the Integrated District SDF and EMF aims to respond to the question, 'how do we want the city structure and functioning to be in the future?' (the spatial vision, supported by the policy objectives and principles) and provides policy and implementation mechanisms that answers the question, 'how to get to this vision given the challenges and opportunities that the district face?' The policy and implementation mechanisms are the policy guidelines and suggested implementation actions (restructuring and upgrading proposals), respectively, that could assist in helping achieve this spatial vision.

Therefore, the Integrated SDF and EMF 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 CTMSDF. They also inform strategic public and private investment initiatives as well as the development priorities for more detailed local area planning. It is a medium term plan (developed on a +/-10 year planning frame) that will guide spatial development processes within the district.

Given that the (District) SDF 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.

The Integrated District SDF and EMF will pursue several strategic actions including:

- Aligning with and facilitating the CTMSDF, Cape Town's Integrated Development Plan (IDP) and Transit Oriented Development (TOD) Strategic Framework within the districts;
- Performing part of a package of decision support tools to assist in land use and environmental decision-making processes;
- Delineating fixes and sensitivities which will provide an informant to such statutory decision-making processes;
- Giving clear direction to the form and direction of areas for new urban development in the district in a manner that is in line with the principles and policies of higher-level frameworks;

- Providing a basis for land use change within the existing footprint as well as strategic public and private investment initiatives which will assist in achieving the principles and policies of higher-level planning frameworks;
- Informing the development of priorities for more detailed local area planning exercises and frameworks that should provide detailed guidance to land use management and public and private investment; and
- Providing direction for aligning sector planning and that of other government departments within the district.

The Integrated District SDF and EMF are important planning documents, as it:

- Translates IDP and strategic priorities to specific geographic areas;
- Provides certainty to developers, communities and city directorates;
- Enable land use decision-making;
- Creates value for property owners;
- Enable spatial transformation in a managed and coordinated manner and
- Create opportunities for development.

Overall, the Integrated District SDF and EMF intends to find ways to accommodate the backlog in services and accommodation and the future need to be accommodated in land use given the estimated future growth in population. This is to be done in a manner to ensure compliance with the principles of green infrastructure, sustainability, climate change, and resilience not only for the organisation of the City of Cape Town but also the population.

The Integrated District SDF and EMF attempts to find innovative ways to deal with historic challenges differently while balancing the need to promote green infrastructure, environmental sustainability and climate resilience approaches and principles. In this regard the SDF is integrated with the EMF and aims to achieve a single policy document for planning and environmental concerns. It aims to identify and initiate a process for achieving needed exclusions and fast-tracking to speed up the development process. This SDF also strives to provide a greater focus on ways to enhance implementation.

1.1 The purpose of the EMF

The purpose of an EMF can be summarised as follows:

- To inform environmental management to achieve environmentally sustainable development;
- To be taken into account in consideration of applications for environmental authorisation as it provides for informed decision making given that it contains information, management priorities and guidelines on the nature and attributes of the environmental elements in an area;
- To be a support mechanism in the environmental impact assessment process in the evaluation and review of development applications, as well as informing decision making regarding land use applications;
- Once adopted, the EMF will:
 - Provide applicants with an early indication of areas in which it would be potentially appropriate to undertake an activity;
 - Identify the responsibilities of and recommend appropriate mechanisms for relevant authorities; and

- Provides for informed decision making.
- To identify where areas where environmental authorisation will be required for certain additional listed activities or where certain activities may be excluded from requiring environmental authorisation; and
- To provide for co-ordinated management of strategic spatial environmental information of specific geographic areas.

According to the EMF regulations, an EMF must do the following:

- Identify by map or other means the geographical area to which it applies;
- Specify the attributes of the environment in the area, including the sensitivity, extent, interrelationship and significance of those attributes;
- Identify any parts in the area to which those attributes relate;
- State the conservation status of the area and in those parts;
- State the environmental management priorities of the area;
- Indicate the kind of developments or land uses that would have a significant impact on those attributes and those that would not;
- Indicate the kind of developments or land uses that would be undesirable in the area or in specific parts of the area;
- Indicate the parts of the area with specific socio-cultural values and the nature of those values;
- Identify information gaps;
- Indicate a revision schedule for the EMF; and
- Include any other matters that may be specified. This provides scope for the inclusion of Green Infrastructure and climate resilience approaches.

The Integrated SDF and EMF 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.

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

The statutory environment for planning has undergone significant changes, due to the promulgation of the Spatial Planning and Land Use Management Act, Act 16 of 2013 (SPLUMA), the Western Cape's Land Use Planning Act, Act 3 of 2014 (LUPA) and the City of Cape Town Municipal Planning By-Law (MPB-L, 2015).

The SPLUMA [ref. sections: 12(1), 20, 21, 22] and the LUPA [ref section 10] along with the Municipal Systems Act, Act 32 of 2000 (MSA) requires municipalities to prepare and adopt CTMSDFs to, through spatial planning, guide land use decision making.

The District SDF, which provides a greater level of detail, is a sub-plan of the CTMSDF and is provided for in the MPB-L, 2015. According to section 11(1) (Chapter 3 Part 3) of the MPB-L, 2015, the District SDFs may be adopted and must in some instances and may in others, provide at least elements listed under Annexure 2.

The components of the Integrated District SDF and EMF to evaluate the application for development include:

Section 3: Spatial Development Framework Development Guidelines; and

Section 4: Sub-district Spatial Development Framework Development Guidelines.

While only sections 3 and 4, as noted above, are technically required to evaluate the suitability of an application for development in terms of the spatial vision, the approval of Integrated District SDF and EMF includes the high-level implementation plan that is required to direct the execution of projects (generally by the public sector) to support the roll-out of the district's vision.

The above spatial planning legislation only empowers land uses that are in accordance with the provisions of the District SDF. Municipal Planning Tribunal decisions that are not in line with these District SDFs can only be justified on the basis of site specific circumstances.

The District SDFs and EMFs do not confer new or take away existing land use rights.

Environmental Management Frameworks (EMFs) are prepared in accordance with the EMF Regulations promulgated on 18 June 2010 in terms of the National Environmental Management Act, Act 107 of 1998 (NEMA).

1.3 FUTURE REVIEW OF THE DISTRICT SDF

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

Table 1: Schedule for review of district plan

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

Where guidelines are linked to dynamic elements, e.g. coastal setback lines, floodlines, and approved utility buffer setback lines, once these lines are updated or refined as 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.

1.4 The need for and scope of the review

The CTMSDF 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 current District SDF and associated EMF approved in 2012 may in a number of places not be aligned to the CTMSDF, given the new approach of the CTMSDF as approved in 2018. Therefore, the approval of the CTMSDF gave rise to the need to review, to ensure alignment with the CTMSDF, the approved District SDF and associated EMFs.

The grounds for the Integrated District SDF and EMF review are further to provide refinement and more detailed proposals, as guided by the CTMSDF and are not only based on the recently approved CTMSDF but also on the legislative and national policy changes since 2012.

The changes in City of Cape Town strategies and policies that were approved since 2012 also necessitated changes to the Integrated District SDFs and EMFs.

The Integrated District SDF and EMF review is also needed to respond to the City, 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 SDF, the review of the District SDF will include a review of the EMF and will result in an Integrated District SDF and EMF.

The detailed scope of the District SDF Review is included in [Annexure 2](#).

1.5 Overview of the drafting process

The process (Figures 1 and 2) was initiated during May and June 2019. The process was initiated with the approval from the 24 subcouncils and noting from Spatial Planning and Environment Portfolio Committee, Urban Management Portfolio Committee, including the Mayoral Committee, Executive Management Team, Growth Management Working Group, and the Policy Co-ordinating Committee.

A formal public launch was hosted by the Member of the Mayor Committee for Spatial Planning and Environment, Ald. Marian Nieuwoudt, on 18 April 2019.

Interested and Affected Parties were afforded the opportunity to register from 1 May to 1 June 2019. The Built Environment Empowerment Programme, attended by councillors from the Portfolio Committees for Spatial Planning and Environment, and Human Settlements was conducted from 26 to 27 September 2019.

The draft Baseline and Analysis Reports (BaAR), covering the state of the: Population; Environment; Built Environment; and Economy, for each of the eight planning districts, were produced given the inputs of the Project Management Team (PMT) members that were appointed by the respective Executive Directors.

The draft Baseline and Analysis Reports (BaAR) were subjected to subcouncil and public inputs between October 2019 and January 2020.

Process from initiation

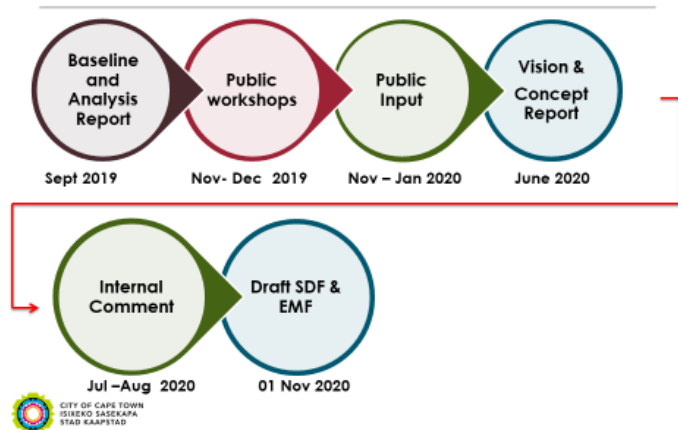


Figure 1

Process to completion

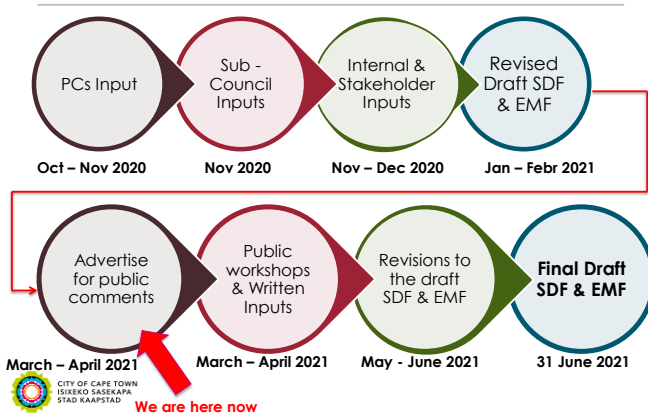


Figure 2

areas where substantial turn out have lacked, could be accommodated at additional meetings.

The above community meetings were preceded by five separate meetings with leaders from the four respective city areas, clustered together between 4-7 November 2019. The sessions with the leaders from NGOs, community organisations, etc. were essentially to cover the purpose of the District SDFs, the process and opportunities for participation; and the planned public engagement sessions, requesting them to solicit support from their constituencies for the process and products.

The concept documents were developed but given the restrictions of Covid-19 regulations relating to lockdown, it was not subjected to public engagements. Fortunately, the

During September and October 2019 the subcouncils were engaged on their perceptions and prioritisation of the issues in their respective subcouncils. Five more subcouncils were engaged between the remainder of October and November 2019.

More than 30 public engagement sessions were held with the general public, clustered in areas throughout the City, between 11 November 2019 and January 2020. The purpose of these sessions was to obtain comment on the perception of the issues and opportunities and to confirm the content of the BaAR. The process was meant to conclude in December 2019, but was extended to ensure subcouncils and

established project management team comprising City officials provided preliminary inputs into these documents

The District SDFs and EMF were then formulated by September 2020 using task teams to cover the various topics under discussion in the various sections. These task teams were comprised of line departments to help formulate appropriate guidelines and identify projects as well as point out considerations for the implementation framework. See Figure 3.

The Draft SDF and EMF was developed and subjected to initial inputs by the line department, government departments and select stakeholder during November to January 2021.

The preliminary inputs obtained were then used to revise the documents and produce the Integrated SDF and EMF that is currently subject to comment from the general public.

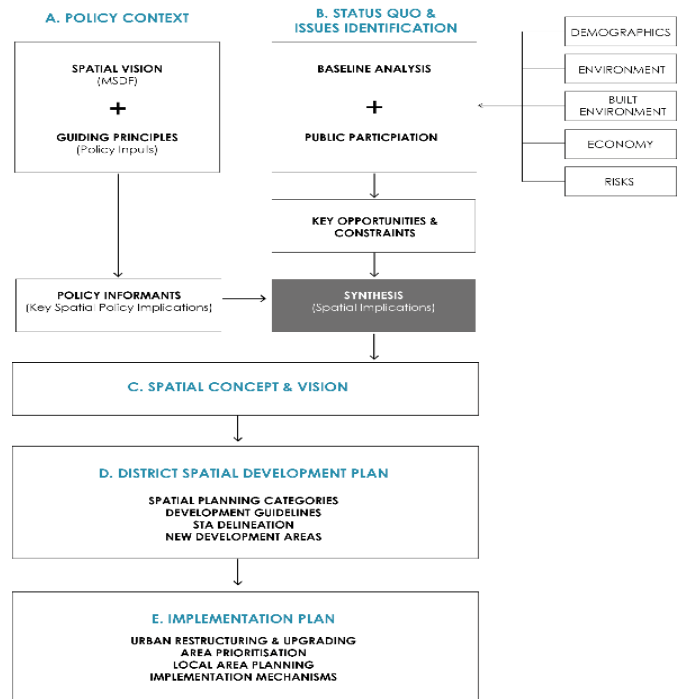


Figure 3

Figure 3 shows how the various elements synthesised into the BaAR; the SDF and EMF proposals; and the Implementation Plan with the associated and Monitoring and Evaluation.

1.6 Linkages to other municipal work

The figure below shows the inter-relationship between the Integrated District SDF and EMF, and other processes in the built environment domain at the City level.

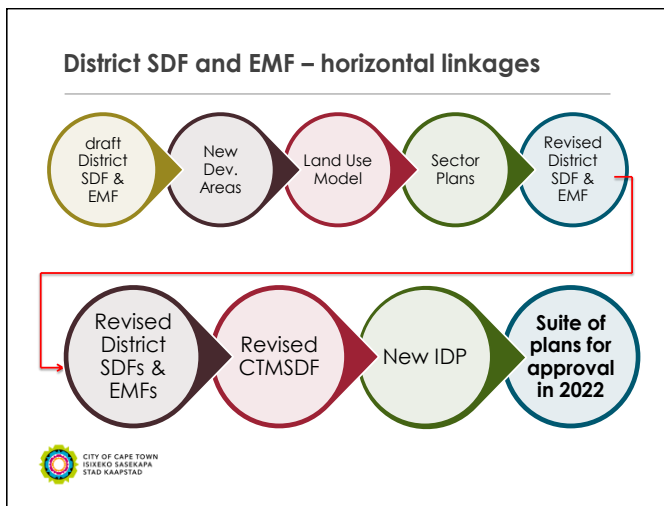


Figure 4

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

These yields of potential future development will then influence the sector plans, e.g. for, community facilities, housing infrastructure structure service, etc. Once these sector plans are completed, they will be subject to an alignment process with the Integrated District SDF and EMF, New Development Areas and Land Use Model to produce a development scenario for which the services are aligned with

the proposed new development.

The draft SDF and EMF will be aligned with the CTMDF, the revision of which has started and the new IDP with the mentioned documents and will be submitted for simultaneous approval to ensure alignment.

1.7 Decision support criteria

1.7.1 Amendments and deviations

Section 9 of the MPB-L, 2015 states that

- (1)...the City may deviate from the provisions of the municipal spatial development framework only if site specific circumstances justify the deviation.
- (2) In determining whether the site specific circumstances exist, the City must have regard to the development application that has been submitted and any other relevant considerations.

Section 99(2) of the MPB-L, 2015 outlines the criteria for deciding an application. While the CTMSDF is the principal policy tool for evaluating applications, the District SDF is one of the relevant considerations when deciding an application as outlined in section 99(2) of the MPB-L.

1.7.2 Consistency principle

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

Based on this principle, should the provisions of the Integrated District SDF and EMF and any related lower order/local plan be deemed to be inconsistent with the CTMSDF, the CTMSDF will take precedence.

In terms of the Consistency Principle, the approved Integrated District SDF and EMF may be used to interpret the CTMSDF on a local, cadastral scale in cases where the spatial designations between both documents are aligned. Integrated District SDF and EMFs (once approved) may not be used to interpret the CTMSDF on a local, cadastral scale in cases to promote development and in locations that are inconsistent with the CTMSDF, e.g. show development is possible in areas designated as Discouraged Growth Areas in the CTMSDF.

In the current interim period, i.e. the drafting period and prior to the planned simultaneous approval of the Integrated District SDF and EMF, the Integrated District SDF and EMF is used to apply, verify and modify the proposals of the CTMSDF at district and local levels. It is anticipated that the proposals formulated in the Integrated District SDF and EMF, given more recent and superior local knowledge, may not be technically aligned with the CTMSDF. This will therefore result in the need to update the current CTMSDF to ensure alignment. It is therefore planned that the reviewed District SDFs and EMFs may lead to a reviewed CTMSDF, all of which will be approved as a suite of documents at the end of the review period of both these products to ensure alignment. Thereafter the consistency principle will apply, should there still be instances of misalignment

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

Assessing a development proposal (in an application) for policy consistency in relation to the Southern district SDF requires first a policy consistency assessment in relation to the (higher order) CTMSDF.

In the CTMSDF (2018) 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 District SDF and EMF, consideration **must** be given to the following:

1. The District SDF map (Fig. 10)
2. The relevant sub-district map (Figs. 12-16) which replicates the SDF map but includes additional (more local area) detailed spatial designations.

Non-alignment with the spatial designation applicable to that site on either of the above maps, evaluated in terms of the spatial development guidelines applicable to that spatial designation, will trigger the need for an application to deviate from the District SDF.

To assist with interpreting the nature and degree of alignment or otherwise with spatial designations in the District SDF map and relevant Sub-district map consideration should also be given to the following:

3. The two Environmental Significance maps:

- i. Conservation Biodiversity (Fig. 5)
 - ii. Cultural and Heritage Resources (Fig. 6)
4. The Urban Restructuring map (see Fig. in the Implementation Volume 3)
 5. The New Development Areas map (Fig. 9)

Non-alignment of the proposed development with the provisions associated with elements in any of the above maps (appropriate land uses, City development priorities etc.) will signal potential inconsistency with the EMF or a City Restructuring priority, and therefore a policy consistency cautionary.

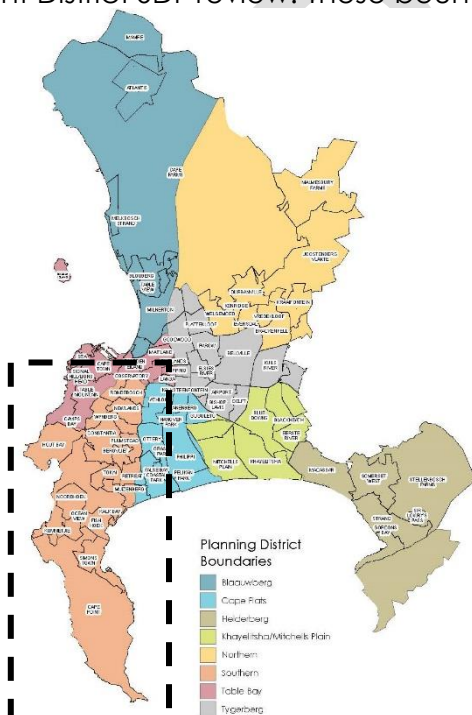
(Refer to Status Quo for detailed background layers)

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

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

1.8 Integrated district SDF and EMF study area

The district SDF study area boundaries as per the 2012 approval will be retained for the current District SDF review. These boundaries are shown in the figure below.



 CITY OF CAPE TOWN IIZENZO CALIHLANA SIBO KAAPSTAD	Prepared by: Siron Planning & Design Design Department 2021 - 2023	 11001 000 11001 000 11001 000	District Boundaries
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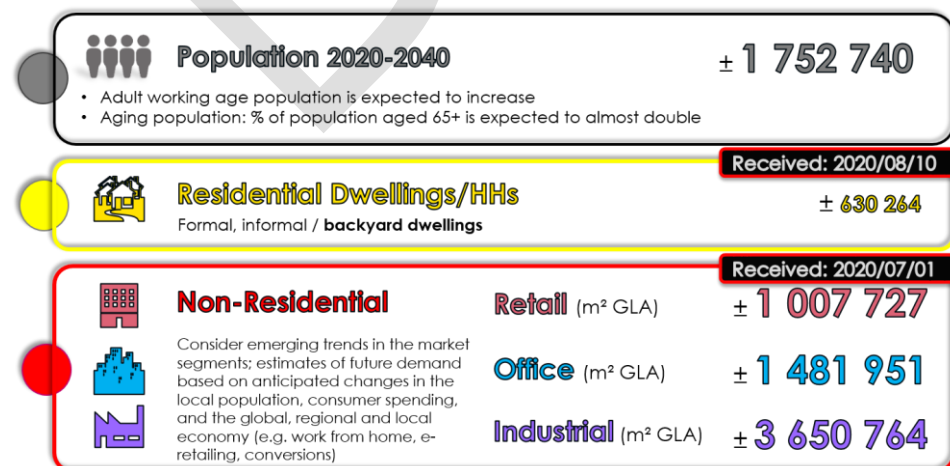
The Southern district is located in the south-west of the City of Cape Town metropolitan area and covers approximately 40 000 ha (400 km²). It incorporates the densely urbanised southern suburbs located in the activity corridor centred on Main Road, agricultural lands and wine farms in the Constantia Valley, the mountain range and valley enclaves (such as Noordhoek, Fish Hoek and Hout Bay) of the South Peninsula. Approximately 38 per cent of the Southern district falls within the Table Mountain National Park (TMNP).

The TMNP is managed by South African National Parks (SANParks) in terms of the National Environmental Management Protected Areas Act, Act 57 of 2003. It therefore does not fall under the jurisdiction of the City of Cape Town, although spatial and environmental planning conducted by the Park and the City need to take cognisance of each other. Approximately 87 per cent of the TMNP is located in the Southern district, with the remainder within the Table Bay district. A significant portion of the Cape Floral Region Protected Areas World Heritage Site is located in the midst of the district. On 30 January 2009, the core and buffer areas of the peninsula portion of the WHS were proclaimed in terms of South African legislation, the World Heritage Convention Act (49/1999) in Gazette No. 31832 Notice No. 72. The core areas are already protected as part of the TMNP, while special provision needs to be made for the protection of the Buffer areas.

The study area boundaries run, from False Bay, up Prince George Drive and the M5, westwards along Settlers Way, along the Table Mountain Chain ridgeline from Rhodes Memorial to Constantia Neck, along the Table Mountain Chain ridgeline to the north of Hout Bay until Apostle Battery and the sea north of Llandudno, then southwards along the coastline to Cape Point and across to Sunrise Circle and Prince George Drive. The district therefore has common boundaries with the Cape Flats District to the east, and the Table Bay district to the north.

1.9 Overarching departure points, main spatial objectives and shifts of the district SDFs and EMFs

As an overarching departure point, the Integrated District SDF and EMF aims to respond to the need to accommodate the future growth of about 1,75m people for the City of Cape Town by 2030.



Notwithstanding the 2030 estimates, the Integrated District SDFs and EMFs takes an end-term vision perspective and looks beyond the 2030 period to what can possibly be accommodated on the land. Given the above needs, the current land use model projections show that the new development areas identified through the Integrated District SDFs and EMFs, as explained above, (all eight combined) can potentially accommodate more than 630 000 new housing opportunities, 1 million m2 retail and 3,6 million m2 industrial and 1,5 million m2 office development.

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

As a result, and to achieve a higher level of efficiency and boost the sustainability, equity and spatial justice of the City, the Integrated District SDF and EMF promotes improved access for the residents of the City. This means either taking new opportunities to where people are located, or because this is not immediately adequately possible, to improve the public transport. The two strategies work hand-in-hand and are not mutually exclusive in a well-functioning City. This is needed because of the inequitable structure of the City, most obviously observed in the disjuncture, as shown in the Figure below, between where the majority of the poor are located, on the periphery, in relation to where the major concentrations of opportunities (esp. economic opportunities) are, i.e. in the inner core areas of the City.

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

Related to the above is also the approach of allowing higher densities in the most accessible locations, i.e. areas where most people frequent. These locations are generally along the major public transport routes and interchanges and close to economic opportunities as a first priority.

A more comprehensive discussion on the advantages of higher density and mixed-use developments are unpacked more fully in many research papers. These will not be unpacked here but can be provided.

Challenges: City Wide

Cape Town... a fragmented and inequitable city

- A radial and inequitable transport network
- Historical apartheid spatial planning and socio-economic engineering has resulted in:
 - The majority of the urban poor residing in remote areas; and
 - Dispersed communities with no economic base and with little development between them.
 - Disjuncture between where the residences and opportunities are located

→ A need to improve access to opportunities



Lastly, and as a summary, the SDF and EMF aims to facilitate the appropriate development in the appropriate locations. Therefore the outcomes sought as a result of this Integrated District SDF and EMF are the relevant 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 enhanced development rights and various other incentives as unpacked more fully in the Implementation Plan (Volume IV) to be approved with the Integrated District SDF and EMF.

The following aspects represent key policy and contextual shifts that informed the reviewed Integrated District SDF and EMF:

Over and above, the policy shifts that have taken place from 2012, the complete adherence to and total dependence on the approved Transit Oriented Development (TOD) approach to development is compromised. This compromise is because the TOD approach is premised on the availability of well-functioning public transport while 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 (not ignoring the challenges of the bus and taxi services at all).

The above means that as an approach the spatial vision could not rely only on public transport elements, e.g. interchanges, stations, etc., for designating important nodes but also employed other criteria such as areas of economic opportunity or areas of deprivation (backlog), etc. This does not mean that the principle of TOD, e.g. mixed-use intensification, densification along key corridors, etc. are abandoned, on the contrary, these are retained but used with the other criteria to establish a hierarchy of nodes for intervention.

Given the prevalence and the impact of Covid19, the District SDFs and EMFs identify ways to help with the economic recovery, i.e. how to speed up the resuscitation of the economy and how to spread that more widely through the City. Here the Development Focus Areas (DFAs) and the Urban Support Area (USAs), through a process of spatial targeting help to identify areas in need or of opportunities 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.

Still with an intent of removing red tape and facilitating appropriate development, the review of the District Plans resulted in trying to reduce the complexity of and ease the use of the spatial vision in the SDFs for decision making. To achieve these attempts have been made to fully integrate the SDF and the EMF. This is challenging and a work-in-progress as the aim of achieving a single document that would make it simple for the users w.r.t. to land use and environmental decision making is being pursued. The logic of the CTMSDF w.r.t. to spatial transformation areas is still being retained. In fact, it is supported by the urban development edges and will be enhanced with the use of overlay zones, e.g. urban edge overlay zone.

To help set a clearer position on the vision for spatial planning, and to further promote the principle of creating a well-defined balance between future development opportunities and the protection of the natural environment, the Integrated SDF and EMF re-introduces the concept of development edges, previously more easily called urban edges. Some development edges are firm, e.g. urban and coastal development edges, while others are

flexible and change naturally over time, e.g. floodline and utility development edges. All of these aims to curtail and direct urban development away from sensitive or risk areas.

Lastly, the Integrated SDF and EMF focusses on informality both in terms of the housing and economic sectors. An informal economy survey is underway to help inform the proposals in the SDF and EMF. Ways to fast track land for housing development is also being investigated through the provision of among others overlay zones and temporary use of land for housing.

DRAFT

2 Vision, goals and principles

2.1 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 – a more inclusive, integrated and vibrant city that addresses the legacies of apartheid, rectifies existing imbalances in the distribution of different types of residential development, and avoids the creation of new structural imbalances in the delivery of services. Key to achieving this spatial transformation is transit-oriented development (TOD) and the densification and diversification of land uses.

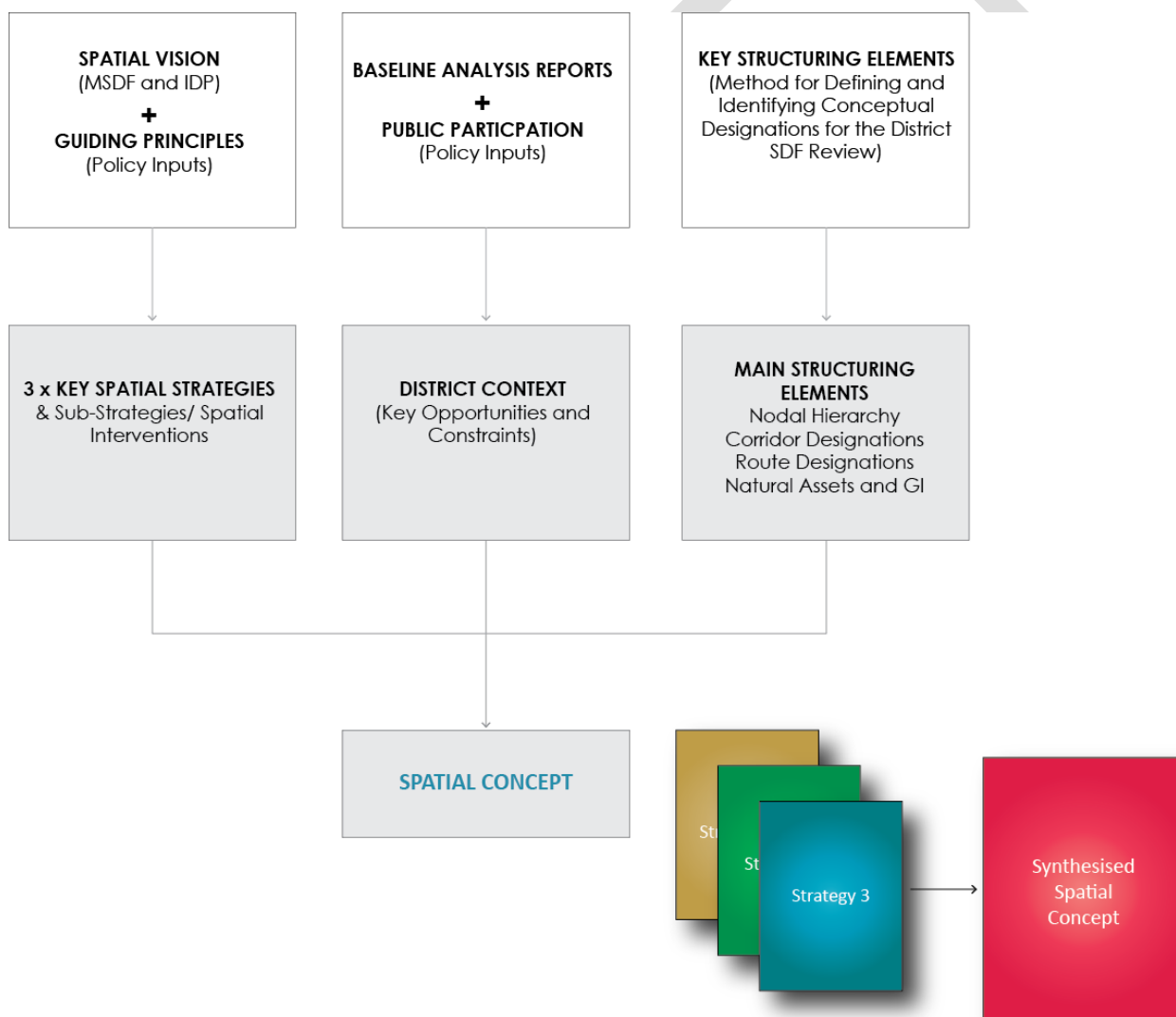


Figure 1: Spatial Vision Informants

2.2 SPATIAL DEVELOPMENT STRATEGIES

The Integrated Development Plan contains three spatial strategies that provide the spatial direction to achieve sustainable, equitable and managed growth. The section below briefly describes the strategies through two key themes, namely:

- The proposed spatial interventions and how it would be addressed; and
- The key spatial concept and structuring elements that would contribute to addressing the challenges.

2.2.1 Strategy 1: plan for employment and improve access to economic opportunities

Spatially, there is a need to ensure that the movement system provides convenient access to employment (formal or informal) and other opportunities. Furthermore, there is a need to concentrate on employment in areas that are convenient and easy for people to access.

2.2.1.1 What (spatial) interventions are proposed

The following spatial interventions are aimed at addressing key spatial challenges particularly relevant to the Southern district in relation to its economy and the movement networks within it and the City as a whole. They include:

A. Maximise locational and competitive economic advantages

Reinforce and support established concentrations of district economic activity within the Southern District which hold competitive advantages. These are clear, and at least in part, unique opportunities with potential for further growth. This growth can't generally be accommodated anywhere else. This growth is also able to build on past success.

This includes primarily:

- a. Education: UCT is one of the pre-eminent universities in the country. It continues to grow with significant related study and residential expansion demands. This also supports the growth of other specialist tertiary institutions in close proximity (e.g. Red Cross and Groote Schuur medical hospitals, the Sports Sciences Centre) as well as other tertiary institutions (e.g. Cape Peninsula University of Technology, Boston College). The southern suburbs (particularly secondary) schools hub is a historical high agglomeration of high-quality schools, probably unprecedented in the country, which as a major draw for pupils results in related spin-offs (e.g. rising real estate prices; concentration of academia with huge potential, e.g. to support further schools/school programmes). This schools excellence hub is also a significant feeder to UCT.
- b. Finance (primarily in Claremont) along the Main Road corridor where they can be accessed via key movement and public transport routes. Claremont has emerged as a significant regional financial hub in the city, which itself results in real estate demand and a network of links into the rest of the southern suburbs.
- c. Tourism and recreation, associated with renowned scenic beauty but also adventure sports and events, winelands and cuisine, land and marine biodiversity, and historical sites, built heritage and cultural landscape areas. The Southern district includes (probably) four of the top 10 tourism visitor sites in the country, as well as a number of other attractions which are unique and have potential for growth. With a massive length of coastline, the marine environment (coastline itself, as well as near-shore and deep sea) offers massive opportunity.
- d. Remote working particularly associated with location lifestyle attractions and the live-work-play attraction. People and companies which are/can be IT based are becoming increasingly less location-bound and can choose on the basis of other criteria where they would prefer to work from. Cape Town, and particularly the Southern district (along with Stellenbosch and perhaps Somerset-West and the western seaboard), is well placed to accommodate this. This is due to being able to live in beautiful surroundings and attractive climate while having access to quality services and opportunities such as beaches and mountains, excellent education and health, culture and cuisine. Other dependencies, of course, include high-quality broadband, safe environments, easy access to services and opportunities, and the ability to (physically) network in person with

similar people and organisations, which builds hub-like pockets of (market-leading) excellence. These pre-conditions, both spatial and non-spatially related, are critical to underpinning this niche comparative advantage market.

- e. Leverage (blue-green network) destination (focus area) places. The Southern district is blessed with many such areas, many of which are already operating well. This includes a number of not just district, city or even national attraction sites but international attraction sites (such as Kirstenbosch, Cape Point and the penguin colony). However, those destination places with potential for improvement should be identified and leveraged as far as possible within the parameters of other imperatives (such as environmental protection, etc.). These are usually places of significant environmental attraction, such as parks, beaches, or harbours which are able to attract and have the capacity for many people, but which have been under-performing due to poor management (e.g. the harbours), lack of resources, market expertise or market appetite (e.g. Muizenberg and Fish Hoek beachfronts, Hoeriqwagga trail services, remote resorts, marine economy).

B. Create a more sustainable economy

- a. Support re-purposing of traditional industrial areas where appropriate.
- b. Support the development of a wider range of economic activities. This includes supporting, and even in some cases facilitating, small enterprise opportunities, especially in the more isolated (less accessible) parts of the district. This also includes supporting more long-term sustainable labour-intensive economic activities, particularly those aligned closely with competitive advantage areas (e.g. urban agriculture, tourism services and activities) and related key imperatives (e.g. safety and security, alien vegetation clearing, maintenance and cleaning).
- c. Promote and support increased small-scale urban agriculture.
- d. Support better access to economic opportunities.

C. Improve access to opportunities

- a. Improve movement
 - i. Improve public transport: support the development of an efficient, integrated and complementary non-motorised and public transport network within and across the district. This should focus primarily along the 'accessibility network' and includes, most critically in this district, improvement to rail transport. It also includes review of taxi routes and operations to synergise more closely with other public transport, and particularly where the latter is under-performing.
 - ii. Ensure sufficient infrastructural capacity in focus areas – esp. the Main Road corridor. Focus on improving access to economic and other opportunities from other parts of the city by facilitating efficient movement (especially public transport movement) into the district's economic centres, particularly from the Cape Flats. This requires the completion of certain key linkages and public transport infrastructure (e.g. the IRT Phase 2a development). Also, improve access northwards and southwards within the corridor between different economic nodes themselves, and also with residential areas. And, finally, ensure adequate access to the relatively isolated valley enclaves of Hout Bay and the 'Far South' is maintained (which with growing populations requires increased capacity and enhancement). Address congestion bottle-necks, especially in relation to key tourism routes and destination areas.
 - iii. Leverage route economic opportunities: Improved scenic routes a key opportunity to leverage. Improve NMT in key economic opportunity areas, including especially in sea-mountain-urban confluence areas, and where/as appropriate associated support services opportunities (e.g. tearooms, bars).
- b. Decrease the need for movement
 - i. Promote, as primary access infrastructure (similar to roads and transport), the roll-out of (high-speed) fibre connection across the City. This includes working areas (e.g. local communal workspace areas), social areas (e.g. schools, libraries) and private/residential areas. This is particularly useful to more peripheral locations and to lower-income areas which do not have the means for private broadband connection (and especially for the very high unemployment urban crisis areas of Imizamo Yethu, Masiphumelele, Hangberg, Ocean View, and Westlake), where an

- element of provision should form part of free and/or subsidised basic services packages.
- ii. Support more flexible working conditions where possible and appropriate. This includes primarily work from home options, which could be full-time or part-time in association with less office/location-bound time (e.g. commuting in non-peak travel times, commuting only certain days of the week, commuting to local communal workspaces).
 - iii. Support the development of more residential opportunities closer to work opportunities. This includes primarily along the Main Road corridor where good public transport exists, and principally in economic focus areas (centres/nodes). It also includes in proximity to other existing economic centres in more peripheral areas elsewhere in the district to support economic activity thresholds therein but also maximise the opportunities for walking to work (and other opportunities).
 - iv. Support greater social inclusion and more equitable access to economic and other (e.g., health, education, and recreation) opportunities by facilitating the development of (not only a greater number but also) a wider range of living opportunities within the Main Road corridor. Ensure inclusionary housing is included as a significant element of this residential growth, particularly of identified urban infill areas (which are state-owned).

2.2.1.2 Key spatial concept and structuring elements

This concept focuses on where economic growth could (as it has potential) and should (therefore) be enabled and supported. It also focusses on where access should be strengthened as part of a comprehensive network that supports and enables economic growth as well as allowing for equitable access to this. Specific focus is again given as to where urban crisis areas exist, requiring particular additional continuous support to ensure a more equitable and sustainable economic livelihoods development across the district.

Conceptual spatial elements to support the above include the following:

- Focussed densification and intensification urban areas
- Economic focus points
- Economic hub areas
- Local live-work-play foci
- Destination economic points
- Urban support areas
- Accessibility network elements (road and NMT)
- Mobility network elements (road and rail)
- Scenic drives as economic elements

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

The MSDF sets a clear directive that urban growth should be compact (accommodated within the urban footprint). A compact city form is cheaper to provide/maintain municipal services in the long run because the cost of bulk services and public transport is proportional to the distance they cover.

A compact city form means where people live, work and go to access services and destination places are all closer together. This helps reduce residents' need to travel and time spent commuting in traffic. If this balance of land uses is at sufficient densities, public transport becomes financially viable. In this way, balanced land uses and a mixture of

densities allow the city to grow in such a way as to provide an urban footprint where time can be economically utilised.

This strategy also focuses on managing the pressures of urbanisation (especially the urban growth and compact urban form mentioned above) in a controlled and coordinated manner that is environmentally sustainable.

2.2.2.1 What (spatial) interventions are proposed

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

A. Facilitate and support densification and urban infill

Assist with this protection of environmental and economic value by:

- i. Guiding new urban development to appropriate infill areas, especially those well located in relation to high access (to services and opportunities) and to public transport.
- ii. Encouraging densification generally across the district, but in areas close to economic and other opportunities as well as public transport that exists along Main Road in particular.
- iii. Ensure the appropriate management of heritage resources and areas within the City's HPOZ to enhance heritage opportunities and minimise the negative impact on these non-renewable resources.

B. Protect a well-defined valuable natural environment

Clearly delimit the limits of conventional urban development expansion into natural environments acknowledged to be of significance, as well as designating what land uses and activities might be desirable within these natural environment areas. To be effective, this obviously requires that these areas are subsequently well managed. Key is to:

- i. Provide unambiguous development guidance and acting decisively on this. This includes eliminating (formal and informal) urban development encroachment into valuable or unsafe natural areas as well as encroachment of private gardens into designated nature areas.
- ii. Provide clear evidence of value unlock in these areas (economic and social, and the communication thereof).
- iii. Ensure the maximisation of natural environment connectivity and networks (green corridors).

C. Promote quality open spaces

- i. Focus efforts ensuring as far as possible a connected open space system within and through the urban area.
- ii. Focus on providing quality open spaces. Where these open spaces are providing key ecological and/or infrastructure services, ensure any activities or modifications to these open spaces take into account the need to maintain or enhance these green infrastructure services.

D. Focus on urban sustainability to address risks

- i. Advance planning on coastal climate change risk mitigation, and initiating priority actions
- ii. Improve management of water resources (water-wise use, groundwater management, etc.)
- iii. Improve fire risk safety along nature urban interface areas
- iv. Improve stormwater management to mitigate flooding risk in urban areas
- v. Support urban agriculture to improve overall city food security, economic sector growth and employment, livelihoods of the most vulnerable, and urban diversity.
- vi. Reduce inequality by facilitating the provision of quality living environments, improving access to economic opportunities and community facilities (health, education, etc.), integrating lower-income residents into all urban areas generally as appropriate and possible.
- vii. Improve urban efficiencies with (in addition to more intensive land use) less (unnecessary) travel (thereby reducing congestion and urban carbon footprint).

2.2.2.2 Key spatial concept and structuring elements

It is important to understand that all concepts in this document depict a desired end-state, thus comprising of all existing and future infrastructure and markings.

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

Conceptual spatial elements to support the above include the following:

- Areas of agricultural (and heritage) significance
- Natural asset areas
- Critical green corridor links
- River corridors
- Destination places

Green Infrastructure Network (GIN)

Alongside areas to be prioritised for conservation, the acknowledgement of the social, ecological and infrastructural service provided by green and natural areas requires a planning response. Green infrastructure (GI) identification helps to guide development by highlighting, spatially, which areas are important for green infrastructure provision and where such spaces are developed; measures need to be considered with a view to protecting and or enhancing ecosystem services and GI provision or where new GI assets can be promoted or created.

A common thread through all GI definitions is **connectivity** and the **involvement of nature** to solve problems in the built environment of urban areas. GI planning should be inclusive of both pro-development and pro-environmental approaches that support the city's liveability, resilience and adaptation to climate change.

The primary objectives and functions of green infrastructure include:

- Water management
- Biodiversity conservation
- Climate change adaptation and mitigation
- Human health and well-being
- Sustainable land management

The following principles need to be taken into consideration when planning for green infrastructure, especially in the urban context. These are:

Connectivity: The interlinking of green spaces, both functionally and physically, leads to added value.

Multifunctionality: Aiming to enhance the capacity of green infrastructure to deliver multiple benefits concurrently. Further that multiple functions from ecosystem services are explicitly considered, rather than to be a product of chance.

Integration:	Urban green is considered as a kind of infrastructure, and that this is sought to be integrated with other urban (grey) infrastructure, both physically and functionally.
Multi-Scale:	Recognition that GI planning can be considered at different spatial scales and levels, from city-region to local project, and that it aims at linking different spatial scales. ¹

2.2.3 Strategy 3: Build an inclusive, integrated and vibrant city

Cape Town's spatial structure still reflects remnants of apartheid spatial planning practices. The ramifications of these practices means that some communities are still segregated from each other, while some communities are isolated far from economic opportunities and essential community facilities, such as schools and health facilities. As a result, these community members have to allocate high percentages of their income to access such opportunities.

The above-mentioned challenges are exacerbated by a lack of choice in terms of residential units, with the variety of residential unit sizes, types and prices being severely limited. This means that if these communities want to live closer to their source of income, or in a different size or type of housing unit, they often have to move out of the existing area in an effort to improve their livelihoods. Improving the variety of housing options in different parts of the City allows people more choice, freedom and opportunity for integration.

Consequently, it is vital to address the above concerns and to create a platform for the development of more inclusive and integrated neighbourhoods and other urban areas. This becomes possible by providing a greater variety of land uses and by ensuring that connectivity and mobility are managed in all urban areas, specifically in previously disadvantaged areas.

2.2.3.1 What (spatial) interventions are proposed

The following key spatial development objectives are proposed to address the spatial development-related challenges and opportunities of the Southern district (as identified in the status quo analysis, supplemented by the inputs received in the first key stakeholder engagement and public participation phase, and summarised in the Baseline and Analysis Reports (BaAR) completed at the end of this phase) as they relate in the Southern district to the spatial strategy of building an inclusive, integrated, vibrant city.

All of these interventions are spatial development related, but not all can be readily spatialised in a concept map diagram.

A. Promote a greater range of residential units in all areas

Facilitate the creation of local areas that accommodate (to a varying degree according to context) a mix of residential types and also, most particularly well-located areas, a range of income levels. This includes:

- i. Promote a greater range of residential units, with a focus on smaller, more affordable units. These should concentrate most in close proximity (within walking distance) of economic centres and other opportunity areas (near schools, etc.).
- ii. Include a focus on redress for previously excluded communities, particularly in local areas where people were forcibly removed during apartheid. This primarily includes restitution

¹ The "Green Infrastructure Network of the City of Cape Town Interrogative District Mapping Report" January 2020 contains the GI Scoring that has been given to various categories of open spaces (city map viewer tester pending).

within the ambit of the law and legal processes. However, this should also include the general acknowledgement of those not forcibly removed but who were always historically denied, and the exploration of pragmatic ways in which to address this in a meaningful way however small (e.g. the support for smaller, or rental, more affordable units in parts of an area – as per the point above).

- iii. Utilise potential infill sites that are state-owned towards addressing the public housing backlog. This includes supporting identified land restitution initiatives, partnerships in inclusionary housing initiatives, 'ring-fencing' land sales (of city-owned land, and a portion thereof in the case of other state departments) in areas too inaccessible for state-assisted housing for exclusive use in land acquisition and similar developments elsewhere, and identifying land for state-assisted housing in well-located areas (close to public transport and other opportunities such as jobs, etc.).

B. Support owners in improving their living and economic circumstances in urban crisis areas

- i. Encourage public (and private) investment that will be a catalyst to urban regeneration in the areas of greatest need, namely in and near to pockets of recently developed low-income areas.
- ii. Upgrade existing informal settlements where they are not in hazardous or environmentally sensitive locations
- iii. Provide sustained support to identified urban crisis areas by providing pragmatic housing opportunities in proximity to crisis areas and facilitating and supporting options for the progressive formalisation of new housing opportunities in existing formal crisis areas

C. Cluster community facilities in high access areas

- i. Promote the consolidation and reinforcement of clusters of facilities in locations that are more accessible, including to a wider range of people.
- ii. Where applicable direct new facilities into existing accessible cluster areas as far as possible.
- iii. Direct new higher order facilities towards high access parts of local community areas rather than into often historically embedded local areas.

D. Support greater pedestrianisation (and NMT) orientated communities.

- i. Provide for pedestrianisation in higher intensity urban areas, linking to public transport, recreation areas etc.
- ii. Ensure the development of pedestrian, cycle and other NMT infrastructure in terms of a network.
- iii. Ensure that new developments promote walkability adjacent to and within them, with the NMT routes being more convenient than the private car access route.

E. Promote and support the uniqueness of different areas

- i. Establish and appropriately manage urban heritage conservation areas, cultural landscapes, etc.
- ii. Identify and develop unique, special, or attraction point destination areas and networks. This includes high middle and low volume attraction areas and appropriate associated infrastructure and opportunities at these points (e.g. toilets, rest areas and replenishment facilities), as well as linking areas between these points (e.g. promenades, scenic drives, paths and walkways and NMT)
- iii. Facilitate events and markets etc in appropriate demand areas.

F. Promote more mixed-use areas in all areas where appropriate

- i. Support a greater range and mix of land use types (to cater for a wide variety living and livelihood options).
- ii. Move from more zoning-based (prescriptive) planning to more performance-based planning (i.e. everything is assessed on its merits) to accommodate more diverse land uses in areas appropriate to context.
- iii. Promote more mixed-use areas in accessible locations – which operate for longer hours of the day
- iv. Encourage public-private partnerships for land development and management.
- v. Provide for and support/manage more informal economic activities in all areas
- vi. Focus on key urban management issues, e.g. crime and grime.

G. Promote quality public places and open spaces

- i. Focus efforts ensuring as far as possible a connected open space system within and through the urban area. This includes clearer connections between open spaces which are prioritised with landscaping, tree planting, improved pathways and their links across roads, street furniture at focus points, and cycle lanes and traffic calming measures as appropriate.
- ii. Focus on providing quality open spaces. This includes a focus on quality in fewer open spaces.
- iii. Focus on quality public places in strategic locations, for example, around higher intensity areas (residential, mixed use, commercial) especially where high pedestrianisation occurs. Priority should be given to landscaping, tree planting and street furniture, as well as linkages to links across roads and associated wider system pathways.
- iv. Aim to provide places and spaces that cater to as wide a range of users as possible (income levels, ages, working and recreation people, etc.)
- v. Where possible, enable, leverage and support private–public partnerships (between municipality, business, and communities).
- vi. Improve access to public spaces and places across the city.

2.2.3.2 Key spatial concept and structuring elements

It is important to understand that all concepts depicted in this document depict a desired end-state, thus comprising of all existing and future infrastructure and markings.

This concept focuses on building integrated communities, which goes beyond providing housing, rather than supporting the integration of housing developments with social, physical, and economic systems of an urban area. Furthermore, the intent is to enhance the quality and value of the qualitative aspects of the urban fabric and the unique aspects of the City and district for its people as well as those that visit the area. The vision for the district being a vibrant mix of diverse uses and places that relate to its urban location and high amenity value requires the provision of new physical, visual, natural and land use connections. In this regard, several spatial concepts and structuring elements are significant in thinking about the spatial organisation of the City and district.

Conceptual spatial elements to support the above include the following:

- Mixed-use areas
- Wider range of housing options
- Urban support areas
- Quality spaces and places
- Urban infill areas
- Social facility focus areas
- NMT
- Urban heritage and landscape areas
- Attraction/destination focus areas

2.3 DISTRICT SPATIAL VISION

The overall spatial vision for the Southern district takes its cue from the MSDF spatial vision for the city as a whole, but focusses into and responds to the more uniquely specific informants within the Southern district as identified in the baseline status quo assessment of the district completed as the first step in the district plan (SDF) review process initiated in 2019. This proposed vision is largely the same as that included in the Southern District Plan approved in 2012.

A district renowned for its natural and cultural beauty, with a dynamic economy leveraging its comparative advantages, as well as quality recreation and services, all of which is accessible to all Capetonians, and with increasing focus on quality and affordable living for the widest range of people, significant new work and living opportunities, and sustainable urban areas.

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.

2.3.1 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 primarily the following:

- **Leveraging unique economic opportunities to a maximum**
This district has distinct potential economic advantages in higher education, tourism and recreation, marine economy and defence, and the tech economy. It is important that these advantages are appropriately exploited (i.e. maximised without compromising other key roles such as conservation, etc.).
- **Accommodating growth through intensification in the core focus area**
This is primarily and almost exclusively in the Main Road corridor, from Mowbray to Steenberg, as well as also linking corridors eastwards from this corridor along Klipfontein Road, Chichester Road, Wetton Road, Ottery Road, 5th Avenue, and Military Road. The district has an important role in providing access for as many people as possible to living, economic, and social opportunities that are more attractive than most other parts of the City, and indeed most urban areas nationally. Main Road corridor has arguably the greatest potential in the City, and nationally, to support intensification in quality urban environments with good supporting movement infrastructure.
- **Conserving key scenic, biodiversity, productive and heritage areas to support the tourism and recreation economy**
The Southern district contains (more than any other district in most respects) large tracts of TMNP, adjacent natural areas, beaches and rocky shores, vleis and inshore marine areas, and high potential agricultural areas in close proximity to tourism routes and urban development. This includes many international, national, and regional high attraction destination areas of high economic potential. All of this needs appropriate protection and management into perpetuity to maximise associated benefits. All of this also needs good access to users within the district, but also from elsewhere in the city as well as from further afield nationally and internationally.
- **Supporting quality living environments for as wide a range of different circumstances and needs**

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. This is especially important given its contribution historically in this respect. Moreover, in relation to this, a key role in this district is to provide adequate and appropriate support in identified urban crisis areas. The district has a key role in providing a wider range of living environments than cannot be found in most other urban areas. This is attributable to the high visitorship potential in relation to tourism economy attractions, the ability to provide living opportunities that can accommodate significant numbers of high net worth individuals nationally and internationally, the ability to churn re-development of more updated living types to meet changing needs (e.g. smaller higher quality units) due to high real estate values.

2.3.2 Principal risk factors in the district

- **Economic stagnation risk**
 - **Weak economic conditions/cycles:** Resulting in little significant new development to support economic growth or population growth.
 - **High unemployment:** Resulting in the alienation from formal work, residential, movement, and lifestyle opportunities, and therefore increasing informality.
 - **NIMBYism:** Resulting in severe limitations on development and economic growth processes
 - **Bureaucratic (red-tape) hindrances:** Unnecessary regulatory requirements (e.g. road widening schemes, heritage or environmental processes) in areas where this could have been avoided.
- **Bio-physical risks**
 - **Increasing threat of coastal processes:** Certain areas are already at risk and significant further areas are predicted to be at risk. These are mainly low-lying urban areas on the False Bay coastline.
 - **Other climate change-related impacts:** Growing urban heat island effects, impacts on surface and groundwater, etc.
 - **Fire:** These are closely associated with the life-cycles of fynbos vegetation and their propensity (and necessity) to burn regularly. Mountain slopes and strong south-east winds result in some urban areas being particularly vulnerable to wild-fire events. Mainly at risk are dense settlements with significant informal structures (in which fire is already a threat due to inadequate cooking/lighting facilities) and poor access for fire-fighting services, etc.
- **Social discord risks**
 - **Crime and grime:** Resulting in threats to personal safety, and alienation from public areas and resultant securitisation and isolationism (e.g. with higher boundary walls).
 - **Land invasion:** Resulting in an increased threat to governance, economic enterprise and social order and longer-term risk of socio-economic collapse.
 - **Exclusionary development and activity:** Increasing social and economic polarisation due to an increase in security estates, NIMBY actions, etc.

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

2.3.3 Integrated District Concept

The spatial concept for the Southern district provides a simplified integration of the central spatial ideas proposed to achieve the spatial vision for the Southern district. The central spatial ideas relate very closely to the main structuring elements in the district. The main structuring elements informing this integrated spatial concept thus include the following:

1. Structuring urban nodes and corridors of highest access and high density and intensity mixed-use areas accommodating and driving most future urban growth and economic development in the district.
 - a. This comprises the Main Road corridor from Mowbray down to Steenberg, inclusive also of lesser corridors extending eastwards (such as Retreat Road and Wetton Road).
2. A system of different linking movement routes forming an integrated transport network that supports the efficient movement of people and freight.
 - a. This comprises expressways (such as M3 and M5), secondary connector routes (such as Constantia Main Road through to Hout Bay Main Road and Belvedere Road). It also comprises NMT routes and primary public transport routes (e.g. Main Road and the railway).
3. A protected green network consisting of core natural assets and open space areas, as well as linking river systems and other open space corridors, which form an integrated open space system providing relief from the urban environment, and supporting ecosystem services and the recreation and tourism economy.
 - a. This comprises the world-class scenic and biodiverse Table Mountain chain, wetlands and vleis (such as Zandvlei and Papkuilsvlei), riverine corridors (including the Constantia-Tokai and Hout Bay greenbelts), and beaches and rocky shores.
4. A network of quality public urban places and spaces, destination places and scenic routes, urban heritage areas, and strategic land opportunities that support rich and varied urban and natural environments and improved livelihoods for all.
 - a. This comprises town and village squares and streetscapes, destination places like Kirstenbosch, Steenberg Wine Farm, and Princess Vlei, proclaimed scenic routes, and strategic land opportunities such as Moquet Farm in Diep River.

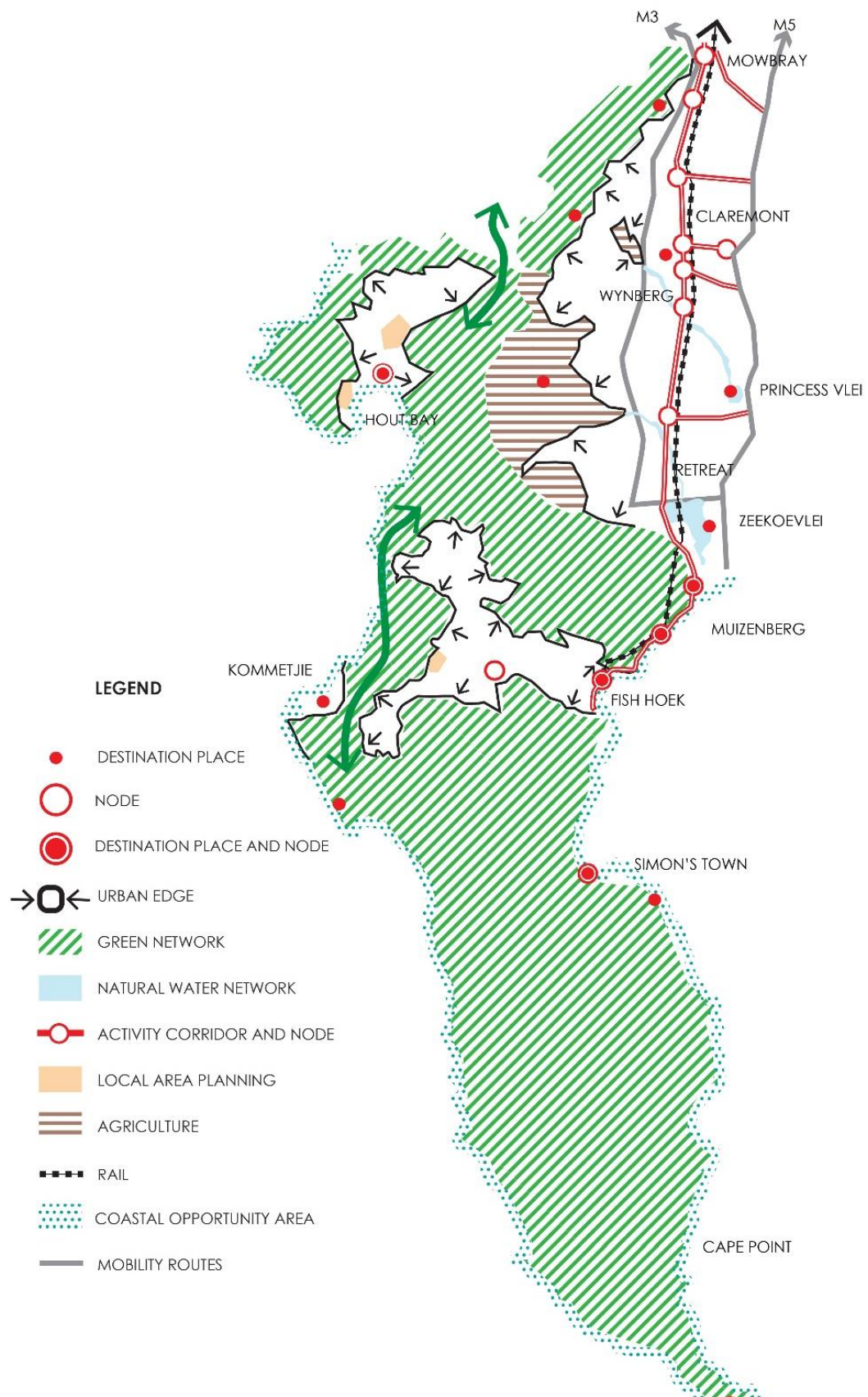
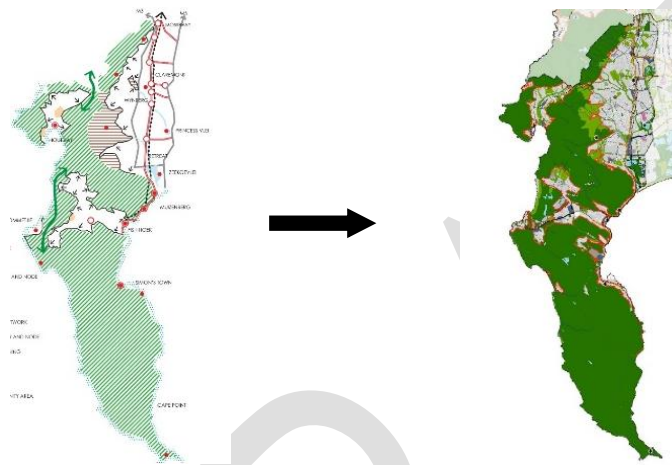


Figure 2: Synthesised Concept for Southern District

3 The Spatial Development Framework (SDF): District development guidelines

The spatial development plan essentially comprises the application of the spatial concepts and structuring elements discussed in Chapter 2 to the context of the Southern district. The identification and active promotion of the spatial concepts and structuring elements are fundamental to responding to the three spatial strategies identified in Chapter 2, realising the appropriate medium to long-term spatial structure and vision for the district. This is also reflected graphically in the progression from spatial concepts and structuring elements at a city-wide scale, to the spatial vision for the district, to the spatial development plan (see Figure 16). The purpose of this plan is to illustrate the application of the strategies from concept to reality in the spatial development plan.



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

The District plan comprises five broad types of categories as indicated in Figure 8, namely:

- **Spatial planning categories and environmental management zones**
 - Environment
 - Hydrological and coastal zones
 - Biodiversity (Map 9) and green infrastructure spaces and structuring open spaces
 - Agriculture
 - Cultural and heritage management zone (Map 5)
 - Urban development
 - Residential
 - Mixed-use intensification
 - Informal sector
 - Industrial
 - Noxious industrial
 - Precautionary areas
 - Utility service infrastructure installations and networks
- **Transport route designations**

- Freeways and expressways
- Rail
- Development routes
- Connector routes
- Non-motorised transport routes
- Harbours, airports and other
- **Conceptual designations**
 - Development corridors
 - Nodes
 - Civic precincts
 - Destination places
 - Green corridors
- **Spatial delineation of MSDF designations (spatial transformation areas)**
 - Incremental Growth and Consolidation Areas and Discouraged Growth Areas (urban edge)
 - Development Focus Areas within Urban Inner Core
- **New development areas**

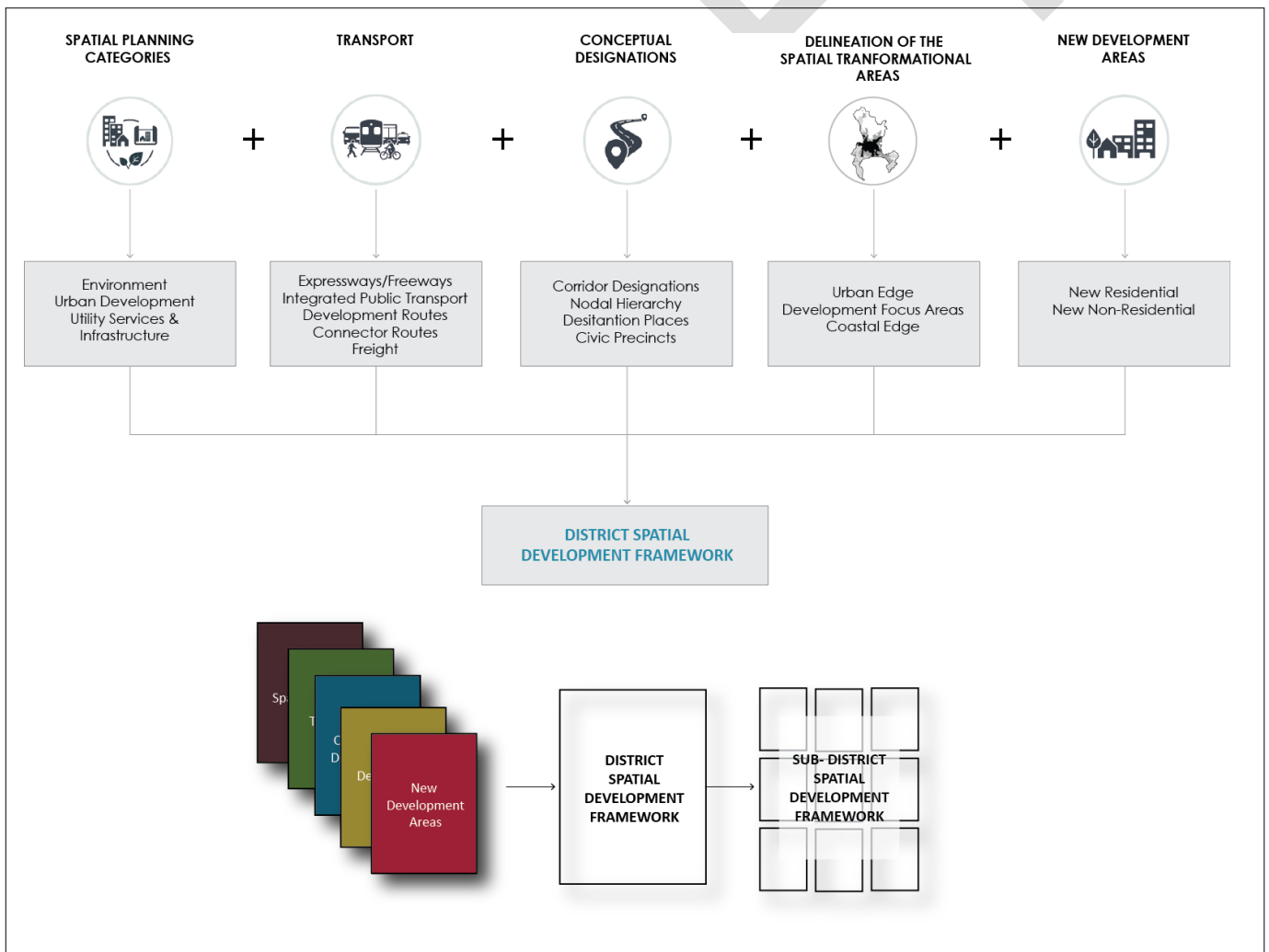


Figure 3: District SDF guidelines in 5 categories

The District Spatial Development plan has been generated on a geographic information system (GIS), which improves the accuracy and legibility of mapping. This is particularly useful for the mapping of development edges and the precautionary areas, which are generally defined according to cadastral boundaries (see Figure 16). However, although appropriate at a district and sub-district scale, the spatial planning categories are generally broad classifications, which may require a greater level of detail, through sector-specific plans or local area planning frameworks, to further guide decision-making at a local and site level.

DRAFT

3.1 GUIDELINES FOR SPATIAL PLANNING CATEGORIES AND ENVIRONMENTAL MANAGEMENT ZONES

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

3.1.1 Environmental planning categories and management zones

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

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

These EIM zones are intended to guide and inform planning and decisions regarding activities that require environmental authorisation and/or planning approval within these areas. They may be regarded as an informant for the National Environmental Authority to apply for possible future exclusion of certain activities listed in the NEMA EIA Regulations (2014 as amended in 2017 and 2020) from the requirement for environmental authorisation where appropriate. They also form a guide for developers to alter activities in order to enhance ecological services or protect conservation-worthy assets.

Details pertaining to the attributes and status of each of these zones as well as a description of the environmental management priorities, can be found in Section 4.

The section below will provide details with regards to the environmental spatial planning categories and how it relates to the EIM zones together with their development guidelines.

The following tables should be read together with the accompanying maps² 4 and 5 which outline area for natural resource conservation priority and heritage conservation priorities respectively.

² Finer scale mapping is available on City Map viewer.

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

SPC	District Features	Guidelines and Management Priorities
Hydrological zone (flood risk areas, rivers, wetlands, estuaries, and aquifers)		
Coastal rivers and waterbodies	<p>Flood prone areas:</p> <p>Flood Risk Area 1 These constitute areas within the 1:50-year flood line, i.e. where floods of this magnitude are equalled or exceeded on average once in 50 years.</p> <p>Flood Risk Area 2 These constitute areas within the 1:100-year flood line, i.e. floods of this magnitude are equalled or exceeded on average once in 100 years</p> <ul style="list-style-type: none"> • Liesbeeck/Black River area <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>e.g. sections along the Hout Bay River, Liesbeek River</p>	<ol style="list-style-type: none"> 1. Conservation, public open space and associated recreation are appropriate uses. 2. These areas can play a valuable role in the NMT network allow for NMT movement where practicable 3. Ensure connectivity of spaces is enhanced and not compromised by hard fencing or other structural barriers to species movement 4. Development is undesirable and at risk in the 1:50-year flood mark 5. Some tourism-related activities, like campsites, etc. are possible in the 1:100-year flood mark 6. Undesirable activities in terms of NEMA should only be authorised under exceptional circumstances, subject to compelling motivation (e.g. where there is an existing right). 7. Apply more restrictive building setback lines and maximise on-site water infiltration and permeability in relation to redevelopment initiatives in flood-prone areas. 8. Although some agricultural activities may be permitted within the flood risk areas, the nature of the impacts and appropriate mitigation must be determined in the EIA process, and must be shown to be acceptable prior to approval (i.e. they must not pollute water resources or increase flood risk). 9. No agricultural activities should be approved within the 1:2-year flood line. 10. New development within the 1:100-year flood line should be subject to formal acknowledgement by the owner of flood risk, and is only permissible where there are existing rights. 11. Where facilities associated with sports fields, golf courses or picnic areas have been conditionally permitted in the 1:50-year zone, floor levels must be above the 1:50-year flood line. 12. Planting and landscaping must be approved by the City to ensure that this is done with appropriate trees and indigenous riverine plants and vegetation. Invasive alien species in or adjacent to a watercourse must be controlled in accordance with relevant legislation. 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.
	<p>Rivers wetlands and their associated buffers</p> <ul style="list-style-type: none"> • Zandvlei • Princessvlei • Liesbeek River • Kenilworth Racecourse Conservation Area (in process for proclamation as a Nature Reserve) • City Parks Biodiversity Agreement sites, 	<ol style="list-style-type: none"> 1. Increase infiltration capacity in river corridors and wetlands through water sensitive urban design practices and sustainable urban drainage systems such as permeable paving, sustainable water storage systems and appropriate landscaping. 2. Introduce and manage appropriate development setbacks from river corridors. 3. Areas for passive and active recreation should be considered in development adjacent to water courses. 4. Areas for permeable walkways and cycle tracks 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.

	especially Lower Silvermine Wetland Conservation Area and Glencairn Wetlands Conservation Area	<ol style="list-style-type: none"> 5. Indigenous landscaping, environmental standards and good practices, including retention of existing trees, must be promoted in any development abutting riverine areas 6. Any new land use, development, activity or building, or any redevelopments, must be appropriate for the anticipated flood risk and geomorphological process requirements and compatible with the ecological buffer and socio-economic requirements, while allowing access for maintenance. A servitude in favour of the City may be instituted to protect identified buffer areas from alteration, degradation or abuse. 7. In general, new buildings and developments abutting rivers should be orientated towards the river, where possible, and the principles of water sensitive urban design should be applied. 8. Improve water quality by identifying appropriate interventions along the water course to prevent or filter pollutants. 9. Improve the ability of spaces to assimilate water pollutants and assist with water purification 10. New developments to comply with recommendations from the City's Stormwater Management Policy regarding treatment and management of stormwater at source.
	Aquifers	<ol style="list-style-type: none"> 1. Redevelopment and new development should give preference to the use of permeable surfaces and vegetated infiltration zones where appropriate to protect and enhance water sensitivity and aquifer recharge capability of various land uses. 2. Aquifer re-charge areas and sole-source aquifers should be protected from potential sources of pollution. 3. Research development parameters to protect aquifer recharge and water sources. 4. Investigate water sensitive land uses.
	Other water source areas e.g. springs, reservoirs, dams, well points, water storage facilities in developments.	<ol style="list-style-type: none"> 1. Protect water source areas and integrate them into urban design. 2. Enhance the utilisation of localised water sources where appropriate for landscaping and maintenance of open spaces. Subject to a Water Use license from the DWS. 3. Encourage on-site water storage integrated into the design of new developments
Coastal zone		
COASTAL RIVERS AND WATERBODIES	Coastal zone seaward of the coastal urban edge line	<ol style="list-style-type: none"> 1. No urban development seaward of the coastal edge line unless it enhances public amenity and recreation. Such infrastructure should be, due to the emergent risk properties associated with coastlines, transient infrastructure where possible. 2. Areas seaward of the coastal edge line must be protected from impacts and remnants of natural systems that play a role in coastal protection must be protected regardless of whether they are seaward of the coastal edge line or not. 3. In these areas, public access must be preserved or actively enhanced and that such access to the coastline does not negatively impact sensitive coastal environments. 4. Amenity opportunities should be maximised with minimum disturbance to the coastal environment and processes. Identified areas include the beaches along the Atlantic coastline (Camps Bay, Clifton, Glen Country Club, Sea Point Promenade). The recreational amenity of the coast should be protected and careful consideration should be given to issues such as beach shadowing caused by tall building proposals and noise resulting from extensive densification of land use.

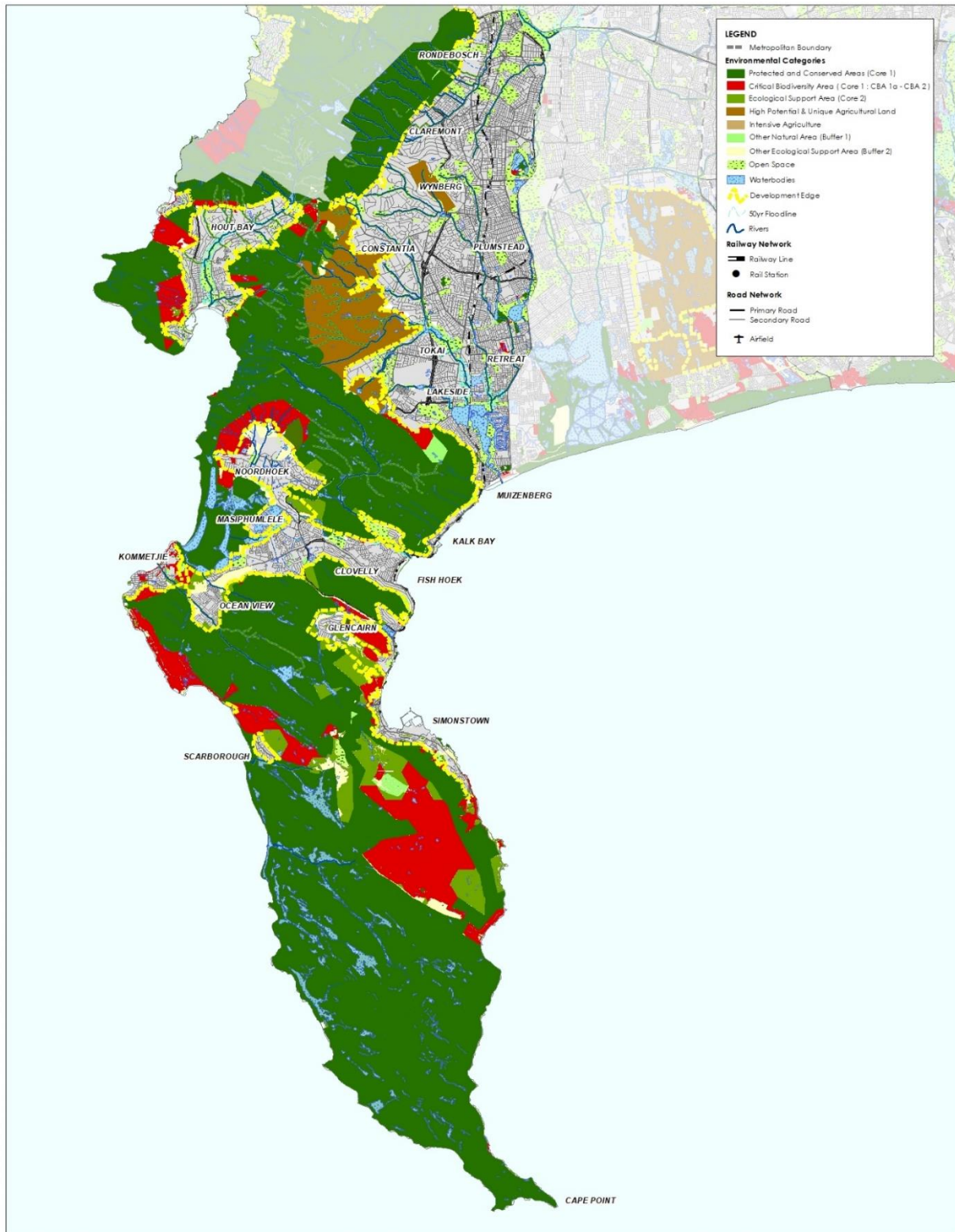
		<ol style="list-style-type: none"> 5. Access to the coast must be maintained and improved and that such access does not impact on the functional integrity of natural coastal systems. 6. In areas of intense coastal recreational focus, e.g. Coastal nodes, those natural and heritage related elements that contribute to the attraction and success of the coastal node, must not be impacted on. 7. Any future development of coastal infrastructure must be situated or developed in such a way that does not compromise the functional integrity of the coastal environment and that such infrastructure is not exposed to risk from coastal processes. 8. Where coastal defences need to be enhanced to protect against extreme weather events associated with climate change an approach that minimises adverse effects, using green infrastructure principles should be considered. Protect, rehabilitate and maintain remaining natural coastal 'green' infrastructure (i.e. dunes, estuaries, etc.) as the most effective means to mitigate the impact of climate change-induced pressures such as sea-level rise and storm surges. 9. Apply a retreat approach to coastal infrastructure located in areas at high risk to coastal processes, where retreat is not an option and where development is located landward of the coastal edge, but is still exposed to coastal processes, these areas will be mapped and local area regulations developed for them. 10. Ancillary infrastructure to the coastal environment (ablutions, parking, access paths) must be of appropriate design to withstand the harsh environment. Alternative means of service delivery for coastal amenities that doesn't involve hard infrastructure should be considered, including green infrastructure approaches and principles. Coastal amenity areas should be developed and serviced in a manner that does not interfere with the functioning of natural systems. <p>EIA requirements</p> <ol style="list-style-type: none"> 1. Issues to be considered: sea-level rise, storm events and coastal erosion, vegetation, health and safety issues, access to the coastal zone, pollution, dunes and sand movement, risk and liability issues. 2. Development of coastal nodes must consider the functioning of possible coastal ecological corridor in the EIA and implement measures to retain this functioning. 3. An EMPr must be drawn up and implemented for all activities approved in this zone, in accordance with the City of Cape Town's specifications for EMPs. 4. The coastal edge line should guide the determination of the seaward boundary of urban development
	<p>Coastal risk areas and areas that buffer urban development against coastal processes</p> <ul style="list-style-type: none"> o Fish Hoek o Kommetjie 	<ol style="list-style-type: none"> 1. Development or land uses should not create adverse effects on the functioning of coastal processes. 2. A precautionary approach should be adopted in areas at risk from Coastal Processes with managed retreat where appropriate and possible. 3. Prohibit major new urban development infrastructure and bulk services investment in coastal areas that are vulnerable to exposure from coastal processes .

	<ul style="list-style-type: none"> o Hout Bay 	<ol style="list-style-type: none"> 4. Redevelopment (intensification) and new urban development proposed in these areas should reflect consideration of potential flood risks and include mitigation measures where necessary. 5. Where development proposed in these areas requires new or amended land use rights, the desirability of which is guided by this district plan and relevant policy, such development should reflect consideration of potential flood/inundation risks and include mitigation measures as may be deemed necessary by the relevant decision maker.
Conservation and biodiversity priority zone		
Biodiversity, GIN and other open spaces	<p>Protected and conserved areas</p> <p>Core 1</p> <p>Table Mountain and environs, Zandvlei Nature Reserve, Kenilworth Racecourse Conservation Area, Westlake Conservation Area, and the City Parks Biodiversity Agreement sites: De Hel Conservation Area, Die Oog Conservation Area, Glencairn Wetlands Conservation Area, Lower Silvermine Wetlands Conservation Area, Meadowridge Common Conservation Area, Princessvlei and Little Princess Vlei Conservation Area, and Rondebosch Common Conservation Area.</p>	<ol style="list-style-type: none"> 1. Conservation related activities only 2. Consolidate and link existing protected areas 3. Support operational requirements of Biodiversity areas to ensure their ongoing utility in green infrastructure networks 4. Detailed assessments required for any development related to the operation requirements of the protected area and development is discouraged. 5. Development to be in accordance with relevant reserve management plan
	<p>Critical biodiversity areas (Core 1 CBA 1a-2)</p>	<ol style="list-style-type: none"> 1. New development inside of the urban edge potentially impacts areas of high biodiversity importance. Such development should then be sensitive to biodiversity considerations affecting these areas by imposing environmental management programmes in relation to development or prohibiting development when appropriate 2. Rehabilitate and maintain areas of sensitive natural vegetation and high biodiversity value. Where biodiversity remnants conflict with areas earmarked for development, ensure adequate botanical and faunal impact assessments are undertaken timeously. 3. Conservation management activities and prioritising of conservation areas are necessary for sites that may be of interest for future development. 4. In general, low impact activities such as passive recreation (e.g. walkways and trails), environmental education and tourism may be appropriate, but should be subject to stringent controls. (e.g. limits to development footprint, management plans). 5. Where possible, all new utility infrastructure, services and structures should be located outside of these areas.
	<p>Ecological support areas (Core 2; CBA 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 Core Areas should preferably be located in Buffer 1 and 2 areas if logistically feasible. 3. Extensive agricultural activities occurring in these areas, and which may impact on remnant natural vegetation should adopt low impact practices (e.g. rotational grazing/resting cycles). 4. Maintain and enhance linkages between these areas.

	<p>Other ecological support areas</p> <p>Other natural areas</p> <p>(Buffer Areas)</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 Core Areas should preferably be located in Buffer 1 and 2 areas if logistically feasible. 3. Furthermore, 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. those specified above) should be managed through spot rezoning or consent uses and fragmentation of farm units should be discouraged.
	<p>EIA requirements all conservation categories</p> <ol style="list-style-type: none"> 1. New development that potentially impacts on areas of high biodiversity importance should only be considered under exceptional circumstances, subject to compelling motivation and in consultation with the City of Cape Town's Biodiversity Branch Specialist botanical and/ or freshwater ecological input must be obtained for proposed new development inside the urban edge that potentially impacts on areas of high biodiversity importance These specialist inputs via the National Screening Tool are enforceable through NEMA (amendment 2019). 2. Issues to be considered: vegetation, connectivity and access, fire control and land management issues, pollution, invasive alien vegetation and fauna species. 3. Areas of high biodiversity importance outside the urban edge should be regarded as 'no-go' areas for development. 4. A management plan must be drawn up and implemented for all activities approved in this zone, in accordance with the City of Cape Town's specifications. 5. Protected areas should be regarded as 'no-go' areas 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 Biodiversity Branch 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 important if required as biodiversity offsets. 	
<p>Biodiversity and open</p>	<p>Structuring open spaces</p> <p>Sports fields and other institutional open spaces</p> <p>Other open spaces</p> <p>Stormwater retention areas</p>	<ol style="list-style-type: none"> 1. In general, development adjacent to open spaces, or which rationalises these spaces, should be orientated towards the open space to encourage the use and passive surveillance of these areas. Design that compromises this condition (e.g. excessive blank walls and backing of development onto these spaces) should be discouraged. 2. Appropriate high or medium density development along open space interfaces could be considered to improve passive surveillance. 3. Safety and security should be considered in the upgrading, landscaping or development of public open spaces.

		<ol style="list-style-type: none"> 4. Where contextually appropriate, consider commercial activities such as small cafes, kiosks and restaurants that will enhance the 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), but this should take into account the wider access/linkage needs and public open space provision requirements. 6. Consider the impact of development on social and cultural uses of an 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 promotes the use of plants that are appropriate for local conditions and can sustain the impacts of weather events and climate change 9. Enhance urban cooling through plantings, retention of tree coverage and the surfacing of underground water, in order to mitigate the effects of climate change. 10. Optimise the uses and functioning of public parks and the role they play in pedestrian networks across the district. 11. Ensure active interface between new developments abutting public open spaces to promote user safety through passive surveillance 12. Safety and security should be considered in the upgrading, landscaping or development of public open spaces
Agricultural and mineral resources		
	<p>Agricultural areas of significance</p> <p>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. This includes agricultural areas in:</p> <ul style="list-style-type: none"> o Constantia o Tokai o Noordhoek 	<ol style="list-style-type: none"> 1. Preserve and utilise high potential agricultural land. This includes all that historically and currently actively farmed, and most especially historic wine estates. 2. Adhere to identified urban edges around the periphery of high-value agricultural areas to prevent urban intrusion. 3. Development outside the urban edge into areas of high agricultural value and high agricultural significance should not be authorised. 4. Encourage activities that reinforce primary agricultural use of these areas. 5. 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. 6. Densities and location of buildings should be considered on a site- to- site case, with dwelling unit numbers in line with the provisions of the DMS. 7. Discourage further sub-division of agricultural land.
Culture and heritage zone – map 5		
	<p>World Heritage Sites Table Mountain chain</p> <p>National and provincial heritage sites</p>	<ol style="list-style-type: none"> 1. Ensure heritage resources are conserved in their authentic state as far as practically possible to reflect their historic and cultural value. 2. Evaluate heritage resources in their broader contexts when making conservation-related decisions. 3. Ensure a place's character is protected and enhanced rather than just protecting individual sites.

	<p>Heritage conservation areas</p> <p>Palaeontological sites, archaeological sites, and burial sites.</p>	<ol style="list-style-type: none"> 4. Maintain the interface between the city and Table Mountain. 5. 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. 6. Discourage the demolition or inappropriate alteration of historical sites where there is a possibility that these can be maintained or redeveloped. 7. Promote the retention and integration of heritage sites into a new development without undermining the viability or inclusive potential of the development. 8. Encourage appropriate and accurate interpretation of heritage resources and recognise and develop places of memory, particularly associated with the struggle against apartheid 9. Identify new areas for heritage protection overlay zones. 10. Ensure that alterations or changes are appropriate and do not derogate the heritage qualities of the places or area. 11. 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>	<ol style="list-style-type: none"> 1. Ensure that new developments in historic precincts are of an appropriate scale and in an appropriate architectural 'language' (massing, articulation and texture); and 2. Ensure that advertising signage, roadways, pavements, colonnades, fencing, landscaping and tree planting respect the character of historical buildings and precincts, as far as practically possible.



 <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>Notice: This plan has been made in terms of the provisions of the Spatial Planning Act of 2015. The City of Cape Town is not responsible for the accuracy of the information provided in this document. The City of Cape Town does not accept any liability for any loss or damage, whether direct or indirect, arising from the use of this document.</small></p>	<p>Environmental Resource Categories</p>		 <p>Transverse Mercator Projection, Datum: WGS84 (1984), WGS84 Spheroid using the Hotine's Moak's Datum</p>	<p>District Spatial Development Framework</p> <p>SOUTHERN DISTRICT</p> <p>Date : September 2020</p>
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Figure 4: Biodiversity Resource Categories

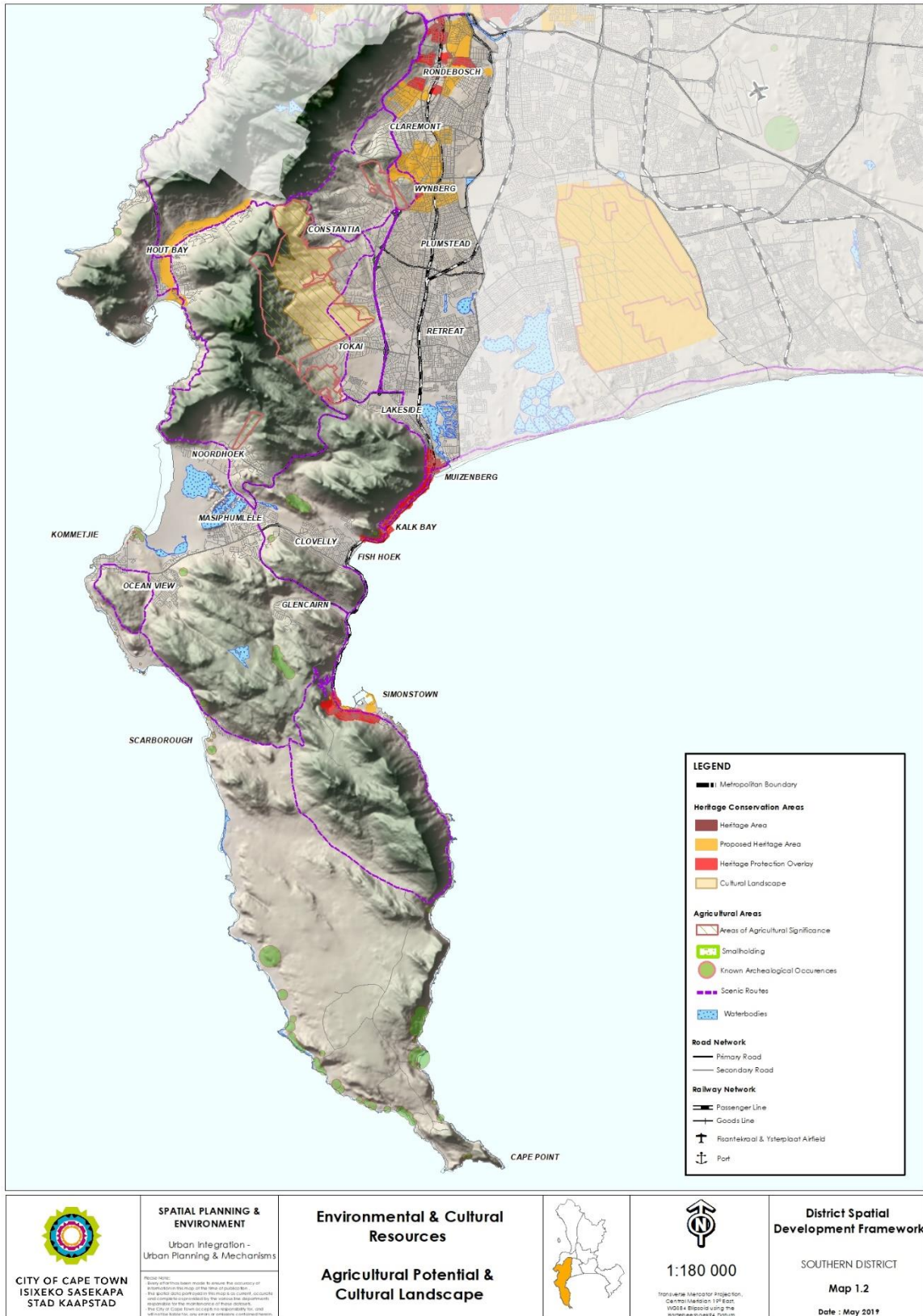


Figure 5: Agriculture and Cultural Landscapes

3.1.2 Urban development

The Southern district consists of various human settlements inclusive of residential and non-residential urban fabric. 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.

3.1.2.1 Residential development

The guidelines for residential development are consistent with the CTMSDF 2018, City of Cape Town TOD Strategic Framework and Human Settlements Strategy (Draft August 2020) as key informants, and draft City of Cape Town Land Use Model (2020). 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 for residential, non-residential and mixed use through the Land Use Model, and existing development areas refer to the underutilised buildings and pockets of land within the existing urban footprint.

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; RDP, FLISP, mixed-market for household incomes below R22 000), Community Residential Units(CRU), Social Housing and Upgrading of Informal Settlements Programme (UISP).

Guidelines for informal settlements, deal with all types of residential informality in the City, e.g. unlawfully occupied land and buildings, temporary relocation areas (TRAs) (City planned), City unapproved dwellings in the form of backyard units, main house extension and conversion, etc.

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

3.1.2.2 Non-residential

A. Mixed-use intensification

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

The Southern District Plan promotes land use intensification that implies a greater mix of residential and non-residential land uses (diversification) through the increased use of space, both vertically and horizontally (densification). This could include a combination of residential and non-residential uses or a combination non-residential uses (i.e. industrial and/or commercial and/or institutional). This can be achieved within existing areas or new

developments with an increased number of residential dwelling units and/or gross leasable area 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.

B. Industrial development

Most of the industrial development sites in the Southern district fall within the Mowbray to Muizenberg sub-district (sub-district 3), the two best performing/largest being Retreat Industrial and Elfindale. Other areas of industrial activity include the area between Access Park and Lansdowne Rd, Hout Bay harbour, Westlake and Lekkerwater Rd.

3.1.2.3 Guidelines

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

SPC: Urban development	
Typologies and District elements	District development guidelines
Sub-category: Residential	
General – Existing development	<ol style="list-style-type: none"> Promote regeneration and refurbishment of well-located and transit-accessible affordable accommodation on underutilised sites and buildings in areas of economic opportunity. Encourage conversion of existing structures or buildings that seek to increase uptake in residential stock accommodation. Where appropriate, support the incremental densification of existing developed urban areas over time. This should be guided by available infrastructure capacity, neighbourhood density and character, proximity to job opportunities and social facilities, and access to public transport. Promote the development of affordable housing by the private sector through the implementation of the Inclusionary Housing Policy (when applicable; draft in process).
New development areas	<p>General (all residential markets types)</p> <ol style="list-style-type: none"> In general, support the development of new residential areas at higher densities than those which exist in these locations, but with due regard for appropriate transition to surrounding areas. Support the sustainable and integrated development of new development areas subject to infrastructure availability and in line with requirements for provision of associated social facilities and recreational spaces.

3. Develop new development areas and infill sites utilising the principle of socio-economic gradient, giving particular attention to the interface with existing development areas and the impact on the urban character.
4. Promote the development of affordable housing by the private sector by implementing the Inclusionary Housing Policy(draft in progress) and through the implementation of the IRDP where applicable.
5. Acknowledge and respect the surrounding urban environment and develop accordingly. This includes considerations relating to neighbourhood density and character, and access to public transport, job opportunities and social facilities.
6. Where appropriate, support the incremental densification of existing developed urban areas over time. This should be guided by available infrastructure capacity, neighbourhood density and character, proximity to job opportunities and social facilities, and access to public transport.
7. Consider the existing character and heritage value of areas of significance (as may be reflected in detailed policies) as an informant to development and redevelopment proposals.

Subsidised and partially subsidised

8. Support the development of high density, affordable rental housing (social housing) within the Urban Inner Core (MSDF 2018) as the City's priority and preferred Restructuring Zone.
9. Encourage and support Community Residential Units (CRU), GAP and/or Social Housing (or any other appropriate housing typology) within areas of focused public sector investment; Priority Human Settlements and Housing Development Areas (PHSHDAs), Restructuring Zones and urban support areas (areas in need of local area planning).
10. To achieve maximum densities on limited land, promote and ensure new formal City provided housing structures are comprising of semi-detached double-storey units and/or two to four-storey walk-ups, and an interface with the character of the area.
11. Support BNG housing development proposals that illustrate and facilitate access to POS; POS must include climate-conscious design such as the use of green infrastructure and water-capturing surfacing; means of inducing safety within a POS site must form part of the BNG design (i.e. homes must face inward onto POS, etc.).
12. BNG and related housing programmes should include innovative and alternative typologies and design to support the City's densification and sustainability targets.
13. Ensure the development of a socially sustainable communities where the immediate needs of the residents are met within 800 m from where they live or by public transport.
14. Encourage development plans for new development and infill areas to set aside sites for commercial and non-residential, including supporting community uses within the new settlement.
15. When considering the scale and location of such sites, consideration needs to be given to 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 illegal occupation.

Mixed-market

16. Prioritise development that allows for area-wide settlement planning, a range of housing typologies, prices, and mixed-use developments and 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,

	<p>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.</p> <ol style="list-style-type: none"> 18. Such development is subject to local level guidelines and availability of bulk services and transport infrastructure. 19. Promote an appropriate interface between these 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 and informed by local level guidance and spatial development plans where applicable. 20. Promote incremental growth by supporting the development of small-scale rental units (backyard dwellings) as an additional use within the SR2 based on the availability of bulk infrastructure capacity: Incremental Housing Zone (MSDF 2018). These unit plans must adhere to the City's menu of proto typical building plans (to be developed) and approved in terms of the National Building Regulations. 21. Support housing suitable for a mix of incomes in well-located NDAs and Infill areas. 22. 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. 23. Promote and prioritise development of appropriately diversified densities of affordable housing on State/City-owned land. 24. Promote the development of affordable housing by the private sector through the implementation of the Inclusionary Housing Policy. 25. Mixed-market developments should promote integration through the use of tenure blind design.
<p>Informal Settlements</p> <ul style="list-style-type: none"> • Imizamo Yethu • Masiphumelele • Boys Town • Red Hill • Small pockets elsewhere – in railway line reserves, etc. 	<ol style="list-style-type: none"> 1. Support 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 2). 2. Support for incremental upgrading and formalisation should also apply to areas where informal units are widely prevalent. 3. Limit expansion of informal settlements into identified precautionary areas (e.g. flood-prone and veldfire risk areas), sensitive environmental areas such as high visual impact areas or biodiversity network areas (usually identified by the urban edge in this district), or high-value agricultural areas. 4. To create sustainable human settlements, support the re-blocking process from the outset to include; access to a public space (POS) and social services centres, the use of green infrastructure to support climate change mitigation; lighting of POS and connecting roads/walking routes etc. 5. Support development application for the provision of basic infrastructure services in high-density informal settlements (electricity, water and sanitation, and accessibility routes). 6. Support in-situ upgrading of informal settlements where possible and deliver urban house typologies to achieve higher densities to minimise relocations. 7. Prioritise the relocation of informal settlement situated in areas of high environmental and high health risk, and ensure that the alternative site meets the health and safety requirements of sustainable human settlements.
<p>Sub-category: Non-residential</p>	
<p>Mixed-use intensification: Existing and new development</p> <ul style="list-style-type: none"> ○ All business areas associated with identified urban nodes 	<ol style="list-style-type: none"> 1. Promote and support high-density mixed residential typology options for the affordable market, 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. 2. Such development is subject to local level guidelines and availability of bulk services and transport infrastructure.

<ul style="list-style-type: none"> o Business strip areas, including along Retreat Rd, Military Rd, Lansdowne Rd, Klipfontein Rd, and parts of Rosmead Ave and Belvedere Rd. o Isolated areas in Dido valley and Hangberg/Hout Bay harbour o Nodes <ul style="list-style-type: none"> - Claremont - Wynberg - Retreat - Kenilworth - Constantia north and south - Hout Bay east and west - Kalk Bay - Simon's Town - Masiphumelele - Ocean View/Imhoff's Gift o Civic precincts 	<ol style="list-style-type: none"> 3. Encourage greater land use intensification, including office and retail; business and commercial; institutional and social facilities and high-density residential development along identified development corridors. 4. At identified urban nodes, key intersections, stations and modal interchanges, especially where opportunities for commercial and other employment-generating land uses exist. 5. Promote informal trading within higher order activity generators, such as urban nodes, public spaces, parking areas, road reserves and destination places (where appropriate). Increase the scope of land use rights for properties within local urban nodes by utilising overlay zones in appropriate areas. 6. Promote an appropriate interface between these 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 and informed by local level guidance and spatial development plans where applicable. 7. Civic upgrades, landscaping and NMT provision should be made as and where appropriate to ensure quality streetscapes.
<p>Informal sector</p> <ul style="list-style-type: none"> - Public transport corridors - Public transport interchange - Precinct development - Mixed-use development - High-density developments - Nodal developments - Commercial or business centres • Mowbray, Wynberg, Retreat, etc. • PTIs • Imizamo Yethu • Masiphumelele • Westlake • etc. 	<ol style="list-style-type: none"> 1. Generally, support new development of areas of high densities to accommodate informal business zones and informal markets in centrally located core areas and areas along activity corridors. 2. Support the flexibility of zoning and regulations in areas along activity corridors and business zones near public transport nodes or transport corridors to facilitate informal economic activities. 3. Encourage inclusion of small scale business within mixed-use developments or precinct development for purposes of uses such as corner shops and informal markets to improve access to goods and services. 4. Support the reconfiguring of current community nodes to create internal public squares that can be used for informal trading. 5. Allow provision of secure and accessible space for the informal economy to function, such as improvement of infrastructure and basic services within areas demarcated for trading space in line with the provisions of the CoCT Informal Trading By-Law. 6. Support flexibility of land use rights on residential properties along activity corridors or public transport corridors to promote township home base enterprises to facilitate local economic development. 7. Identification and support establishment of urban agriculture production in previously disadvantaged communities to give opportunity for township-based food markets. 8. Prioritise underutilised public land for community gardens and allotment areas within or on the outskirts of housing clusters to cater to food security production. 9. Identify the location of existing and potential informal trading areas or markets and preparation of trading plans for these areas is needed. These plans must include the provision of basic services (including increased waste collection services) and amenities to support informal economic activity and reduce negative externalities associated with unregulated business activity. Services

	would include hard landscaping and structures as necessary for ablution facilities and waste collection/recycling, streetlights, water and electricity connections.
Industrial: Existing and new development E.g.: <ul style="list-style-type: none"> • Retreat Industrial (Main Rd) • Elfindale (De Waal Rd) • Area between Access Park and Lansdowne Rd • Hout Bay harbour • Westlake • Lekkerwater Rd 	<ol style="list-style-type: none"> 1. General industrial areas should be supported along development corridors. 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 areas should generally be reserved to optimise this infrastructure and mitigate potential impacts. 5. Allowance could be made for limited forms of non-industrial activity, but these activities should not compromise the general use of the areas zoned for Industry. 6. Where proposed new industrial areas are surrounded by dense residential development, consideration has to be given to the social, health and safety impacts of proposed industries. 7. Facilitate industrial and other commercial development around the airport to take advantage of the competitive advantage and economic, freight and logistical benefits related to the airport. 8. Encourage the development of specialised high value small and medium scale light industrial activities within the existing industrial areas. 9. Semi-industrial areas, where a greater mix of business activities and some residential development in certain instances, can be tolerated where the mix of activities does not negatively impact on the competitive advantage of the industrial activities in the area. These areas include sections of Voortrekker Corridor between Voortrekker Road and the Railway line. 10. No further residential development and related development should be considered within close proximity to CISCO in Kuilsriver. 11. No activity or use, which includes the on-site storage of hazardous substances, shall be permitted unless a risk management and prevention plan has been submitted and council has given approval thereto.
Noxious industrial <ul style="list-style-type: none"> o Hout Bay harbour fish factory 	<ol style="list-style-type: none"> 1. No inappropriate urban development should be permitted in heavy/noxious industrial zones, solid waste disposal and wastewater treatment sites and transfer sites, in cemeteries or areas subject to regular flooding or flood risk, or related buffer areas. Existing developments in the above areas may require mitigation measures and limits on the further enhancement of development rights. 2. These areas should be reserved for noxious trade, and risk activities. Consent for uses outside of this zoning should take into account potential negative impacts. 3. Where the risk industry is surrounded by a residential area, consideration has to be given to the social, health and safety impacts of proposed industries.

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, form).

Precautionary areas and	District elements	District development guidelines
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utility service infrastructure installations		
Noise exclusion zones	None	
Coastal Risk Zones	Muizenberg; Muizenberg to Fish Hoek; Fish Hoek; Kommetjie; 1. Hout Bay	Changing coastal dynamics, particularly associated with climate change, need to be pro-actively and sensitively responded to. Any redevelopment within the identified coastal flood risk area must address potential flooding associated with predicted sea level rise & increased storm-surge action.
Landfill buffer zones	2. None	
Cemeteries	<ul style="list-style-type: none"> • Plumstead • Constantia (Parish Rd) • Constantia (Strawberry Lane) • Hout Bay (Hughendon/I mizamo Yethu) • Ocean View 	<ol style="list-style-type: none"> 1. Support continued use of cemeteries for this purpose. 2. Identification and support the establishment of other interment options to supplement or complement the traditional in-ground burial. 3. Prioritise consideration of alternative burial methods given the constraints to expansion of existing cemeteries or any new cemeteries in this district.
Broadband /IT/WiFi cabling	All areas – but primarily the following: <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, expanding the City's optic fibre infrastructure 2. The above also needs to include future-free provision of broadband fibre into all business areas and nodes (as part of transport infrastructure investment). In support of the City's CTOD (Comprehensive Transport Orientated Development) objective, this should be prioritised most particularly to business areas in peripheral city areas furthest from primary urban opportunity areas, as a means to reducing the need to travel and supporting the growth of these areas as public transport contra-flow destinations, and also supporting/increasing economic opportunity in all prioritised urban development areas of the city/district. This applies most particularly to low-income areas.

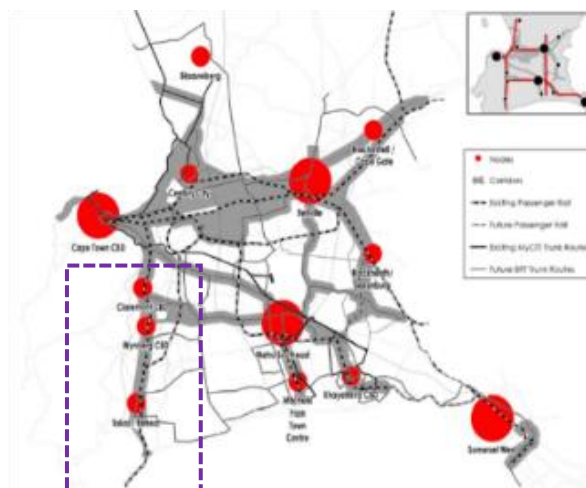
3.2 GUIDELINES FOR TRANSPORT INFRASTRUCTURE AND ROUTE DESIGNATIONS

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

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

In alignment with the CTMSDF, the Southern 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
- high mobility freeways linking from within the district to other parts of the city and neighbouring towns and regions



Key objectives:

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

Note:

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

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

SDF route categories	District elements	District-wide development guidelines
Freeways and expressways	<p>Freeways</p> <ul style="list-style-type: none"> • N2 (Settlers Way) <p>Expressways</p> <ul style="list-style-type: none"> • M3 (Simon van der Stel/Blue Route) • M5 (Kromboom Parkway) 	<ol style="list-style-type: none"> 1. The mobility role of these routes should not be compromised. 2. In response to the attractiveness of freeway access, especially for freight movement, intensification of existing commercial and light/service industrial development near freeway interchanges should be supported. 3. The development guidelines for existing proclaimed scenic routes should be considered generally for application along all expressways in the district. 4. Support creative development solutions that assist with the promotion of long-haul metro public transport along freeways and expressways (e.g. optimising excess parking at shopping malls, sports stadia, etc. as park and ride facilities; integrating with local public transport and NMT).

SDF route categories	District elements	District-wide development guidelines
Rail	<ul style="list-style-type: none"> • Southern line • Cape Flats line 	<ol style="list-style-type: none"> 1. Ensure existing passenger rail lines for public transport right of way are retained, and also retain the opportunity for new rail links that are planned. This includes the Heathfield rail spur proposal in this district. 2. Support medium density residential densification within ±400 m of all rail stations where and as appropriate. 3. Encourage high intensity mixed (residential and commercial) use around all stations within urban nodes subject to other guidelines. 4. Ensure that all new development around stations results in improved NMT and safety and security of streets and public areas. 5. Retain opportunities for park and ride (including shared parking opportunities), subject to local assessments and transport planning. Support management partnerships for daytime public commuter parking and after-hours private local residential top-up capacity. 6. Adopt a precautionary approach to enhancement of development rights in station areas that are subject to visual impact (heritage or scenic areas) and the impacts of predicted sea-level rise.
Development routes	<p>High order (within identified MSDF corridors and with IRT Trunk routes)</p> <ul style="list-style-type: none"> • Main Road (Mowbray – Kirstenhof) • Klipfontein Road • Imam Haroon into Chichester Road <p>Lower order (high-frequency public transport routes)</p> <ul style="list-style-type: none"> • Lansdowne Road • Wetton Road • Retreat Road • Military Road 	<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, the highest intensification of land use should occur directly adjacent to or in closest proximity to the routes. 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 precincts, 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 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 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. 8. Where open spaces intersect with these roads, the former should be retained and enhanced in order to develop the 'green' network, and provide open space relief in intensively developed areas. 9. Mitigation of the impact of the road's mobility function (including design efforts to slow traffic) may be appropriate at high intensity, mixed-use nodal areas where frequent pedestrian movement across the street is necessary. Generally, provide/allow for road access in urban node areas according to development needs rather than road classification requirements. Routes through residential areas between these nodes should generally be mobility

SDF route categories	District elements	District-wide development guidelines
		<p>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.</p> <ol style="list-style-type: none"> 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. 13. Direct access perpendicular parking across the erf frontage should not be permitted along these routes.
<p>Connector routes</p>	<p>Higher order <i>(higher mobility orientated routes, but with some public transport, supporting development routes or linking more distant urban nodes to urban corridor areas)</i></p> <ul style="list-style-type: none"> • Kommetjie Main Road • Constantia Main Road • Rosmead Rd • Belvedere Rd • Newlands Ave. • Spaanschema † Rd • etc. <p>Lower order <i>(Low mobility routes serving only a local area)</i></p> <ul style="list-style-type: none"> • local neighbourhood roads <p>Scenic routes</p> <ul style="list-style-type: none"> • SR1 and SR2 routes as approved i.t.o. policy (see environmental section for specific development guidance) 	<ol style="list-style-type: none"> 1. These routes should continue to perform a primary 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 urban nodes, and limited between them, and especially in areas not close to development corridors. The process of land use intensification along these routes must consider the nature of access roads, additional traffic impacts, and parking requirements. 3. The characteristic 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. Areas between urban nodes, civic precincts, or (the extent of) existing commercial areas should be restricted to residential development only. 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. 6. In support of the City's CTOD (Comprehensive Transport Orientated Development) objective non-residential development should be enabled in identified business areas (nodes and civic precincts where appropriate) in under-served peripheral areas of the district furthest from primary urban opportunity areas (e.g. Ocean View, Kommetjie) in order to reduce congestion on key connector routes. 7. Civic upgrades, landscaping and NMT provision should be made as and where appropriate to ensure quality streetscapes. 8. All routes should aim to be NMT-friendly (with a zero death objective). Appropriate lower order roads linking neighbourhoods and opportunity areas (such as parks and commercial areas) should be identified for prioritised NMT treatment. 9. Development guidance along connector routes which are also indicated as scenic routes should include the following: <ol style="list-style-type: none"> i. Prioritise the upgrade of these routes and support implementation thereof. This should align broadly with the

SDF route categories	District elements	District-wide development guidelines
		<p>route's scenic quality value, degree of tourism use, and road surface and reserve upgrade necessity.</p> <ul style="list-style-type: none"> ii. Development along scenic drives and routes should seek to retain views from the route or not negatively affect the character of the landscape through which it passes. This is particularly important in urban areas outside of urban nodes (e.g. along Boyes Drive, the M3, etc). iii. Any redevelopment along scenic drives and routes should include the addressing of landscaping improvements to the (public and private) areas abutting the road. Land use management decisions should be guided by the Scenic Drive Network Management Plan (Vol. 3, 2003) or subsequently approved management plans. E.g. transport designations. iv. Enhance the scenic experience, wherever possible, by removing moveable obstructions and provide suitable NMT infrastructure where appropriate. v. Ensure that safe access to and along scenic drives is enhanced. vi. Comply with the comprehensive set of guidelines for visual design.
NMT routes	<p>High order NMT</p> <ul style="list-style-type: none"> • Muizenberg (Sunrise Circle) to Fish Hoek promenade 	<ol style="list-style-type: none"> 1. Support public investment in these high order routes as key attractors to regional recreation and tourism destinations. 2. Any nearby development should ensure that metro-significant public link opportunities are retained and enhanced where necessary. 3. <i>Plan for and implement links between these routes and adjacent/accessible roads, public transport, and parking to support pedestrian access to and utilisation along the NMT.</i> 4. Ensure that routes along the coast/flood-prone areas are carefully planned into the future to avoid predicted sea-level rise related impacts. 5. However, in instances of existing infrastructure in high coastal risk areas which are critical to wider urban functioning and/or of recreation and tourism value of metro significance, then careful consideration should be given to how this infrastructure can enhance further recreation and tourism value while also playing an important role in protection against predicted sea level rise risk impacts.
	<p>Lower order NMT</p> <p>District-attractor walkways – around major parks (incl. Princess Vlei, Wynberg sports precinct and Rondebosch Common) or coastal walkways</p> <ul style="list-style-type: none"> • High (sub-metro) attractor cycle routes 	<ol style="list-style-type: none"> 6. Plan for increasing micro-mobility, including more pedestrian, more bicycle and motorised bicycle trips etc., to support greater localisation and walkability (and less need for longer intra- and inter-district trips) associated with more integrated urban development and progressive climate mitigation. 7. Planned NMT links should be formalised/upgraded wherever possible to provide for safer and better quality NMT environments. Development and management partnerships with the private sector should be considered wherever possible. 8. A key focus in areas with significant development informality must be on ensuring planned NMT routes are not encroached upon. 9. 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. decanalisation) or where in critical areas, trade-offs with private landowners to secure land in public ownership can occur.

SDF route categories	District elements	District-wide development guidelines
	<p>All local roads – especially those of sub-district significance:</p> <ul style="list-style-type: none"> • Tokai Main Road • Kommetjie Rd • Hout Bay Main Road • Constantia Main Rd • 2nd Avenue Harfield Village • Palmyra-Liesbeek Road • Prince George Drive 	
<p>Harbours, (no airports and other freight hubs)</p>	<p>Harbours</p> <ul style="list-style-type: none"> • Simon's Town • Hout Bay • Kalk Bay 	<ol style="list-style-type: none"> 1. Encourage the development of inter-dependent associated economic activities and the maximisation of economic opportunity within and in immediate proximity around these areas as appropriate. Ensure a major focus on safe economic precincts to attract property and business sectors. 2. Ensure major storage, break of bulk, etc. facilities do not negatively impact on surrounding development areas, especially in high visual impact areas. 3. Support increased service-related economic activities (e.g. tourism and recreation) and multi-use in harbours aligned with their strategic role as major marine access points and destination places. 4. Ensure heritage, visual impact and climate change resilience issues are adequately considered in any harbour (re-)development.

3.3 GUIDELINES FOR 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

3.3.1.2 Development corridors

Development Corridors are broadly defined as urban areas of high-intensity (i.e. dense and diverse) nodal or 'strip' development generally supported by a hierarchy of transport services that function as an integrated system to facilitate ease of movement for private and public transport users. They are characterised by a dynamic, mutually supporting relationship between land use and the movement system.

Corridor development is focused predominantly on routes serviced by mass rapid public transport services (i.e. rail or bus rapid transport (BRT) trunks). However, the routes may serve different functions, with some routes combining route functionality in terms of accessibility and mobility.

Designation	District elements	District-wide development guidelines
Development corridors	<p>Higher order <i>(as per identified MSDF corridors, highly accessible higher intensity urban strips linking main urban nodes, with development routes as 'spines' and parallel supporting routes forming integrated high accessibility urban areas)</i></p> <ul style="list-style-type: none"> o Main Road corridor (btw Mowbray and Kirstenhof) o Klipfontein Road corridor o Imam Haroon – Chichester Road corridor 	<ol style="list-style-type: none"> 1. See development guidance for nodes as they apply to parts of the development corridor that are within node areas. 2. In areas between nodes generally support high-density residential development within the broadly defined primary extent area within 400 m (± 5 min walk) of the development corridor main road and railway stations (the TAPS). 3. Along higher order development corridors, in secondary extent areas further away from a development route and railway stations (between 400–800 m: i.e. ± 10 min walk) generally support medium-density residential development. However, these must be considered a guide dependent on local area circumstance and not definitive extents. 4. Particular attention needs to be given in areas further away from the development route (esp. beyond 400 m) to ensuring appropriately sensitive new development where this is significantly at odds with existing development in the area (e.g. where more than four-storey development is being considered on properties adjacent to 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.
	<p>Lower order <i>(somewhat less accessible higher intensity urban strips linking other urban nodes, with development routes as 'spines')</i></p> <ul style="list-style-type: none"> • Main Road (between Lakeside and Fish Hoek) • Wetton Road • Gabriel Road • Retreat Road • Military Road 	

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.³

Two green corridor concepts are presented. 'Green Corridors' is represented by a thick solid line. Solid line corridors indicate connections through existing open green spaces and conserved areas. 'Tentative Green Corridors' indicate where a link is needed and where potential exists to create one.

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

Green corridors	Development guidelines
<p>Green corridors in existing green infrastructure spaces Solid line corridors follow existing open green spaces and conserved areas.</p> <p>(sub-district maps) E.g.</p> <ul style="list-style-type: none"> • Hout Bay river system • Constantia greenbelts through Tokai to vleis 	<ol style="list-style-type: none"> 1. Encourage development to respond to and promote opportunities for linkages between identified structuring open space in developed areas. 2. Enhance the green infrastructure provisions of linkages between open spaces through developing connections through public space. 3. Maintain green corridors extending from the mountain through urban areas to the sea (e.g. Constantia greenbelts to Lakeside). 4. Landscaping of developments should consider the enhancement of corridors, and the suitable vegetation types should be considered with endemic vegetation preferred in corridors linking biodiversity areas. 5. On greenfields areas with a role of linking green spaces, the location of buildings and open spaces should take cognisance of the need to promote connectivity. 6. Promote NMT networks in alignment with green corridors 7. Consider how connectivity can be maintained across roads. 8. Where there are canalised or underground river segments the promote the restoration of the river to a non-canalised or partially canalised state, or for the canal edges to be softened by landscaping interventions. 9. New buildings or redevelopment on adjacent sites should face onto the corridor, thus providing for passive surveillance, and to encourage maintenance of the area and help with the safety of those using it for NMT or recreation.
<p>Tentative green corridors These are connections that do not go through green open spaces but</p>	<ol style="list-style-type: none"> 1. Define opportunities for connections through local area plans and site development plans. 2. Redevelopments along tentative corridors encouraged to

³ The Green Infrastructure Network (GIN) dataset was used to create the GIN corridors dataset (Green Corridors). The GIP Corridors were developed using the 'best fit/easiest/most obvious' route to link prominent GIP spaces to extend as far across the City as possible.

Where possible, the corridor ran from GIN green space to GIN green space, but where this was not possible preference was given to smaller areas of public open space (preferably unfenced). If no public open space was suitable, then other watercourses (not already included in GIN polygons) or sports/school fields were used. If this was not possible, then large vegetated road verges were sought. Well vegetated private land was used as a last resort.

represent options for potential linkages. Ideally, these connections could be enhanced to become 'solid corridors'.	<p>contribute to landscaping and the protection of smaller green space assets.</p> <ol style="list-style-type: none"> 3. NMT improvement opportunities to be determined through local area planning. 4. Protect tree-lined corridors and expand planting to support the movement of species where opportunities arise 5. Allow for and encourage spring 'no mow' interventions that promote species dispersal
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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, etc. it would be classified as a civic precinct.

Designation	Development guidelines
General	<ol style="list-style-type: none"> 1. Encourage mixed land use intensification in nodal areas close to stations and modal interchanges and along high accessibility routes. 2. Encourage appropriate residential intensification and clustering of public services dependant on the scale of the local context. 3. Support the development or upgrading of social facilities to be multi-functional to ensure space is being utilised optimally. 4. Support the development of NMT to improve accessibility between nodal areas, public transport routes and public facilities/services. 5. Improve opportunities for commercialisation (formal and informal) in and around public transport stations and PTIs in the design. 6. Support the development of micro-enterprises and informal traders around public transport interchanges and highly accessible locations with high pedestrian traffic. 7. Support the provision of park and ride facilities (including shared parking opportunities) at stations subject to local needs assessments. 8. Capitalise on existing underutilised infrastructure to attract investment.
Metropolitan and sub-metropolitan node <i>(these have similar characteristics and only the scale at which they operate differs)</i> <ul style="list-style-type: none"> • Claremont • Wynberg • Retreat/Tokai (incl. Blue Route) 	<ol style="list-style-type: none"> 1. Encourage very high/high intensity and mix of land uses within a radius of approximately 2,5 km. However, this must be considered a guide and not a definitive extent dependant on local area circumstance. 2. Encourage a mix of commercial, high-density residential via a range of housing typologies, including affordable housing, government services, higher order (Level 1) community facilities and recreation spaces. The services provided caters to a wider catchment area than only the metropolitan area. 3. An average gross density of 75 du/ha with a minimum height of five storeys should be targeted for new developments. The achievement of this target could occur through varying net densities across the area. It is recommended that

	<p>these be guides, but that this is applied within the high-density residential development area according to context.</p> <p>4. Encourage conversion of functionally obsolete building stock to affordable housing.</p>
<p>District node</p> <ul style="list-style-type: none"> • Mowbray • Rondebosch • Kenilworth Centre • Plumstead • Diep River • Muizenberg • Fish Hoek • Sun Valley (Longbeach) 	<ol style="list-style-type: none"> 1. Encourage medium/high intensity and a mix of land uses within a radius of approximately 2 km. However, this must be considered a guide and not a definitive extent dependant on local area circumstance. 2. Encourage mix of office, retail, medium to high-density residential via a range of housing typologies including affordable housing, Levels 2 (and in certain instance L3) community facilities. 3. An average gross density of 25+ du/ha and above with a minimum height of three to four storeys should be targeted for new developments. The achievement of this target could occur through varying net densities across the area. It is recommended that these be guides, but that this is applied within the medium to high-density residential development area according to context. 4. Include higher order recreation facilities such as district parks and sports complexes.
<p>Local node</p> <ul style="list-style-type: none"> • Hout Bay West • Hout Bay East • Kenilworth • Constantia • Meadowridge • Westlake • Masiphumelele • Ocean View/Imhoff's Gift • Simon's Town 	<ol style="list-style-type: none"> 1. Encourage low /medium intensity and mix of land uses within a radius of approximately 800 m. However, this must be considered a guide and not a definitive extent dependant on local area circumstance. 2. Encourage a mix of retail, local offices such as medical surgeries, estate agents, low/medium density residential, and 'Levels 3 and below' 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 25 du/ha should be targeted for new developments. The achievement of this target could occur through varying net densities across the area. It is recommended that these be guides but that it is applied according to context. 5. Promote home occupation and micro-enterprises on residential properties at high accessibility nodes and along local development routes which are serviced by public transport.
<p>Neighbourhood node <i>(these would only be indicated at sub-district scale; these should correlate closely with lower order civic clusters)</i></p> <ul style="list-style-type: none"> • Imizamo Yethu • Klipfontein Road • Belvedere Road • Wynberg Ottery Roads • Constantia Emporium • High Constantia • Victoria De Waal Roads • Retreat Road • Tokai Road • Steenberg station • Lakeside • Dido Valley • Noordhoek • Kommetjie • Scarborough 	<ol style="list-style-type: none"> 1. Encourage low/medium intensity and mix of land uses within a radius of approximately 400 m. However, this must be considered a guide and not a definitive extent dependent on local area circumstance. 2. Encourage a mix of local shops and services serving the immediate residents, such as medical services, hair salons and Levels 4 and 5 community facilities. Where existing civic precincts are established opportunities for land use intensification should be explored. 3. Promote home occupation and micro-enterprises on residential properties at high accessibility points. 4. Promote incremental densification through subdivision of larger properties and development of 2nd (and 3rd) dwelling units.

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.

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

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

Furthermore, a modelling exercise was undertaken to identify civic clusters and service catchment areas of highest need across the City. 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 top 10 areas of highest need mainly with respect to new facility provision is indicated in the summary below. The principles of facility clustering and co-location and promotion of integrated precincts should be prioritized in these areas.

Top 10 Areas of Need (2020)				Top 10 Areas of Need (2040)			
Nodes	Node Level	Planning District	Total Facilities Needed	Nodes	Node Level	Planning District	Total Facilities Needed
Philippi East	2	Khayelitsha/Mitchells Plain	25	Macassar	3	Helderberg	47
Colorado Park	3	Khayelitsha/Mitchells Plain	22	Harare	3	Khayelitsha/Mitchells Plain	34
Wallacedene	2	Northern	18	Philippi East	2	Khayelitsha/Mitchells Plain	34
Delft - The Hague	3	Tygerberg	16	Colorado Park	3	Khayelitsha/Mitchells Plain	32
Bonaweni	2	Khayelitsha/Mitchells Plain	15	Makhaza	3	Khayelitsha/Mitchells Plain	28
Harare	3	Khayelitsha/Mitchells Plain	15	Wallacedene	2	Northern	27
Delft CBD	2	Tygerberg	13	Tafelsig	3	Khayelitsha/Mitchells Plain	23
Mfuleni	3	Khayelitsha/Mitchells Plain	13	Retreat/Tokai	2	Southern	23
Hanover Park	3	Cape Flats	13	Delft CBD	2	Tygerberg	22
Makhaza	3	Khayelitsha/Mitchells Plain	13	Delft - The Hague	3	Tygerberg	22

For the purposes of the DSDF the ranking of civic clusters as identified through forward planning (2040) for community facilities and service points will be incorporated as indicated in the figure and associated table below. The civic clusters in the DSDF will be categorised into three levels in order to ensure that the level of services provided is integrated at the appropriate scale. Further details pertaining to the methodology and classification specifically relating to the study referenced can be obtained in [Annexure...](#)

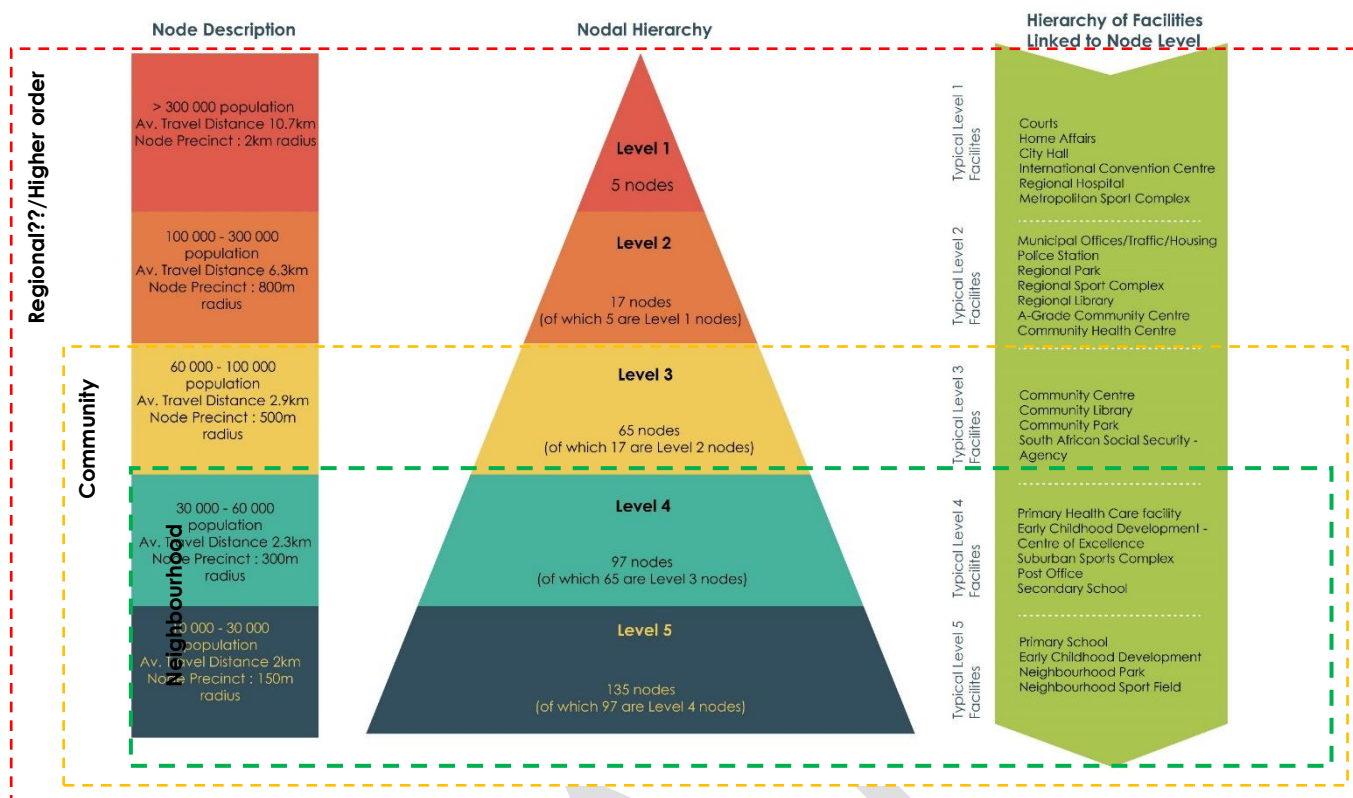


Table 11: Civic cluster guidelines

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

3.3.4 Destination places

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

Designation	Development guidelines
Coastal Based:	<ol style="list-style-type: none"> 1. Protect conservation areas and ensure appropriate interfaces with the surrounding areas.

<ul style="list-style-type: none"> • Muizenberg (beach and Zandvlei) • Hout Bay harbour area • Fish Hoek beachfront • Kalk Bay • Simon's Town Waterfront • Penguin colony • Kommetjie Beach • Cape Point <p>Non-coastal based:</p> <ul style="list-style-type: none"> • Rhodes Memorial • Old zoo • Maynardville Park • Tokai (forest) Park • Kirstenbosch Botanical Garden • Princess Vlei • Groot Constantia and other wine farms 	<ol style="list-style-type: none"> 2. Support and encourage recreational and tourism opportunities at high visitor attractor destination places. 3. Ensure that smaller scale destination places not suitable for high visitor numbers are maintained and supported in terms of their contribution to the recreation and tourism economy. 4. Encourage appropriate development in areas surrounding the destination place and ensure that interfaces are treated sensitively. 5. Support private and public sector investment for redevelopment and upgrading of coastal areas and public open space areas (upgrading landscaping, litter bins, ablution facilities). 6. Promote informal trading at suitable destination places (i.e. mobile food trucks along hiking and cycling paths, especially along scenic routes and viewpoints). 7. Promote synergies between the various economic sectors and tourism. Where feasible link can be made between creative industries and tourism, nature and tourism, food/beverage and tourism, etc., through correct zoning, allowing land use activities like restaurants spilling out on the pavement, allow commercial pop-ups and so forth; increasing the scope of land use rights to ensure universal accessible access and infrastructure along routes. 8. Maintain and improve the levels of public accessibility to these areas. Promote and support creating access through public transport and non-motorised transport route to increase the level of accessibility to the destination places.
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3.4 GUIDELINES FOR SPATIAL TRANSFORMATION AREAS

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

1. An Urban Inner Core (estimated 17% of the geographic area of the City) (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. This includes the prioritization of budgets, spatially targeted incentives prioritised and incentives and regulatory reform. However, developing incentives, obtaining co-operation and collaboration between different spheres of government and the private sector, as well as effecting regulatory reform will take time.
2. Incremental Growth and Consolidation Areas (20%)(IGA)
3. Discouraged Growth Areas (28%)(DGA)
4. Critical Natural Areas (34%)(CNA)

The delineation of the boundaries between the different STAs stems from section 6.2 of the MSDF (2018) which include requirements, inter alia, to 'Confirm cadastral extent and delineation of Urban Core and Incremental Growth and Consolidation Areas'.

The designated areas are three-fold, namely:

- Delineating Development Focus Areas within the Urban Inner Core(UIC);
- Delineation of the Incremental Growth and Consolidation Area (IGA); and
- Discouraged Growth Area (DGA).

3.4.1 Delineation of the Urban Inner Core (UIC)

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

Table 2: Development focus areas

Development focus area	Site characteristics and development opportunity	Development guidelines
1. Wynberg corridor area		1. A local area development framework and action/project co-ordination plan are required.

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

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

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

and in certain instances, smaller properties, such as smallholdings, were confirmed to be located in the IGA.

By re-introducing the urban edge as the outer limit of urban development, it is argued that no urban development should be considered outside of the urban edge line. The requirements in this regard, as stipulated in the MSDF (2018) (section 4) need to be rescinded/amended when the latter policy is to be amended.

The urban edge in this district is (and remains) as per that adopted in the City 2017 IDP, excepting for proposed amendments as per Table 3 below. Note: in the Southern District the Peninsula urban edge policy remained despite it being removed from the MSDF (2018).

Table 3: Specific sites outside the urban edge that should be considered as urban area inside the urban edge

Site/area description	Site/area characteristics and Development opportunity	Motivation
Erf 3477, Hangberg, Hout Bay	23,5 ha site. Development approval already granted for ± 1 ha on the lowest south-west portion of site on flatter ground adjacent to Hangberg urban area.	This southern-most portion of this site was acknowledged as a potential urban development area prior to finalisation of the delineation of the Peninsula urban edge line (approved in 2001). The Peninsula policy delineated the entire site outside the edge but recommended that the final delineation of the edge on this erf be determined through the outcome of a detailed development application process. This process is (some 20 years later) still ongoing, and has in principle been supported by the City throughout subject to original broad development extent parameters set.
Erf 123 Rhodes Drive, Constantia	7.4ha site. Extensive residential, formally a hotel.	Despite being outside the urban edge the entire site is below (east of) Rhodes Drive.
Rem 5131 Masiphumelele		Application in progress for affordable housing on remainder part of this erf
Erf 30332 UCT		Application in progress for bus terminus on the eastern portion of the site
Retirement complex on 'Gordon's' land Glencairn; erven around Glen Dirk farm in Constantia		Sites where an application for urban development outside the urban edge has been approved (including associated deviations from the MSDF and District Plan)

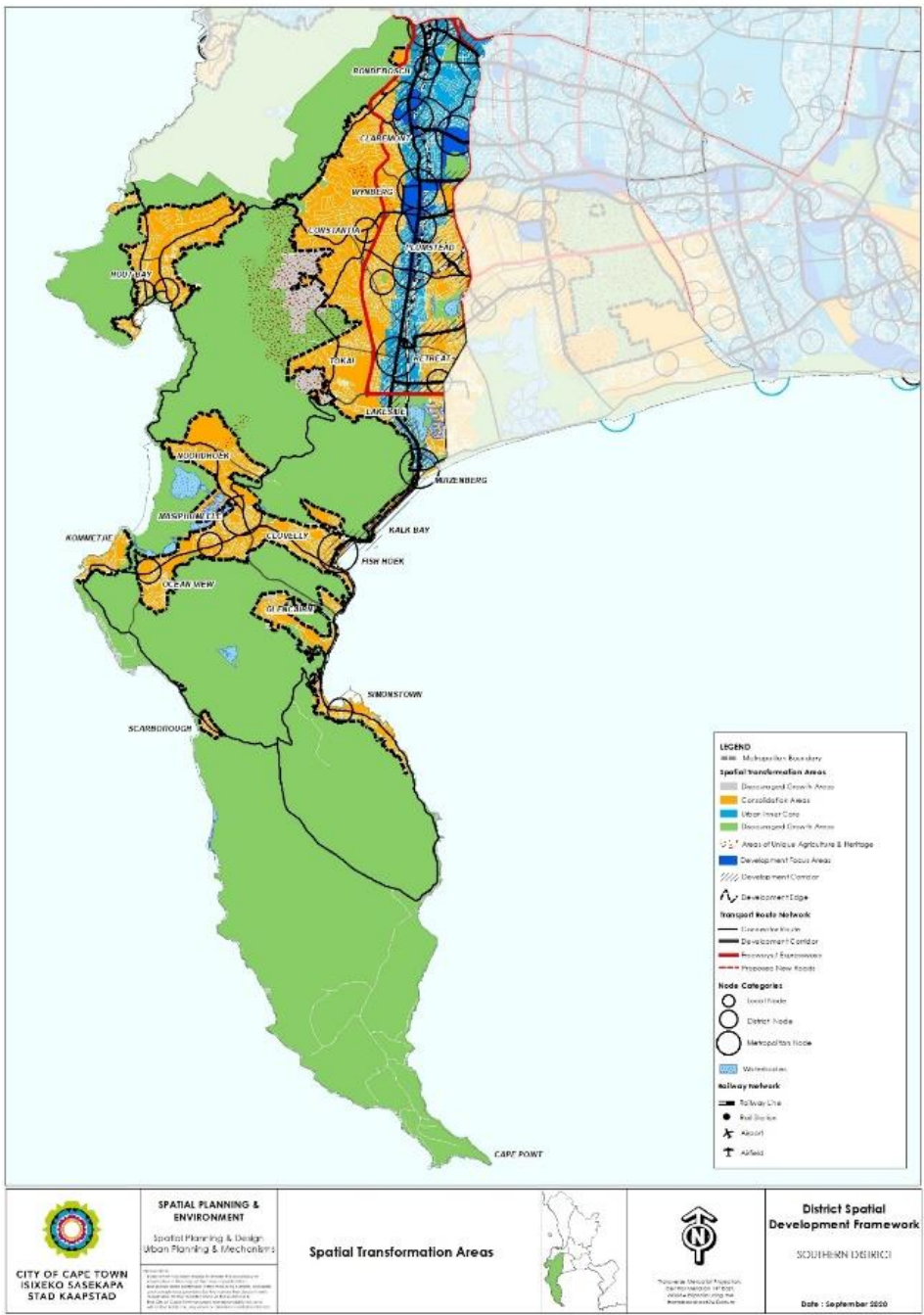


Figure 6: MSDF Spatial Transformation Areas

3.5 NEW DEVELOPMENT AREAS

A number of site-specific areas suited for urban development have been identified through the City's Land Use Model 2020 in order to accommodate the future growth of Cape Town. This is referred to as New Development Areas (NDAs) or areas earmarked for future development.

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

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 of this document (section 5.1).

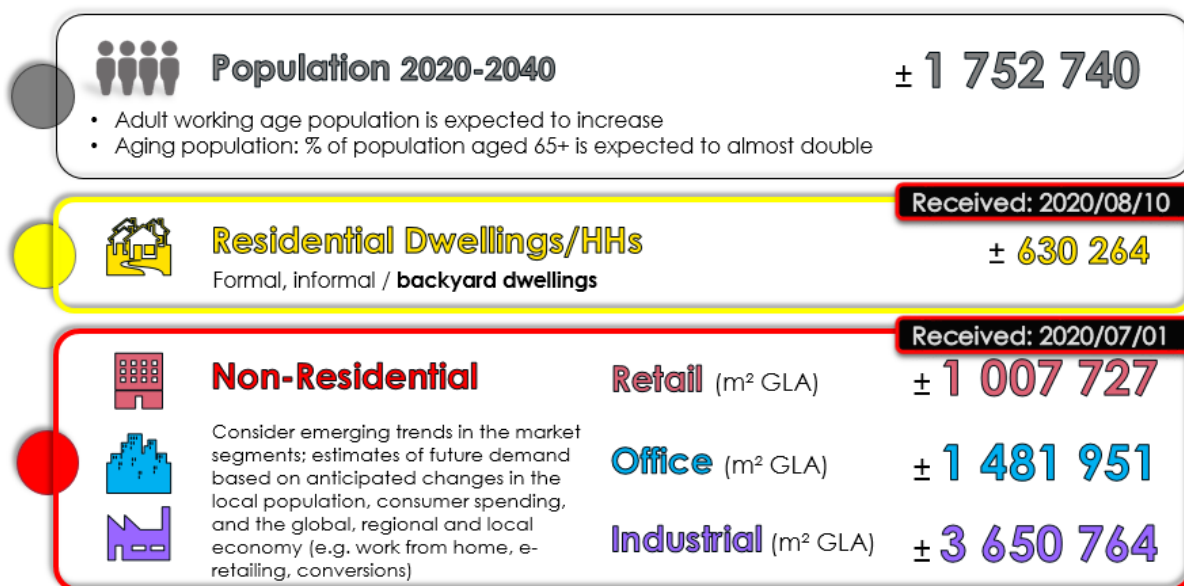
3.5.1 Future growth

The Land Use Model (LUM) for 2040 considers a 20-year time horizon, from 2020 to 2040. This is an extension from previous land use models of an additional decade. The primary informants of the model beyond the time extension are:

- the projected demographic growth, estimated to be in the region of 1.75 million additional persons residing within the City of Cape Town in 2040; and
- the inward growth trajectory principles and messaging associated with the approved Municipal Spatial Development Framework (MSDF).

There are two distinct phases within the land use modelling. The first completed phase established a credible and evidence-based 'base model', i.e. an updated database and spatial representation of land use and intensity across the city (2018).

The second phase considers the projected demand and anticipated supply for residential and non-residential and land uses in space in order to allocate land use to the projected population growth, i.e. matching people to land uses via future growth control totals – depicted in Figure 3.6 below. Annexure C provides a summary of the land use modelling assumptions and methodology.



3.5.2 Implications for the Southern district

Taking the aforementioned projections for Cape Town into account, the following sections describe and depict the new areas for residential and non-residential development for the Southern district. The selection of sites and development proposals was 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. In many instances, it needs to be noted that sites have been identified, already have the required

approvals in place for development, or the application process for development rights, has been initiated.

3.5.2.1 Residential development

Table 4 and **Error! Reference source not found.** below indicates the location and quantum of new residential opportunities in yet to be developed land in the Southern district to accommodate the anticipated growth in population. General guidelines regarding the form and type of development are **described in Table 2.** More detailed guidelines on each site will be described in sub-district guidelines where applicable.

Table 4: Estimated supply of residential opportunities

Typology	District	City-wide est.
Main Formal Dwellings:	20 791	278 000
Additional Formal Dwellings		21 000
Main Informal Dwelling	0	13 000
Additional Informal Dwellings	1 560	118 000

Source: Data from Land Use Model Estimates – Draft August 2020

A. Density guidelines for new residential development

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

Table 5: District gross density targets and guidelines

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

		development of required community facilities and open space should be addressed as part of the development of this area.	
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 2 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.

3.5.2.2 Non-residential

Table 6 and **Error! Reference source not found.** below indicates the location and quantum of new non-residential opportunities in the Southern district to accommodate the

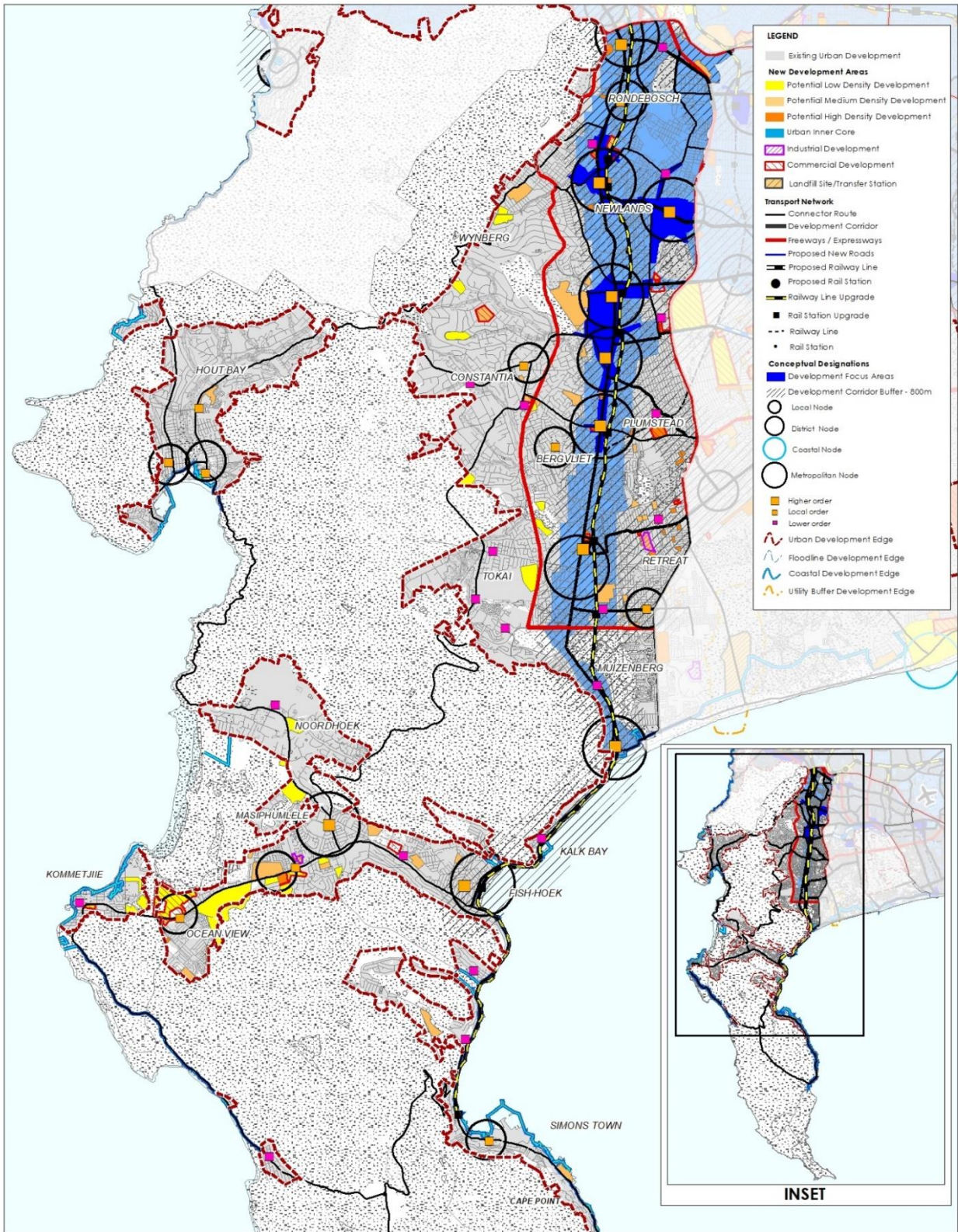
anticipated growth in the property market and economic sector in relation to anticipated growth in population. General guidelines regarding the form and type of development are described in table 3. More detailed guidelines on each site will be described in sub-district guidelines where applicable. New non-residential development includes:

- Commercial uses which include retail, offices, hospitality industry
- Manufacturing which includes warehousing and logistics
- Mixed-used development, which includes a combination of residential and non-residential uses or a combination of non-residential uses (i.e. industrial and/or commercial and/or institutional).

Table 6: Estimated supply of non - residential opportunities

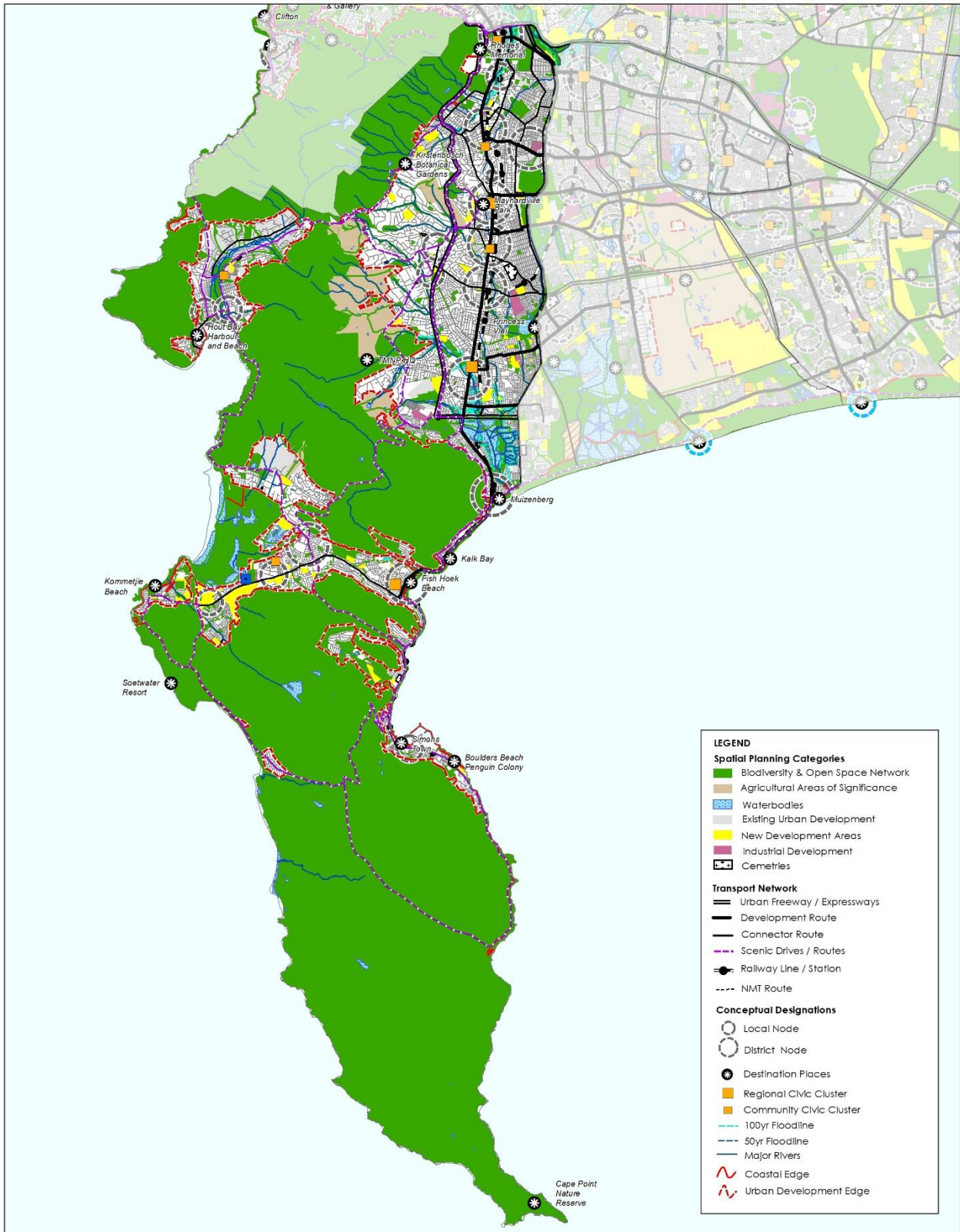
Non-residential Land Use	District (GLA m²)	City-wide (GLA m²)
Health	11 113	31 238
Manufacturing	15 910	3 650 764
Office	152 470	1 481 951
Retail and wholesale	69 539	1 007 727

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 <p>CITY OF CAPE TOWN ISIXEKO SASEKAPA STAD KAAPSTAD</p>	<p>SPATIAL PLANNING & ENVIRONMENT Spatial Planning & Design Urban Planning & Mechanisms</p> <p><small>Notice: This map has been made to ensure the accuracy of information on this map at the time of publication. The City of Cape Town does not accept any liability for any errors or omissions that may appear in this map or for any loss or damage caused by its use. The City of Cape Town does not accept any liability for any errors or omissions contained herein.</small></p>	<p>New Development Areas</p> 	 <p>Transverse Mercator Projection Cape Town Meridian 17° East WGS84 Ellipsoid using the Hotelling-Heikala Datum</p>	<p>District Spatial Development Framework SOUTHERN DISTRICT</p> <p>Date : September 2020</p>
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Figure 7: New Development Areas



 <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: - Any effort has been made to ensure the accuracy of information in this report at the time of publication. - The spatial data contained in this report is current, accurate and complete as provided by the various data contributors responsible for the procurement of these datasets. - The City of Cape Town accepts no responsibility for, and will not be liable for, any errors or omissions contained herein.</small></p>	<p>District Spatial Development Framework</p>		 <p><small>Transverse Mercator Projection, Central Meridian 18° East, WGS84 Ellipsoid using the Hotelling-Beckmann 94 Datum</small></p>	<p>District Spatial Development Framework</p> <p>SOUTHERN DISTRICT</p> <p>Date: February 2021</p>
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Figure 8: Spatial Development Framework

4. Sub-district development guidelines

As indicated in section 1.1, the purpose of the district plan is to provide broad guidance for land use, and environmental, decision-making across the district. This is reflected in a spatial plan of the desired future development vision across the district (Figure 16).

However, districts are essentially large areas identified for management purposes, determined primarily by population number, and bounded by clear management boundaries such as 'freeways'. The future spatial development vision for one part of the district, for example, Mowbray or Wynberg, is quite different to that in a different part of the district, such as Kommetjie or Hout Bay. Thus, land use guidance in support of achieving this variable vision needs to be reflective of local area character, and development capacity and desirability.

The purpose of this section is to provide more localised, or sub-district, guidance for land use and environmental decision-making. The sub-district guidance for land use and environmental decision-making is essentially dealt with in two parts.

Guidance for sub-districts

The following provides broad sub-district guidance towards achieving a desirable medium- to long-term future development visions for these identified sub-districts. This includes guidance for existing urban, open space, natural and agricultural areas (see tables headed 'sub-district'). It should be noted, however, that this broad sub-district guidance does not replace detailed local area guidance (i.e. local area structure plans), which is usually at a significantly greater level of detail (including street and even erf scale). In the Southern district, five clear sub-district geographical areas can be identified within which distinct future spatial development visions, and associated development guidance, apply:

1. Hout Bay and Llandudno
2. Bishopscourt – Constantia – Tokai
3. Main Road corridor (Mowbray – Muizenberg)
4. The Far/Deep South
5. Table Mountain National Park and environs

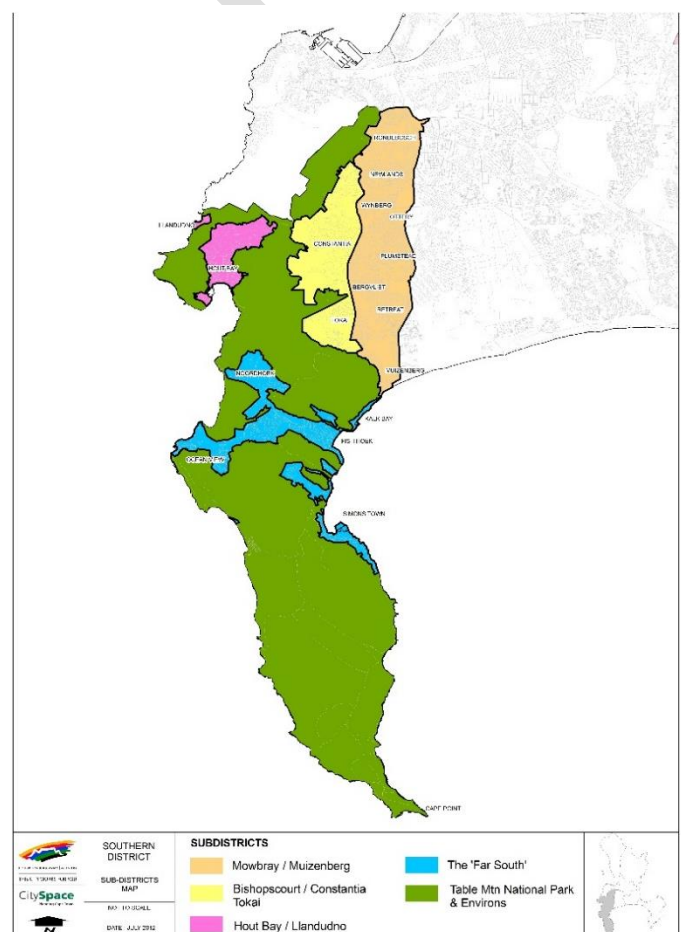


Figure 9: Sub-Districts

4.1. Sub-District 1: Hout Bay and Llandudno

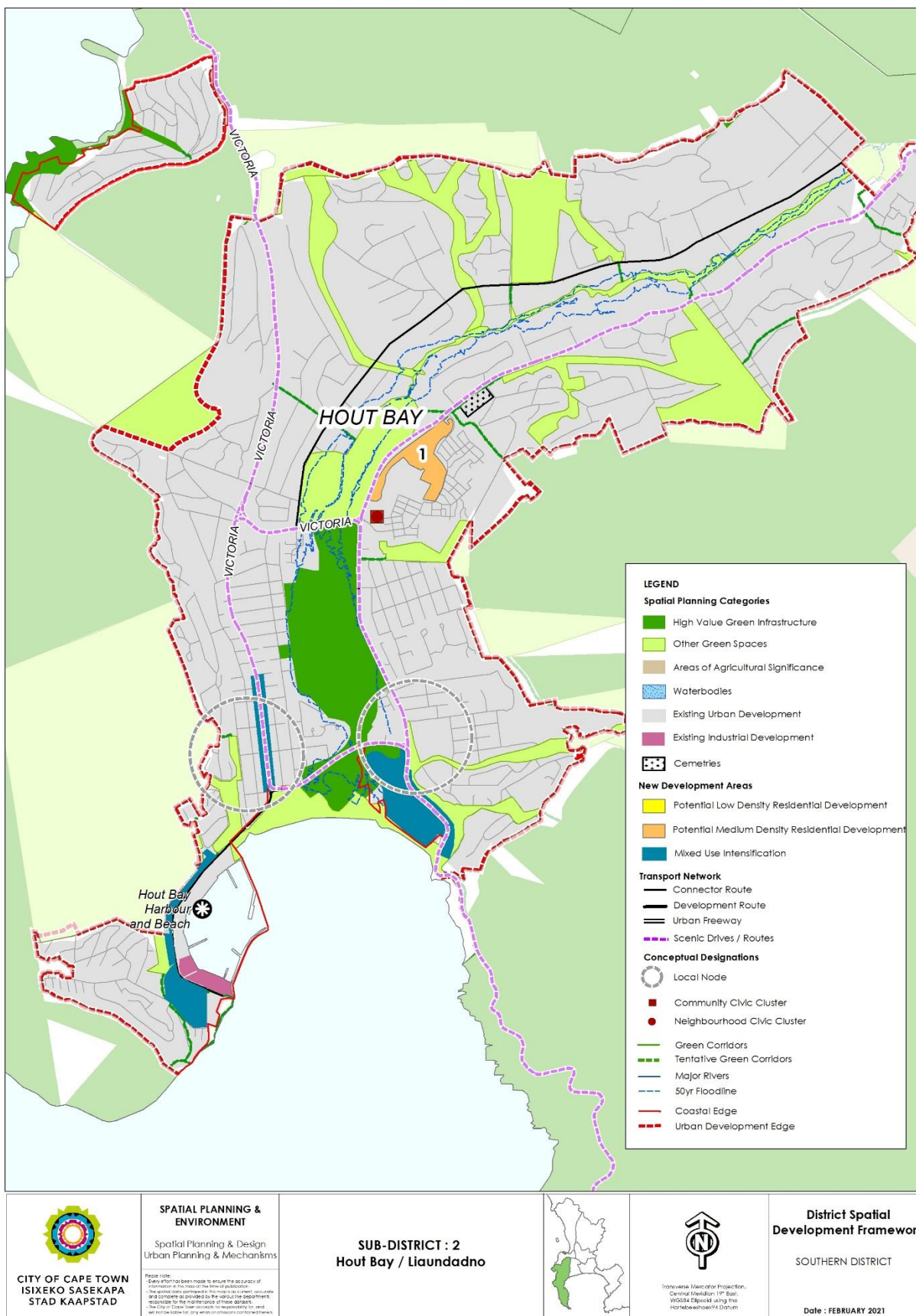


Figure 10: Hout Bay and Llandudno sub-district

Sub-district 1: Hout Bay and Llandudno

This sub-district essentially includes all areas inside the urban edge in Hout Bay and Llandudno.

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Hout Bay and Llandudno sub-district: Development guidelines	
<p>Vision Statement: <i>'An urban valley area renowned for its natural and cultural beauty,</i></p> <ul style="list-style-type: none"> • <i>with a well-defined and protected natural environment,</i> • <i>and recognised for its distinct semi-isolated valley sense of place and living experiences,</i> • <i>a vibrant tourism and service orientated economy,</i> • <i>and with world class natural amenity and historical heritage areas accessible to all city inhabitants.'</i> 	
Spatial development objectives (what?)	Supporting development guidelines (how and where?)
<p>a. Within the broader vision for the Southern district the vision for this area is that of a unique 'valley enclave' urban environment based on development closely attuned to the environmental opportunities available and constraints affecting it.</p> <p>b. The role of this area in the context of the district and metropole will be of a tourism-centred economy of metropolitan significance, as well as wide-range of living environments relatively close to the City's CBD.</p> <p>c. Greater development resilience is required in key natural risk areas, including primarily the coastline (sea-level rise, storm surges, and windblown sand), but also mountain edges (wildfires) and the lower river corridor (water pollution levels).</p> <p>d. While the vision anticipates some future growth in the area, this</p>	<ol style="list-style-type: none"> 1. Key to achieving the vision is the protection of the integrity of the urban and coastal edges (including mountain and coastal public access), the Hout Bay riverine corridor area (inclusive of rural land and lifestyles, market gardening, and public access and linkage, between Hout Bay Main Road and Valley Road), and important heritage assets. This is founded upon the exclusion of conventional urban development outside the urban and coastal edges as well as in open spaces identified as valuable, including the Hout Bay River small-holdings area. 2. Growth is to be closely aligned with available and adequate supporting infrastructure and service provision. Due to its isolated valley nature, and implications for increased provision for a growing population, this area should be encouraged to become a leading green economy area, e.g. energy production and use, water usage, stormwater and waste management, travel demand to opportunities and travel mode itself. 3. The provision of a wider variety of urban forms and residential opportunities within the identified future growth area, to which an increasing range of people can have access, is encouraged. This applies particularly to areas in or close to urban nodes. 4. Future growth should generally be restricted in the upper valley, and guided primarily into the existing village nodes. In recognition of the need for densification and also declining household sizes, densification, particularly by means of small-scale, low impact subdivision and second dwellings, is encouraged. 5. Small scale, low impact 'shop-house' boutique, and professional service economic activities may be supported where appropriate within identified low intensification zones associated with urban nodes and along parts of main routes/minor urban corridors. This includes along Hout Bay Harbour Road, up Victoria Avenue, along Princess Street and along Hout Bay Main Road. Residential intensification,

<p>is not an identified growth area of the City.</p> <p>e. The economy is based on tourism activities, but also includes fishing-related harbour activities.</p> <p>f. The vision acknowledges the need for greater urban sustainability in this area, given constrained access into and out of it.</p> <p>g. There is a need for integrated urban development, including formalisation of informal settlement areas and general upgrade and integration of low-income areas into the surrounding urban areas.</p>	<p>limited to a maximum of three/four storeys (or equivalent height, walkups), may also be supported along these routes.</p> <p>6. The sensitive development of a high intensity recreational and tourism orientated coastal node focussed primarily on the Hout Bay harbour precinct is important. This should, however, not detract from the primary functions of the harbour for fishing and boating and directly associated economic activities. The exception to this should be further (re-)development of the pelagic fish facilities unless mitigation measures are included that permit adjacent tourism, retail, or residential activities.</p> <p>7. The vision strongly encourages bona fide, low impact, working from home practices with larger-scale businesses operating within the village nodes.</p> <p>8. The full integration of Imizamo Yethu into Hout Bay as an orderly suburb is required. This includes restriction of further informal encroachment or planned urban development beyond the urban edge or into the riverine corridor, improved interfaces with neighbouring residential areas, and improved NMT and public transport facilities adjacent to Hout Bay Main Road.</p> <p>9. Public transport and non-motorised movement need to be pro-actively embraced and supported. This particularly so between Masiphumelele and the Hout Bay CBD areas (west and east) and Hangberg and CBD areas.</p> <p>10. Viable options and opportunities for alternative energy generation and waste disposal, and also market gardening need to be investigated and supported.</p> <p>11. Changing coastal dynamics, particularly associated with climate change, need to be pro-actively and sensitively responded to. Any redevelopment within the identified coastal flood risk area must address potential flooding associated with predicted sea-level rise and increased storm-surge action, as well as windblown sand issues.</p> <p>12. Maintenance and enhance the core unique rural character upper Hout Bay area, inclusive of tree canopy, equestrian activities/economy, etc. This includes the following within a proposed 'Arcadian zone':</p> <ul style="list-style-type: none"> i. Residential areas further than 400m from existing commercial nodes / precincts may be sub-divided but resultant development of these properties should be limited to original / pre-subdivision permissible rights. ii. Maximum built coverages (including paved area such as driveways, parking, and entertainment areas) dependent on (original/2020) property size (e.g. 500m²
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	<p>or 40% whichever is greater on erven 1000-2000m²; 750m² or 30% whichever is greater on erven >2000m²).</p> <p>iii. Minimum tree coverage (of mature trees / trees greater than 3m) of (for example) at least 10% of the erf area.</p> <p>Consideration should be given to formulating a formal (landscape) heritage overlay zone with appropriate provisions to provide protection for the proposed 'Arcadian zone'.</p>
Llandudno-specific	13. In recognition of the need for densification and also declining household sizes, densification, particularly by means of small-scale, low impact subdivision and second dwellings, is encouraged.

Hout Bay and Llandudno sub-district: New development areas	
Spatial development objectives (what and why?) in terms of the District SDP	Supporting land use guidelines (how and where?)
<p>1. Imizamo Yethu (IY): Size ±26 ha comprising numerous sites subject to detailed study (including but not limited to 6355 rem, 10495 et al, 7296, and 2848-rem, and 4061, 4062, 5637 and 5637)</p>	
<ul style="list-style-type: none"> • Future use: Residential, mixed use and public facilities. • Development opportunities <ul style="list-style-type: none"> ○ City-owned land ○ Inside the urban edge except for rem 2848 ○ Site adjacent to/within the existing formal Imizamo Yethu (IY) area. ○ relatively large amalgamated site • Development constraints <ul style="list-style-type: none"> ○ Mainly steep slope areas ○ Imizamo Yethu has grown both massively and in a poorly managed manner in recent years. This has led to land invasion, infrastructural and social problems and intra- and inter-community conflict. ○ Subject of protracted land settlement process 	<ol style="list-style-type: none"> 1. Secure a new urban edge to accommodate development of rem 2848. Ensure that this includes a formal road to delineate this edge and to assist with fire-fighting along this high-risk interface. 2. Detailed further planning is required to progress and finalise local area planning and development outcomes. 3. The site(s) should most appropriately include medium to high-density general residential development. In addition, limited and appropriate mixed-use development and a taxi terminus should be accommodated along the interface with Hout Bay Main Road. The site development should also include community facilities such as a primary school, clinic, multi-purpose community hall, and playing field immediately behind this. 4. The overall aim of the development/re-development process should be to improve general living conditions in IY, enhance the interfaces of the site with adjacent sites and the Main Road, and maximise integration of the site into the surrounding area.

Still for consideration to add in the sub-district map:

Neighbourhood nodes: Imizamo Yethu

Connector routes of sub-district significance not indicated in SDF: Valley Rd, Princess Rd

NMT routes of sub-district significance not indicated in SDF: Valley Rd, Princess Rd

Proposed additional unique area dev guidance areas (potential future overlays):

○ Urban heritage/conservation areas: existing and proposed: Arcadian landscape/s extent (upper valley)

○ Low-intensity residential intensification areas of sub-district significance between and including HB east and IY nodes

4.2. Sub-district 2: Bishopscourt – Constantia – Tokai

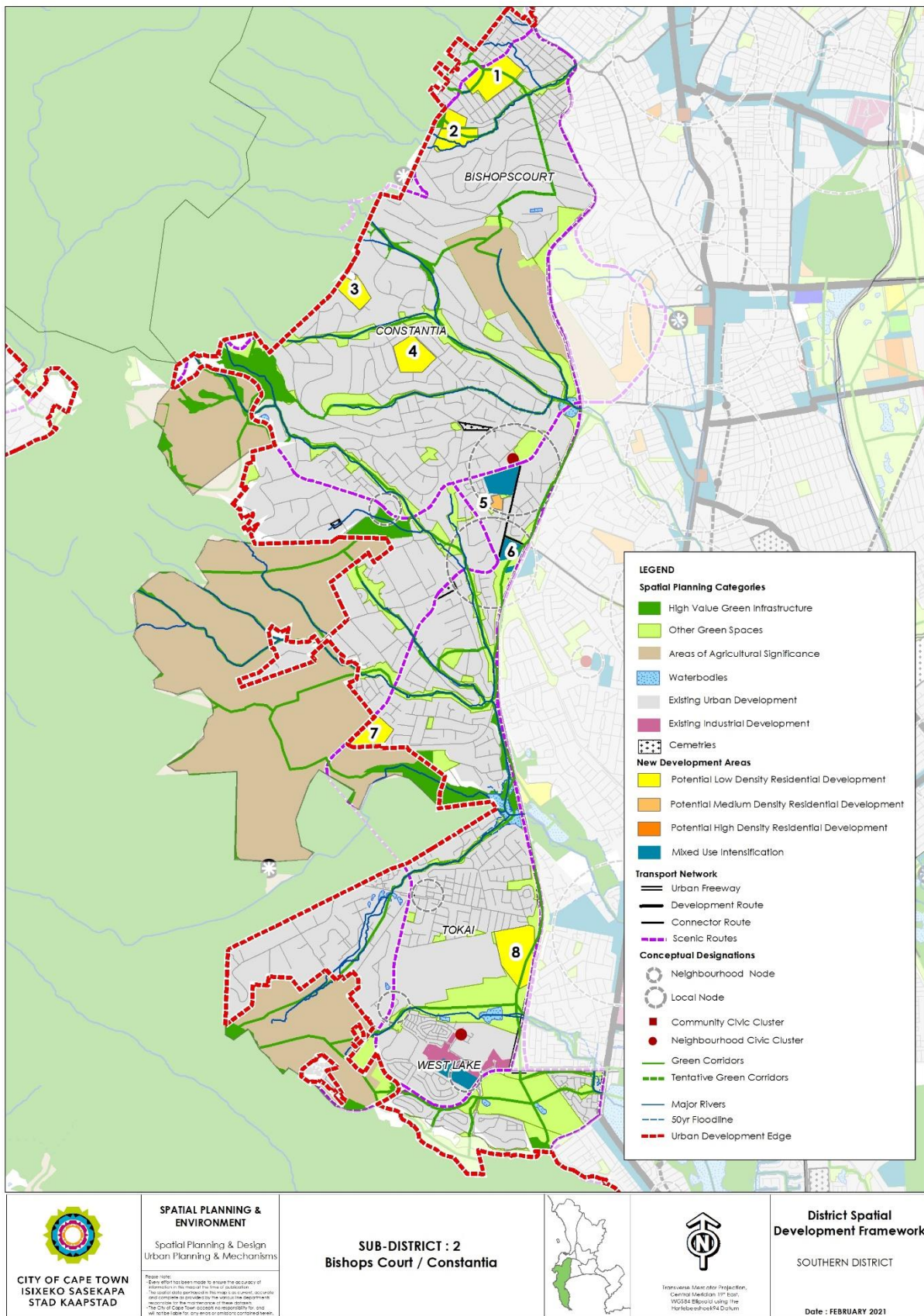


Figure 11: Bishopscourt-Constantia-Tokai sub-district

Sub-district 2: Bishopscourt – Constantia – Tokai

This sub-district includes the valley areas west of the M3 (Blue Route) broadly comprising Bishopscourt, Constantia, and Tokai, but also inclusive of upper Newlands (west of the M3/Paradise Road) in the north, and also Steenberg and Westlake in the south. The area is bounded in the west by the urban edge but also includes the agricultural/viticultural areas adjacent to the urban edge (i.e. Constantia-Tokai wine farms).

Bishopscourt – Constantia – Tokai sub-district: Development guidelines	
<p>Vision statement:</p> <p><i>'A distinctive area of rural, green and lower density suburban "capeness", that</i></p> <ul style="list-style-type: none"> • <i>celebrates unique valley landscapes, productive lands, living environments, and local recreational and tourism experiences, while</i> • <i>intensifying development, increasing the range of living experiences and economic opportunities, and enhancing public space, places and streets at identified strategic places, and</i> • <i>improving connections to neighbouring areas and the rest of the city through accessible routes, public transport, and NMT.'</i> 	
Spatial development objectives (what?)	Supporting development guidelines (how and where?)
<p>Primary spatial development objectives:</p> <p>a. To maintain and enhance the unique sense of place and character of these valleys.</p> <p>b. To maximise the productive, recreational, and tourism opportunities of the open space system, particularly in respect of the 'greenway system', viticulture and horticulture, and limiting urban intrusion.</p> <p>c. To not be a recognised as a city growth area.</p> <p>d. To accommodate a broader, and more efficient/environmentally sustainable range of living experiences in existing 'village' areas, including providing opportunities for a wider</p>	<ol style="list-style-type: none"> 1. Protect the integrity of the urban edge and public open spaces (including riverine corridors) by, respectively, restricting encroachment, and excluding conventional urban development (residential, commercial and industrial). 2. The vision supports and encourages bona fide, low impact, working from home practices (as per the MPBL parameters). 3. No expansion in the extent of existing commercial areas should be permitted and no further 'shopping centres' should be permitted. 4. Small scale, low impact 'shop-house' boutique, and professional service economic activities may be supported where appropriate along minor intensification routes. This includes along Doordrift, Kendal, Ladies Mile and Tokai Main Roads. Different forms of smaller and finer grain residential intensification (e.g. row, cluster, and courtyard housing) may also be supported where appropriate along these routes, but limited to a maximum of 3/4 storeys (or equivalent height). 5. Future growth should generally be restricted in the upper valley, and guided primarily into the existing village (local) nodes. In recognition of the need for densification and also declining household sizes, densification, particularly by means of small-scale, low impact subdivision and second dwellings, is supported. 6. In order to retain the core unique and internationally (economically) desirable rural and semi-rural character areas and landscape qualities in Fernwood, Bishopscourt, Constantia, Tokai and Zwaanswyk, specific additional

<p>range of income earners.</p>	<p>development related recommendations should apply. This includes the following:</p> <ol style="list-style-type: none"> i. An overlay zone be introduced for all heritage farm areas (*that is applicable also to similar areas elsewhere in the city). This should further protect these areas against urban encroachment (e.g. alienation of portions), inappropriate uses or nature and scale of appropriate farm-related farming, recreation or tourism uses. ii. Consideration should be given to formulating a formal urban (landscape) heritage overlay zone ('Arcadian' zone) for parts of (potentially) Newlands, Bishopscourt, Constantia and Tokai (*that is applicable also to similar areas elsewhere in the city) with appropriate provisions. This should include: <ol style="list-style-type: none"> a. Residential areas further than 400m from existing commercial nodes / precincts may be sub-divided but resultant development of these properties should be limited to original / pre-subdivision permissible rights. b. Maximum built coverages (including paved area such as driveways, parking, and entertainment areas) dependent on (original/2020) property size (e.g. 500m² or 40% whichever is greater on erven 1000-2000m²; 750m² or 30% whichever is greater on erven >2000m²). c. Minimum tree coverage (of mature trees / trees greater than 3m) of (for example) at least 10% of the erf area. <ol style="list-style-type: none"> 7. Residential related land uses such as boutique hotels and half-way houses etc. which generate vehicular movement, noise etc should be restricted only to higher order through routes and must retain 'arcadian' character (re- coverage, tree canopy, vegetative screening etc.). 8. In the context of a growing and rapidly changing city, and accommodating associated new demands and requirements, limited accommodation of retirement villages and smaller 'lock-up-and-go' units / complexes should be considered. These should generally be limited to near (within a max of 1km of) the existing village (local) nodes, and limited to a maximum of 3 storeys (<i>as per zoning scheme parameters</i>). 9. The inclusion of restitution claimants, and also residential infill, including some inclusionary housing, on identified strategic residential infill sites is a priority, but must respect sense of place, scenic viewsheds (e.g. from scenic drives), character (including tree coverage etc.), and environmentally sensitive
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	<p>areas, as well as integration with surrounding residential areas (e.g. accommodating socio-economic gradient).</p> <p>10. Increasing effort should be directed at public access and recreational opportunity through open space improvements and the widespread introduction of footpaths and cycle tracks and lanes along key roads (main connector and scenic routes) and public open space linkages (e.g. riverine corridors). Particular attention should be given to 'gateway' points at the start of footpaths re- safety, parking, and landscaping.</p> <p>11. On erven adjacent to scenic routes buildings should be set back from the road as far as possible, and no new buildings to the front of existing buildings should be allowed, except where the buildings fulfill a 'gateway' function (i.e. at identified gateway into different areas).</p> <p>12. Encourage and prioritise, possibly through incentives, residential developments across the sub-district that cater for a wider range of income groups and housing types (for the elderly, young, single person households and low income workers) that builds more inclusive, sustainable and resilient communities. This should include all areas / suburbs but most particularly in or near nodes, with greatest potential arguably being municipal / state owned land and most particularly already identified restitution sites.</p>
Fernwood specific	13.
Bishopscourt specific	14.
Constantia – Tokai specific	<p>15. Support viticulture and horticulture production through restricting fragmentation/sub-division and encouraging consolidation, and where possible expanding agricultural development on historical farm estates, and also at Porter Estate, and smaller riverine market gardening areas. This could include farm buildings and farm worker accommodation. Further uses and activities could also be considered such as small scale tourist facilities, a restaurant, and/or a farm stall/shop. Any non-agricultural uses (i.e. those specified above) in the above area should be managed through spot rezoning or consent uses, and fragmentation of farm units should be discouraged. Support retaining of at least a major part of the Pollsmoor prison horticulture lands into the long term, whether a part of Dept Prisons lands or not.</p> <p>16. Support the future development of existing commercial nodes into more intensive, mixed-use local precincts. These should be more pedestrian-orientated, liveable areas with a strong emphasis on integrated, consistent high quality/character urban form, but be limited to a maximum of three/four storeys (or equivalent height). This should include parking being hidden/underground as far as</p>

	<p>possible, provision for public transport stops and NMT routes into and through these areas, and a greater emphasis on outdoor public spaces, and associated landscaping and tree coverage.</p> <p>17. In the context of a growing and rapidly changing city, and accommodating associated new demands and requirements, limited accommodation of retirement villages and smaller 'lock-up-and-go' units/complexes should be considered. These should generally be limited to near (within a max of 1 km of) the existing village (local) nodes, and limited to a maximum of three storeys (<i>unnecessary as covered by zoning scheme?</i>).</p>
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Bishopscourt – Constantia – Tokai sub-district: New Development Areas	
Spatial development objectives (what and why?) in terms of the District SDP	Supporting land use guidelines (how and where?)
1. Fernwood: Erven 49922, 49849-52 and 49859-68: Size 12.6 ha	
<ul style="list-style-type: none"> • Future use: Residential infill • Development opportunities <ul style="list-style-type: none"> ○ Publicly owned ○ Relatively large site ○ Only partially utilised ○ Relatively flat area ○ Highly accessible site • Development constraints <ul style="list-style-type: none"> ○ Subject of a land claim ○ Environmental issues, trees and heritage ○ potentially very expensive real estate (market value) 	<ol style="list-style-type: none"> 1. The most appropriate future use of this site should be low- and medium-density housing, while also retaining a 'green' component. 2. It is likely that significant environmental and heritage issues on the site will preclude a significant portion from being developed. The site's location and significant tree cover mean development on it should be well screened and of relatively low impact. 3. The site is also the subject of a land claim, and this process should be respected. The ability for it to absorb any additional housing therefore will have to be investigated.
2. Protea Village: Erven 242 and 212: Size 12.3 ha	
<ul style="list-style-type: none"> • Future use: Residential infill. • Development Opportunities <ul style="list-style-type: none"> ○ Publicly owned (erf 212 CoCT; erf 242 Nat. Govt) ○ Relatively large site(s) ○ Relatively developable area ○ Highly accessible site(s) • Development constraints <ul style="list-style-type: none"> ○ Approved land claim ○ Environmental issues, riverine open space and spring(s), trees, and heritage 	<ol style="list-style-type: none"> 1. The most appropriate future use of this site should be medium-density housing. 2. The site is the subject of an approved land claim, and this development process should be respected. To this extent, it may be necessary to permit some limited additional compatible and appropriate development to allow a feasible development outcome. 3. It is likely that significant environmental (riverine open space, Liesbeek River and another stream, as well as at least one spring) and heritage issues will preclude a significant portion of erf 212 from being developed. Furthermore, the development should integrate with identified noteworthy trees on the site(s).

<ul style="list-style-type: none"> ○ potentially very expensive real estate (market value) with associated community expectations. 	<p>4. Attention should be given to optimizing the interface between the development and Kirstenbosch Road, and also with the streams running through erf 212.</p>
<p>3. Rhodes Drive site: Erf 123 Size 7.4ha</p>	
<ul style="list-style-type: none"> • Future use: Residential infill • Development Opportunities <ul style="list-style-type: none"> ○ Area east of Rhodes Drive which should be urban area. ○ Gently sloping land with views and high real estate value • Development constraints <ul style="list-style-type: none"> ○ Watercourses, waterbodies and significant tree cover ○ Old homestead far from opportunities/services ○ Adjacent to a scenic drive 	<ol style="list-style-type: none"> 1. Ensure adequate set-back and/or screening from Rhodes Drive. 2. Ensure watercourses are respected, and aim for green linkage from above Rhodes Drive down to the greenbelt, albeit that this traverses private properties. 3. Given its location and the surrounding urban area it is proposed that the housing is comparatively low density in nature, although the primary objective is not to detract from the overall upper Constantia area cultural landscape qualities (including therefore not diminishing tree cover and green corridor linkage).
<p>4. SA Riding School for the disabled (SARDA): Erf 16-141,142, 560 and 684 Size 8.9ha</p>	
<ul style="list-style-type: none"> • Future use: Residential infill and community facilities. • Development opportunities <ul style="list-style-type: none"> ○ Publicly owned ○ Zoned Government (educational?) ○ Gently sloping land • Development constraints <ul style="list-style-type: none"> ○ Existing riding school facilities ○ Relatively far from opportunities/services 	<ol style="list-style-type: none"> 1. While development opportunity exists on the site, the existing SA Riding School for the disabled activity on the site would need to remain, unless in future, through mutual agreement, a more advantageous site is identified. Thus, new development opportunity should be restricted to the unutilised section of the site. 2. Given its location and the surrounding urban area it is proposed that the housing is low density in nature, although it should be at a higher density than the surrounding area.
<p>5. Nirvana Way: Portion of Erf 1207-rem, 1403, 5202-rem and 1365-rem: Size: ±1.5ha</p>	
<ul style="list-style-type: none"> • Future Use: Residential infill. • Development Opportunities <ul style="list-style-type: none"> ○ Close to opportunities (Constantia village & public transport) ○ City owned land ○ close to opportunities ○ flat developable site ○ unnecessarily large open space area in context • Development Constraints <ul style="list-style-type: none"> ○ Part of existing open space area 	<ol style="list-style-type: none"> 1. Support development of approximately half of this site with medium density residential infill. Ideally should comprise small units so as to improve range of housing options in the area. 2. Development should ideally cover the northern part of the site backing onto Constantia village to improve this interface area. development should orientate onto the open space to ensure a positive interface with this space. 3. Development should exclude erf 5202-rem (as tree screening site), as well as far as possible retaining existing tree coverage.

6. Constantia corner Ladies Mile Spaanschemat River Road Site: erf 16-4724-rem and erf 14038: Size ±6.5ha	
<ul style="list-style-type: none"> • Future Use: Mixed use infill. • Development Opportunities <ul style="list-style-type: none"> ○ highly accessible location ○ City owned land ○ close to opportunities ○ flat developable site • Development Constraints <ul style="list-style-type: none"> ○ Part of site already developed but not as part of an integrated holistic area plan. ○ land claim site ○ relatively small site 	<ol style="list-style-type: none"> 1. The most appropriate future use of this area should be integrated mixed use inclusive of commercial and medium density housing, with possibly also public facilities. Due regard must be given to the remaining land restitution claimants. However, a scenario of commercial only development of the entire site (i.e. the remaining area and existing developed area) should be guarded against. Inclusion of smaller units of more affordable housing should be incorporated. 2. Future development of the remainder of the site should align with this area, bounded by Kendall and Spaanschemat River Roads, the M3 and Ladies Mile, being considered as a local area node, but uniquely within the Bishopscourt-Constantia-Tokai sub-district area and its associated development vision. As such important elements are desirable and appropriate land uses within such a local node, visual impact, positive edge interfaces, and landscaping. As far as possible (given some development already existing) an integrated SDP for the entire area is desirable.
7. Firgrove: Erf 3035: Size 9.5ha	
<ul style="list-style-type: none"> • Future Use: Residential infill. • Development Opportunities <ul style="list-style-type: none"> ○ Public ownership ○ Flat land ○ Relatively large site • Development Constraints <ul style="list-style-type: none"> ○ Public ownership ○ far from opportunities / services, including public transport ○ Zoned educational 	<ol style="list-style-type: none"> 1. The most appropriate future use of this site should include a mix of medium and low density housing. 2. Although the site is bordered by a scenic route (Spaanschemat River Road), and is adjacent to the Constantia Winelands, the flatness of the site will permit a relatively low visual impact if it is appropriately developed. This is a gateway site into Constantia so an important consideration is how to development should respond accordingly. 3. Development should create a positive interface with the roads and integrate with surrounding areas by being of low density around all edges and 'fronting' onto the roads, and allowing for adequate landscaping on scenic route interface.
8. Pollsmoor prison farming area: portion of erf 4673-rem: Size ±15ha	
<ul style="list-style-type: none"> • Future use: Residential and/or office infill. • Development opportunities <ul style="list-style-type: none"> ○ Public ownership ○ Underutilised government in highly strategic location ○ Flat land • Development constraints <ul style="list-style-type: none"> ○ Likely, if ever, to be a long time in being realised 	<ol style="list-style-type: none"> 1. The most appropriate future use of this site should include a mix of medium density inclusionary housing and office space. 2. The site is bordered by a scenic route (M3), and therefore adequate attention to the built interface is required (e.g. set-backs and/or vegetative screening). 3. Care will have to be taken to integrate any development into the surrounding area of high-income housing to the north.

Additional strategic sites:

Porter Estate: erven 3346, 3346-re, and 1130-4: Size ±125ha

- **Future use:** Institutional, agriculture and associated uses, and tourism and recreation uses
- **Development opportunities**
 - Public ownership
 - Existing infrastructure, buildings, and agric lands
 - Significant parts underutilised in highly strategic landscape and amenity location
 - Relatively flat land
- **Development constraints**
 - All outside the urban edge
 - Significant parts riverine corridor, biodiversity, or heritage value
 - Potential land claim on portion

1. The most appropriate future use of this site should include a range of unique institutional, tourism and recreation-related, and urban agricultural uses appropriate to site context specifics. As such future development considerations should seek to leverage these economic, social and environmental/heritage opportunities while not detracting from the rural nature character of the site and its component areas.
2. Future land uses should not include conventional urban development such as residential, commercial, office, etc.
3. Consideration should be given to maximising integration with neighbouring TMNP and farms with respect to shared activities ranging across these properties (hiking, biking trails, etc).
4. Consideration should be given to ceding certain portions as appropriate to the TMNP or its management.
5. Any further development should seek to maximise green corridor linkages, and be largely confined to existing built form or built areas on the site.
6. As far as possible future development or activities should seek to maximise public access and or direct benefit.

Still for consideration to add in the sub-district map:

Neighbourhood nodes: Constantia South Village (restitution site); High Constantia, Steenberg centre; Tokai Main Rd west; site opposite reformatory(?)

Connector routes of sub-district significance not indicated in SDF: Southern Cross Drive

NMT routes of sub-district significance not indicated in SDF:

Proposed additional unique area dev guidance areas (potential future overlays):

- Urban heritage/conservation areas: existing and proposed: Arcadian landscape/s extent (largely aligned with proposal in CRRA draft Constantia framework – but also including Tokai Zwaanswyk, etc. area)
- Low-intensity residential intensification areas of sub-district significance: Doordrift Rd; Kendall Rd; Ladies Mile; Tokai Main Rd (between and including respective nodes)

4.3. Sub-district 3: Mowbray to Muizenberg

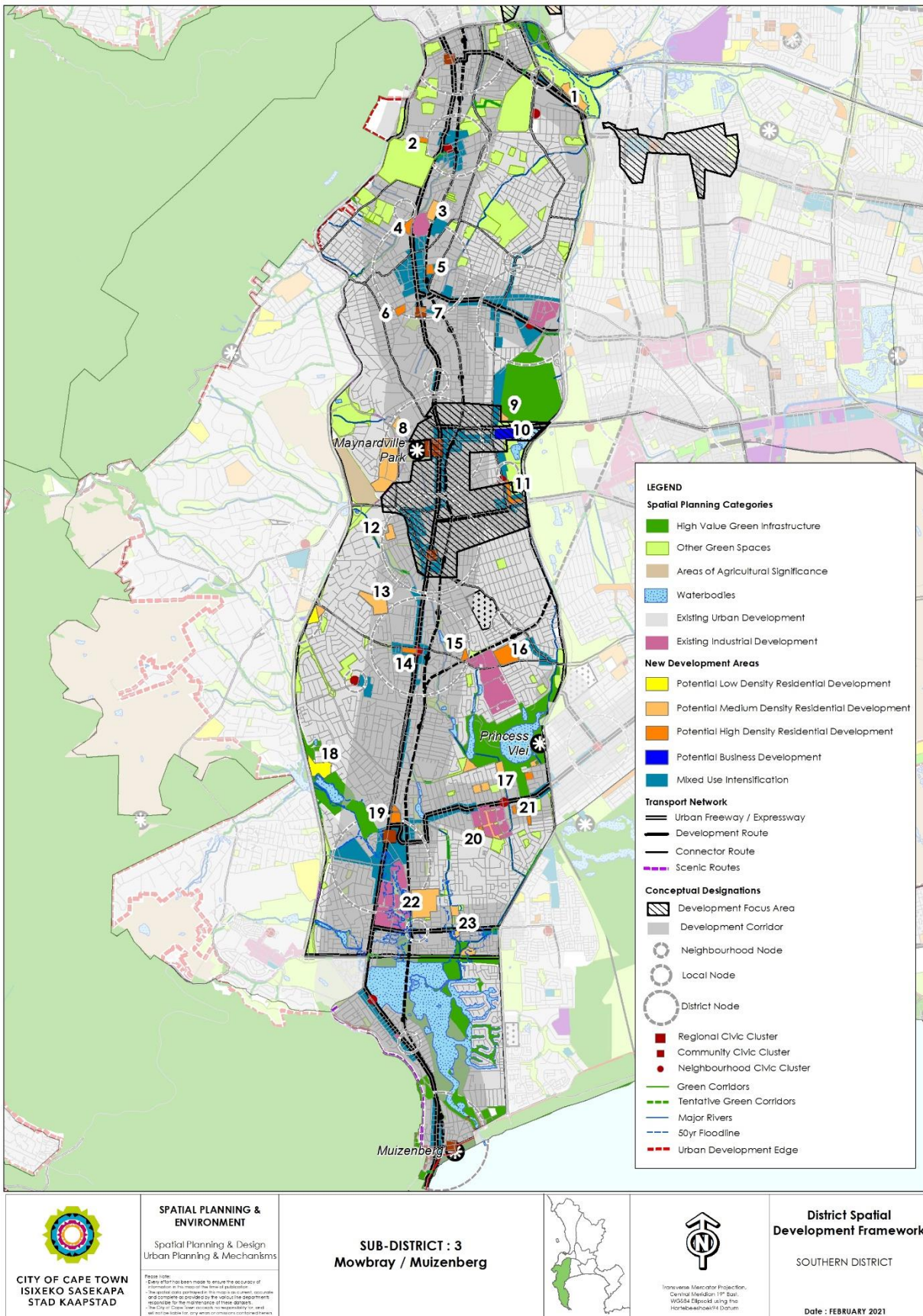


Figure 12: Mowbray to Muizenberg sub-district

Sub-district 3: Mowbray to Muizenberg

This sub-district includes all areas between Mowbray in the north (as defined by Settlers Way/N2) and Muizenberg in the south, and bounded by the M5 (Kromboom Parkway) and Prince George Drive in the east and the M3 (Blue Route) in the west.

Mowbray to Muizenberg sub-district: Development guidelines	
<p>Vision Statement: <i>'A highly accessible and connected public transport and pedestrian dominated development corridor</i></p> <ul style="list-style-type: none"> • <i>of vibrant high density mixed use activity centres</i> • <i>surrounded by distinctive residential areas, offering a wide range of living options,</i> • <i>and a system of linked quality open spaces,</i> <p><i>all of which makes this a leading area of choice for living and working in.'</i></p>	
Spatial development objectives (what?)	Supporting development guidelines (how and where?)
<p>a. The vision for this area is that of a highly diverse city environment that is adaptable to changing social, economic and environmental dynamics, and which offers a wide range of urban forms and opportunities to which an increasing number of people can have access.</p> <p>b. The area will continue to develop on the basis of a strong urban structure, and reinforcement of the development corridor.</p> <p>c. A significant increase in the number of dwelling units in the area is envisaged, with most, but not all, of this increase occurring within development corridors (Main Road, Wetton – Lansdowne and Klipfontein).</p> <p>d. The area has and shall continue to have sub-areas of very differing characteristics, from</p>	<ol style="list-style-type: none"> 1. Guide more intense development to nodal areas within the southern suburbs Main Road development corridor, but also Lansdowne, Victoria, Retreat, and Military Road activity streets. 2. Emphasis must be placed on residential densification within 800 m (and up to 1 km in places) of urban nodes and the spines of development corridors, with a special emphasis within 400 m of these, so as to maximise the opportunities of existing infrastructure capacities. This includes primarily public transport and institutional services. Carefully balance urban intensification and densification with urban conservation of significant conservation-worthy buildings and precincts in these areas. 3. The character of urban areas further than 800 m–1 km from urban nodes and spines of development corridors should in general not be subject to change. 4. The vision strongly encourages bona fide, low impact, working from home practices with larger-scale businesses operating within and being directed towards development corridors and nodes. No applications for rezonings to business uses outside existing business zonings should be permitted. 5. Existing and incipient development corridors and nodes should be reinforced and business development outside of the nodes (i.e. business intrusion into residential areas), unless in areas that council policy has identified as areas for new nodes, is generally not to be encouraged. Unless otherwise stated in council policy, within such nodes mixed land uses are to be actively supported. 6. The extent of the Claremont and Wynberg CBDs and other smaller CBDs is to be contained to protect the residential areas surrounding them (this includes corridor areas

<p>low-density suburbia to intense urban environments.</p> <p>e. Important to the vision for this area is developing places of distinct character (as opposed to a uniform development pattern). Important to this is the protection and enhancement of its historical sites and precincts which contribute to its special character.</p> <p>f. Support the continued growth and development of the core economic hub area between Mowbray and Wynberg (and extending north to Observatory and east to Athlone, and centred on nationally significant UCT (as the largest attractor of people in the district) and metro significant Claremont (as a leading financial precinct).</p>	<p>between nodes). The extent of the Plumstead CBD should include most of the area between Main Road and Gabriel Road.</p> <ol style="list-style-type: none"> 7. Residential areas in close proximity around CBD areas should be reinforced by increasing their residential densities. 8. Residential densification, and indeed urban intensification, should be context-specific, and guided by available service and infrastructure capacity. This may require that densification occurs in an incremental step by step manner over time rather than in a massive 'big-bang' step. 9. No further development of regional shopping centres is permitted outside of development corridors, and preferably, these should be located along urban spines or within existing urban nodes. 10. In the context of a growing and adapting city in some areas consolidation of historical sense of place is required, while in others pro-actively creating new character is required. 11. Integrating open space with urban development is viewed as an important opportunity, particularly with quality urban public spaces where open space coincides with high intensity urban areas (e.g. eastern edge of Maynardville; river corridors intersecting with Main Road corridor). 12. To manage future flooding event concerns, further densification within the Liesbeek catchment area must be accompanied by an extensive simultaneous reduction in impervious surface area on the site. 13. Encourage and prioritise, possibly through incentives, residential developments within or in close proximity to urban nodes within the sub-district that caters for a wider range of income groups and housing types (for the elderly, young, single-person households and low-income workers) and builds more inclusive, sustainable and resilient communities. This should include all areas/suburbs but most particularly in or near nodes, with greatest potential arguably being municipal/state-owned land and most particularly already identified restitution sites. 14. Carefully manage existing industrial areas to protect light industrial uses while permitting alternative uses such as wholesale retail, office, and even residential in well-located peripheral parts. 15. Carefully balance urban intensification and densification in core node and corridor areas with urban conservation of important conservation-worthy buildings and precincts. Key areas in this respect are already declared heritage protection overlay zone areas (HPOZ areas as reflected in the DMS) as well recommended additional potential HPOZ areas.
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	<p>16. In identified high intensification urban areas underserved by (accessible) public open space any redevelopment of public property, including community zoned space, should aim to address this deficiency as part of the process. This includes Kenilworth and Plumstead.</p> <p>17. Public transport and non-motorised movement need to be pro-actively embraced and supported. Support the development of safer streets throughout the district, but especially along key routes serving schools, colleges and UCT as a means to improve urban living and reduce peak-hour (education-related) traffic congestion. This should include ensuring improved surveillance from adjacent buildings (height, orientation, and visually permeable boundaries – as per policy requirements), pedestrian-friendly/focused road inter-sections, 'drop and ride' areas and safety officers at peak periods along key routes, and creativeness with street trading/restaurant street seating, etc. Consider also temporary street closures or traffic calming along routes with high potential for NMT related business (e.g. restaurant strips such as 2nd Avenue Harfield village) to leverage both local business and NMT.</p> <p>18. Within the core economic hub area between Mowbray and Wynberg within proximity of UCT and Claremont (as key economic hubs of activity):</p> <ol style="list-style-type: none"> i. support greater residential densification and diversification ii. plan to ensure adequate future infrastructure provision iii. plan for and encourage quality NMT, public spaces and places. iv. Ensure a special focus on quality buildings and associated pavement areas in high streets through urban nodes.
g. Mowbray-specific	<p>19. Encourage mixed-use intensification on Main Road and main through routes in particular, but restrict business uses to existing business zonings and ensure new residential development within embedded residential areas is not significantly at odds with existing residential development rights (of three storeys).</p> <p>20. Parts of Mowbray and Rosebank should be considered as additional potential HPOZ areas. Further detailed local area planning and consensus is required towards refining growth and conservation precincts within these areas to ensure an appropriate balance between urban growth and urban conservation.</p>
Rondebosch Rosebank-specific	<p>21. Given the proximity of Table Mountain to Main Road and railway through Mowbray, Rosebank and Rondebosch, prioritise improved pedestrian links with key TMNP access points.</p>

	22. Re-develop/upgrade the pathway around the entire Rondebosch Common to a route similar to the existing southern route section. Upgrade associated parking, street furniture, signage, etc.
Newlands-specific	18. Support the approval of a heritage protection overlay zone (HPOZ) for upper Newlands (as per the existing initiative).
Claremont/Lynfræe/Harfield village-specific	23. Ensure the redevelopment of the Claremont PTI and key adjacent redevelopment areas occurs in an integrated holistic manner with improvement of the public realm a key focus. 24. Along Belvedere Road between Clare Park Road and Chichester Road: support mixed-use development; limit heights to four storeys as abutting residential activities should be retained and not unduly negatively affected; retain current building structures considered worthy of heritage conservation; permit only one access point/carrageway per property; and support/enable a more cycle and pedestrian-friendly road reserve. North along Belvedere from Clare Park Road should be limited to residential. 25. Parts of Harfield village should be considered as additional potential HPOZ areas. Further detailed local area planning and consensus are required towards refining growth and conservation precincts within these areas to ensure an appropriate balance between urban growth and urban conservation.
Kenilworth-specific	26. The progressive redevelopment of the outer parts of the Kenilworth Racecourse and William Herbert et al sports complex must consider incorporating linked NMT and associated open space provision associated with a regional open space facility.
Wynberg-specific	27. A special redevelopment focus is required in and around the Wynberg station precinct to address the advanced urban problems and exploit the undoubted locational potential. As part of this, a high priority should be on intensification of development, improvement of the public realm, and improving east-west pedestrian and vehicle access across the railway with a redeveloped Public Transport Interchange at Wynberg station central to this. Key to this is ongoing multi-party involvement and co-ordinated action, including CoCT, PRASA, the CID and local business, and local communities. 28. Encourage mixed-use redevelopment of the interface urban area east of Maynardville (between Church and Piers Roads) in association with the 'Wynberg couplet' development. This should include westwards orientation, active street frontages, 1st and 2nd storey surveillance over the street and Maynardville (rather than parking), and

	<p>ideally residential development on the upper floors. Additional redevelopment south of Piers Road must be carefully considered in relation to maintaining and celebrating the urban heritage precinct.</p> <p>29. Improve the destination potential of Wolfe street, as a more positive and interactive interface between Maynardville and Chelsea Village, through improved pedestrianisation, traffic calming (and improved primacy of Waterloo – Carrs Hill Roads), and parking provision, etc.</p> <p>30. Ensure that any new business uses in Chelsea village are generally restricted to peripheral or main through roads (i.e. Waterloo and Woolf Streets)</p> <p>31. Wynberg east and west precincts should be considered as additional potential HPOZ areas. Further detailed local area planning and consensus is required towards refining growth and conservation precincts within these areas to ensure an appropriate balance between urban growth and urban conservation.</p> <p>32. Ensure redevelopment of the greater William Herbert precinct (between Ottery and Wetton Roads), including the new BRT depot and rationalisation of sporting facilities, is undertaken in an integrated manner such that the greater open space system, linking also to the Kenilworth racecourse precinct to the north and Youngsfield precinct to the east, is improved as an ecologically functional and publicly utilised area.</p>
<p>Diep River Bergvliet Meadowridge –specific</p>	<p>33. Withdraw/de-proclaim the Main Road widening scheme along Main Road through this area to provide greater long-term certainty to owners/developers here.</p>
<p>Heathfield Southfield - specific</p>	<p>34. Support the proposals and recommendations of the 2016 Princess Vlei Conceptual Development Framework toward the realization of this area as a high value multi-functional destination place as focal point in this area. Important to its success as a heritage, recreational, sports and conservation area is ensuring appropriate future urban development in areas around it to leverage its value, but also improve active and passive surveillance. Re-development of adjacent existing urban areas as well as identified new urban development areas should ensure multi-story development orientated towards it, with appropriate interfaces. This should primarily be residential but may include recreation orientated uses (eg. restaurant / coffee shops, gym) provided that this generally supports 24hr activity areas (e.g. combined with residential). Opportunities for public-private (& civic) partnerships should be explored. Identify and develop key NMT routes from Retreat Road and waterway open space areas leading to the vlei.</p>

Retreat Tokai-specific	<p>35. Support improvement of the Retreat station area, including specifically the PTI and vehicular and NMT access, but also surrounding redevelopment areas, as a central part of the Retreat urban node.</p> <p>36. Limit commercial uses west of the M3 along Tokai Road to the identified neighbourhood node area. Support mixed uses east of the M3 fronting this road. with increasing emphasis on consolidating the Retreat urban node as the most significant south of Wynberg urban node. Support integration of the Blue Route centre with the commercial and services development along Main Road, especially towards Retreat Station. This includes improved public transport and NMT access as well as commercial, service or mixed use development with active street frontages that supports NMT activity.</p>
Steenberg Grassy Park-specific	<p>37. Support greater residential densification, and intensification in identified mixed use areas, along public transport routes, including primarily Military Road, but also Joe Marks and Retreat Roads.</p> <p>38. Rationalise open space in the area and utilise the small areas of undeveloped and underdeveloped vacant land for residential infill, and where necessary facilities provision.</p> <p>39. Prioritise NMT improvement along key routes through the area and where possible integrate this with the open space system.</p> <p>40. Retain the Zandvleit expressway roadway reserve between Main Road and Princess George Drive for future developemtn of this road.</p>
Lakeside-specific	<p>41. Support improvement of road movement between Retreat and Muizenberg and the Far South. This includes potential direct linkage from the M3 to Boyes Drive.</p> <p>42. Maintain Lakeside as a primarily residential area, including along Main Road. Therefore limit commercial uses to the existing node but support iterative residential intensification consistent with high rail and road public transport access.</p>
Muizenberg-specific	<p>43. Support the development of Muizenberg as a major destination place, and significant heritage area, by focusing any substantial urban redevelopment on non-heritage areas, and ensuring any recreation and tourism related redevelopment within the coastal risk zone either consolidates coastal protection or is appropriately non-permanent. Quality and creative urban design as well as public-private partnerships will likely be central to this. Sensitive redevelopment of key under-utilized sites is encouraged (e.g. police station site; parts of Zandvlei open space area). A more detailed local area development</p>

	<p>framework (review) for the area is recommended to ensure an integrated development pathway is agreed to.</p> <p>44. Improve NMT routes, especially that between Fish Hoek and Muizenberg's surfers corner and beyond to Sunrise Circle, which should leverage the unique physical attributes and must accommodate an appropriately scaled promenade along the parts of its length where this is possible. This should explore integration and trade-offs with better public transport provision along this length. This could in the longer term include potential reconfiguration of the rail service to single track (excepting for bypasses at stations), and better provision of public transport stops etc.). Any provision/upgrade of this amenity should be integrated with addressing coastal infrastructure protection. Integrate also NMT linkage from the river mouth along the edges of the Zandvlei up to the yacht club on the west bank and caravan park on the east bank.</p>
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Mowbray to Muizenberg sub-district: New Development Areas	
Spatial development objectives (what and why?) In terms of the District SDP	Supporting land use guidelines (how and where?)
1. Rondebosch golf course (part of): erven 29460, 29465, 29466: Size ±7ha	
<ul style="list-style-type: none"> • Future use: Residential infill • Development Opportunities <ul style="list-style-type: none"> ○ Highly accessible location ○ City-owned land ○ flat developable site • Development constraints <ul style="list-style-type: none"> ○ Zoned POS and reserved for 'municipal purposes' ○ Not all of site developable as much is below the 1:100-year flood line ○ Visual impact 	<ol style="list-style-type: none"> 1. Residential infill should be high density. 2. Visual impact from the N2 and M5 would need to be addressed, with appropriate bulk, massing, height, and interface condition responses. 3. Inclusionary housing should be core to this development to permit some access to the (very well located) area for lower-income households. 4. Serious consideration should be given to relaxing parking requirements. 5. Substantial preparatory investigations are required, feasibility, use of remainder of golf course area, balancing of development option here vs Mowbray golf course, integration with surrounding areas, etc.
2. Tennis courts Glen Darrach Road: erf 46115	
• Future use: Residential infill	1. <i>(development underway – no longer an NDA)</i>
3. Newlands rugby stadium: erven 153664-rem, 96678-rem, 96665-rem: Size ±5,5 ha	
<ul style="list-style-type: none"> • Future ruse: Residential infill Development subject to an existing development process. • Development opportunities <ul style="list-style-type: none"> ○ Highly accessible location ○ Flat developable site 	<ol style="list-style-type: none"> 1. The most appropriate future use of this area should predominantly be for high-density residential use and office use. This may allow synergies between the two as part of addressing key site challenges. 2. Support a creative development outcome that maximises the development opportunity and addresses the key challenges confronting the site's development. This includes consideration of a holistic and integrated precinct

<ul style="list-style-type: none"> • Development constraints <ul style="list-style-type: none"> ○ Privately-owned land ○ Massive demolition costs 	<p>development outcome for this site as well as major neighbouring sites (the cricket stadium, SAB and Kelvin Grove precincts).</p> <ol style="list-style-type: none"> 3. Development should front onto Liesbeek River, but should maximise the value of the green and amenity value of this corridor. 4. Inclusionary housing should be explored to permit as part of the development some access to the area for lower-income households. 5. Serious consideration should be given to relaxing parking requirements, and all (or as much as possible) parking should be underground. 6. Access to the site, and integration with NMT but also public transport, will need very careful consideration.
<p>4. Newlands swimming pool: erf 96655-rem: Size ±2.7 ha</p>	
<ul style="list-style-type: none"> • Future use: Mixed use • Development opportunities <ul style="list-style-type: none"> ○ Highly accessible location ○ City-owned land ○ Underutilised components of site ○ Old facility needing redevelopment • Development constraints <ul style="list-style-type: none"> ○ Significant environmental and heritage issues 	<ol style="list-style-type: none"> 1. Support redevelopment of facility with mixed use activities. Ideally this includes redevelopment of the existing facility to an international class standard. However, this redevelopment is to be subject to detailed precinct and wider analysis. 2. Any redevelopment to respect environmental and heritage imperatives. This includes with respect to building setbacks, viewsheds, tree coverage etc. As such redevelopment focus should generally be focussed on the eastern and southern part of the site. 3. Ensure redevelopment includes improvements to NMT and the public realm generally.
<p>5. Claremont station east precinct: erven 54345/6/7/8, 54340/1/2/3/4, 55560/1/2/3/4/6: Size approx. 2 ha</p>	
<ul style="list-style-type: none"> • Future use: Residential infill • Development opportunities <ul style="list-style-type: none"> ○ Highly accessible location ○ City-owned land ○ Flat developable site • Development constraints <ul style="list-style-type: none"> ○ Zoned POS and reserved for 'municipal purposes'. ○ Not all of site developable as existing sub-station south of site. ○ Visual impact ○ Possible restitution claims ○ Mosque and cemetery to north of site 	<ol style="list-style-type: none"> 1. Residential infill should be high density. Density should not be adversely affected by any restitution claims. 2. Visual impact from Palmyra Road should be addressed, with appropriate bulk, massing, height, and interface condition responses. 3. Inclusionary housing should be incorporated to permit access to the area for lower-income households. 4. Serious consideration should be given to relaxing parking requirements.
<p>6. Claremont Bowling Club: Erf 54977 and portion erf 54976: Size approx. 2 ha</p>	
<ul style="list-style-type: none"> • Future use: Residential infill • Development opportunities 	<ol style="list-style-type: none"> 1. Residential infill should be high density. Density should ideally not be adversely affected by any restitution claims.

<ul style="list-style-type: none"> ○ Highly accessible location ○ City-owned land ○ Relatively flat developable site ● Development constraints <ul style="list-style-type: none"> ○ Zoned POS ○ Visual impact ○ Land claim 	<ol style="list-style-type: none"> 2. Visual impact from Bowwood and Thelma Roads, Herschel Close, and the adjacent tennis club should be addressed, with appropriate bulk, massing, height, and interface condition responses. 3. Inclusionary housing should be explored to permit as part of the development some access to the area for lower-income households. 4. Serious consideration should be given to relaxing parking requirements.
7. Claremont Civic Centre: Erf 54081: Size ±0.5ha	
<ul style="list-style-type: none"> ● Future use: Mixed use ● Development opportunities <ul style="list-style-type: none"> ○ Highly accessible location ○ Underutilised facility on City-owned land ○ Flat developable site ● Development constraints <ul style="list-style-type: none"> ○ Small site 	<ol style="list-style-type: none"> 1. Redevelopment should ideally include residential, office and public facility. 2. Redevelopment should have as a focus the public realm, inclusive of a generous street setback. 3. Support the opportunities for a public-private partnership development. The development outcome on the adjacent erf 160669 provides precedent such a win-win outcome.
8. Wynberg military camp (part thereof): portion of erf 4673-rem: Size ±22 ha	
<ul style="list-style-type: none"> ● Future use: Mix of residential and/or office infill with inclusionary housing as key. ● Development opportunities <ul style="list-style-type: none"> ○ Public ownership ○ Underutilised land in highly strategic location ○ Flat land ● Development constraints <ul style="list-style-type: none"> ○ Likely, if ever, to be a long time in being realised 	<ol style="list-style-type: none"> 1. The most appropriate future use of this site should include a mix of predominantly medium density residential and office space. 2. Inclusionary housing should form a key part of the development so as to support access to the area for lower-income households. 3. The site is bordered by a scenic route (Waterloo Road) and the heritage area of Chelsea village, and therefore adequate attention to the built interface is required (e.g. setbacks, vegetative screening).
9. Kenilworth Racecourse south-west precinct: portion of erf 65238-rem: Size ±4ha	
<ul style="list-style-type: none"> ● Future use: Mix of residential and/or office. ● Development opportunities & constraints <ul style="list-style-type: none"> ○ Development process underway 	<ol style="list-style-type: none"> 1. Detailed development process underway.
10. Greater William Herbert area (between Wetton Road and Ottery Road): part of Erven 90470-rem, 91191 et al: Size ±52 ha	
<ul style="list-style-type: none"> ● Future use: Mix of uses, including BRT depot, open space, sports, commercial, institutional ● Development opportunities <ul style="list-style-type: none"> ○ Highly accessible location ○ Flat developable site ● Development constraints 	<ol style="list-style-type: none"> 1. The most appropriate future use of this area should be for mixed use. 2. New development needs to occur in an integrated manner that optimizes the opportunities of a large multi-use area with sports and open space as a core element. This includes integrated/continuous NMT which is also linked to adjacent key areas, including Kenilworth racecourse and Chukker Road precincts, and Wynberg urban node.

<ul style="list-style-type: none"> ○ Subject to detailed investigation, feasibility, etc. for a development framework the greater William Herbert area (up to Wetton Road) 	
11. William Herbert sportsgrounds area: part of erven 90475-rem and 90481: Size ±2,5 ha	
<ul style="list-style-type: none"> • Future use: Residential infill. • Development opportunities <ul style="list-style-type: none"> ○ Highly accessible location ○ Flat developable site • Development constraints <ul style="list-style-type: none"> ○ Subject to detailed investigation, feasibility, etc. for a development framework the greater William Herbert area (up to Wetton Road) 	<ol style="list-style-type: none"> 1. The most appropriate future use of this area should be for high-density residential use. 2. Development should front onto the sports fields and Rosmead Avenue. 3. Inclusionary housing should be explored as a key objective to permit as a significant part of the development access to the area for lower-income households.
13. The Vines: erven 16-1783, 16-1742: Size 8,5 ha	
<ul style="list-style-type: none"> • Future use: Residential infill • Development Opportunities <ul style="list-style-type: none"> ○ Highly accessible location ○ City-owned land ○ Flat developable site • Development constraints <ul style="list-style-type: none"> ○ Not all site developable as existing depot on site 	<ol style="list-style-type: none"> 1. The most appropriate future use of this area should be medium-density housing infill. 2. The site is relatively well located, however, it is deeply embedded into the surrounding urban (residential) area, and also does not front onto any significant road. Any development will need to integrate suitably into the surrounding urban area. 3. Inclusionary housing should be explored to permit as part of the development some access to the area for lower-income households.
14. Moquet Farm: erven 78772 and 78792: Size 2,7 ha	
<ul style="list-style-type: none"> • Future use: <ul style="list-style-type: none"> ○ Mixed-use, including commercial and high-density housing • Development opportunities <ul style="list-style-type: none"> ○ Highly accessible location ○ City-owned land ○ Flat developable site • Development constraints <ul style="list-style-type: none"> ○ On and off-site parking requirements ○ Built heritage ○ POS zoning 	<ol style="list-style-type: none"> 1. The most appropriate future use of this area should be for mixed use, including commercial and high-density housing. 2. Development should front onto the surrounding streets. Parking should generally be located away from street frontages. 3. High-density development (min four storeys) should front Main Road. 4. Inclusionary housing should be explored to permit as part of the development some access to the area for lower-income households. 5. This is an identified UCI (Urban Catalytic Investment) site, so opportunity and partnerships to be leveraged where possible.
(Unnumbered on map). Kendal Road depot (inclusive of Castle View site): erven 16-5785-86, 16-5797, 17-762, CA 1092-56/58/62/64-5/67/69/70: Size 6,7 ha	
<ul style="list-style-type: none"> • Future use: Residential infill • Development opportunities <ul style="list-style-type: none"> ○ Highly accessible location 	<ol style="list-style-type: none"> 1. The most appropriate future use of this area should be medium-density housing infill.

<ul style="list-style-type: none"> ○ flat developable site ● Development constraints <ul style="list-style-type: none"> ○ not all of site developable as existing depot on-site ○ (Depot) part city-owned land ○ Balance owned by PGWC Public Works ○ Approved land claim on (PGWC) part of the site 	<ol style="list-style-type: none"> 2. Any development will have to occur on the basis of what the future outcome for the greater 'Emporium' site is (west of the M3). 3. Inclusionary housing should be explored to permit as part of the development access to the area for lower-income households.
15. De Waal Road site: erven 79339, 79617, 79490-rem, 79409-rem et al: Size ±3.2 ha	
<ul style="list-style-type: none"> ● Future use: Residential infill on part of the site, with a remainder retained as open space. ● Development Opportunities <ul style="list-style-type: none"> ○ Well located land ○ Under-utilised City-owned land ○ Flat developable site ● Development constraints <ul style="list-style-type: none"> ○ Wetland on a portion 	<ol style="list-style-type: none"> 1. The most appropriate future use of this area should be a majority area for medium-density housing infill, with a remainder retained as open space. 2. Ensure a holistic plan so as to positively integrate development with the remaining open space as well as surrounding residential area. 3. The site is relatively well located, however, it is embedded into the surrounding urban (residential) area, and also does not front onto any significant road. Any development will need to integrate suitably into the surrounding urban area. 4. Inclusionary housing should be explored as forming part of the development.
16. Flintdale Estate: 'Tramways' site, Southfield: erven 145980, 110629: Size 5,6 ha	
<ul style="list-style-type: none"> ● Future use: Mixed use ● Development opportunities <ul style="list-style-type: none"> ○ Highly accessible location (esp. with future R300) ○ Close to opportunities: site bordered on two sides by a station and by commercial development ○ Public ownership ○ Flat site ● Development constraints 	<ol style="list-style-type: none"> 1. The predominant future land use on the site is expected to be a new hospital. This could include mixed-use development along the adjacent key roads. 2. Careful attention would need to be given to the interfaces with existing abutting residential development along Princess Vlei Road and Groenewald Street, and also with the sports grounds to its north and appropriate pedestrian linkage to the Southfield railway station.
17. Princessvlei area sites: erven 84649-rem, 82193-82195, 82092, 80953 and 80954: Size ±7.3 ha	
<ul style="list-style-type: none"> ● Future use: Residential infill. Possibility for one site to be a Virgin Active gym that could utilise Princess Vlei pathways and cross-subsidise vlei precinct maintenance. ● Development opportunities <ul style="list-style-type: none"> ○ Close to opportunities 	<ol style="list-style-type: none"> 1. The most appropriate future use of this site should be medium-density housing infill to maximise the potential for proximity to a valuable open space and also relative access to public transport. 2. Developments should assist with meaningfully framing and celebrating the Princess Vlei precinct. 3. All developments should be multi-storey and fronting onto the vlei area to maximise recreational value and support surveillance in discouraging crime.

<ul style="list-style-type: none"> ○ Overlooking Princess Vlei ○ Flat developable sites ● Development constraints ○ Potentially significant wetlands and/or vegetation in parts 	<p>4. Inclusionary housing should be explored to permit as part of the development some access to the area for lower-income households.</p>
<p>18. Dreyersdal Farm: erven 1133-0 and 16-4116: Size 17,3 ha</p>	
<ul style="list-style-type: none"> ● Future use: Residential infill, agriculture and open space ● Development opportunities ○ Well located – south bank close to amenities, services and job opportunities ○ Relatively flat land ○ A largely non-functioning agricultural remnant ● Development constraints ○ North bank relatively far from opportunities/services ○ Critically endangered Peninsula Granite Fynbos South remnant ○ Private ownership ○ Significant part of the site not developable as it is in the flood zone ○ Considerable significance as a historical farm complex and cultural heritage landscape (primarily in relation to the vlei) ○ Relatively high visual impact developable area, particularly viewsheds towards both the north and south banks from the M3. ○ Western Leopard Toad breeding area 	<ol style="list-style-type: none"> 1. The site is suited to medium-density housing infill area. This could even possibly include high density housing in an appropriate south-east part of this developable area. 2. Any development of the site should seek to enhance the open space linkage capacity from the mountain (the former Tokai Forest) eastwards (through to Main Road, and further east to Princess Vlei). This should include, very importantly, public access. 3. Preserve the areas rural and agricultural character. 4. The development interface with the riverine corridor should be adequately set-back from the river and wetland, and of appropriate orientation, scale and form, and should ideally include a public access roadway/pathway as part of the riverine public access corridor. 5. The site is also suited to agriculture, and this should be supported as far as possible. 6. Although not part of the farm, the open undeveloped areas north of and adjacent to the farm (including erf 1061) should also be considered for low- and medium-density residential development. 7. In both cases, visual impact from the M3 scenic route and also the nature of public access, landscaping and the urban interface will require detailed investigation and appropriate development setbacks.
<p>19. Main Road, Retreat: erven 106230-rem and 83395: Size ±3.5 ha</p>	
<ul style="list-style-type: none"> ● Future use: Mixed use and residential ● Development opportunities ○ Accessible location ○ City-owned land ○ Close to opportunities 	<ol style="list-style-type: none"> 1. The most appropriate future use of this site should be medium- to high-density mixed use in the southern portion inclusive of commercial and residential, and residential in the northern portion.

<ul style="list-style-type: none"> ○ Flat developable site ● Development constraints <ul style="list-style-type: none"> ○ Land packaging 	<ol style="list-style-type: none"> 2. Development should front onto the surrounding streets. Parking should generally be located away from street frontages. 3. High-density development (min four storeys) should front Main Road. 4. Inclusionary housing should be explored to permit as part of the development some access to the area for lower-income households.
20. Eighth Avenue, Retreat: erf 81710: Size 8.2 ha	
<ul style="list-style-type: none"> ● Future Use: Residential infill and/or light industrial. ● Development Opportunities <ul style="list-style-type: none"> ○ Accessible location ○ City-owned land ○ Close to opportunities ○ Flat developable site ● Development Constraints <ul style="list-style-type: none"> ○ Significant wetlands and vegetation. 	<ol style="list-style-type: none"> 1. The most appropriate future use of this site should be a medium-density housing infill area and/or light industrial park. 2. Possible redevelopment of the properties immediately north of it which abut Retreat Main Road may release greater integrated development opportunities for the site. 3. Inclusionary housing should be explored to permit as part of the development some access to the area for lower-income households.
21. Retreat Road sites: erven 136960, 121319, 115256-rem, 136876, 137797, 108066, 137783: Size: ±4.3ha in total	
<ul style="list-style-type: none"> ● Future use: Residential infill. ● Development Opportunities <ul style="list-style-type: none"> ○ Well located land ○ Under-utilised City-owned land ○ Flat developable sites ● Development constraints <ul style="list-style-type: none"> ○ Small sites ○ Wetland area ○ Open space requirements 	<ol style="list-style-type: none"> 1. The most appropriate future use of this area should be a majority area for medium-density housing infill, with a remainder retained as open space. 2. Ensure a holistic plan so as to positively integrate development with the remaining open space as well as surrounding residential area. 3. The site is relatively well located, however, it is embedded into the surrounding urban (residential) area, and also does not front onto any significant road. Any development will need to integrate suitably into the surrounding urban area. 4. Inclusionary housing should be explored as forming part of the development.
22. Flora Road, Retreat: erf 84603: Size 18 ha	
<ul style="list-style-type: none"> ● Future use: Residential infill ● Development opportunities <ul style="list-style-type: none"> ○ Highly accessible location ○ Close to work opportunities ○ Close to public transport ○ Flat site ○ Public ownership ● Development constraints <ul style="list-style-type: none"> ○ Subject of a land restitution claim ○ Informal settlement on the part of the site 	<ol style="list-style-type: none"> 1. The most appropriate future use of this site should be primarily a housing infill site with a mix of medium- and high-density housing options. 2. A key consideration for this site is its location within the identified coastal flood risk area and how to plan and develop accordingly. 3. Inclusionary housing should be explored to permit as part of the development some access to the area for lower-income households.

<ul style="list-style-type: none"> ○ Land within the identified coastal flood risk area ○ Site not located on a route of significance 	
<p>23. Military Road sites: erven 124684, 124690, 123602-rem, 153620, 82796, 82760: Size: ±9ha in total</p>	
<ul style="list-style-type: none"> • Future use: Residential infill. • Development Opportunities <ul style="list-style-type: none"> ○ Well located land ○ Under-utilised City-owned land ○ Flat developable sites • Development constraints <ul style="list-style-type: none"> ○ Small sites ○ Wetland area ○ Open space requirements 	<ol style="list-style-type: none"> 1. The most appropriate future use of this area should be a majority area for medium-density housing infill, with a remainder retained as open space. 2. Ensure a holistic plan so as to positively integrate development with the remaining open space as well as surrounding residential area. 3. The site is relatively well located, however, it is embedded into the surrounding urban (residential) area, and also does not front onto any significant road. Any development will need to integrate suitably into the surrounding urban area. 4. Inclusionary housing should be explored as forming part of the development.

Still for consideration to add in the sub-district map:

Sub-district nodes: Kenilworth; Southfield

Neighbourhood nodes: Meadowridge; Klipfontein hospital area; Lynfrae Belvedere Rd; Dean St; Newlands village; Heathfield (past Plumstead cemetery); Lakeside; Steenberg station

Connector routes of sub-district significance not indicated in SDF: Hoemoed ext; Sunvalley – Kommetjie Rd connection; Silvermine Rd(?)

NMT routes of sub-district significance not indicated in SDF: key routes

Proposed additional unique area dev guidance areas (potential future overlays):

- Urban heritage/conservation areas: existing and proposed: Arcadian landscape/s extent: Upper Newlands (?)
- Low-intensity residential intensification areas of sub-district significance:

4.4. Sub-District 4: The 'Far South'



Figure 13: The 'Far South' sub-district

Sub-district 4: The 'Far South'

This sub-district includes all areas inside the urban edge from Noordhoek in the west and St James in the east, southwards to and including Scarborough and Simon's Town.

'Far South' sub-district: Development guidelines	
<p>Vision Statement: <i>'An area renowned for its natural and cultural beauty,</i></p> <ul style="list-style-type: none"> • <i>with a well-defined and protected natural and cultural environment,</i> • <i>and recognised for its collection of areas of distinct sense of place and urban character,</i> • <i>vibrant tourism and service orientated economy,</i> • <i>and with world class natural amenity areas accessible to all city inhabitants.'</i> 	
Spatial development objectives (what?)	Supporting development guidelines (how and where?)
<p>a. Within the broader vision for the Southern District the vision for this area is that of a particularly unique coastal urban environment based on development closely attuned to the environmental opportunities available and constraints affecting it.</p> <p>b. The role of this area in the context of the district and metropole is of a tourism-centred economy of metropolitan significance, as well as unique coastal urban lifestyle.</p> <p>c. Greater development resilience is required in key natural risk areas, including primarily the coastline (sea-level rise, storm surges, and windblown sand), but also</p>	<ol style="list-style-type: none"> 1. Exclude conventional urban development (residential, commercial and industrial) outside the urban and coastal edges as well as in open spaces identified as valuable, and limit and carefully manage development in high visual impact urban edge areas, near rivers and wetlands, and areas away from the Kommetjie Main Road route, including Noordhoek and small coastal villages. 2. Future growth is to be closely aligned with available and adequate supporting infrastructure and service provision. Due to its isolated valley nature, and implications for increased provision for a growing population, this area should become an encouraged to become a leading green economy area; energy production and use, water usage, stormwater and waste management, travel demand to opportunities and travel mode itself. 3. Public transport and non-motorised movement need to be pro-actively embraced and supported. Improve NMT routes especially the one linking Fish Hoek to Muizenberg's surfers corner. 4. Future urban development is to be guided primarily into the identified district and local node areas. The boundaries of the business and/or mixed use parts of these nodes are to be defined by existing business zonings. The only exception to this may be parts of the existing urban development immediately adjacent to Ou Kaapse Weg between Buller Louw Drive (at Longbeach Mall) and the intersection with Kommetjie Road. The Kommetjie Road development route should not comprise ribbon-type mixed-use development, but rather contain higher intensity development contained at the identified mixed-use nodes, with inter-nodal areas restricted to residential use, and with appropriate landscaping along the route (see also section 6.1.1.d.i). 5. In recognition of the need for densification along main public transport routes, and also declining household sizes, low-key residential densification, particularly by means of small-scale, low impact subdivision and second dwellings, is supported along these routes.

<p>mountain edges (wildfires) and the lower river corridor (water pollution levels).</p> <p>d. The area will develop on the basis of a strong urban structure focused primarily on the Main Road and rail public transport corridor from Muizenberg to Simon's Town, and Kommetjie Road from Fish Hoek through to Ocean View.</p> <p>e. The area has and shall have developed sub-areas of very differing character, including small attractive coastal villages, but also including the major naval harbour complex at Simon's Town.</p> <p>f. While the vision anticipates some future growth in the area, this is not an identified growth area of the city, and emphasis should be on a levelling off of the population once urban infill areas are developed.</p> <p>g. The vision does, however, strongly encourage urban development that offers a wider variety of urban</p>	<p>6. Small scale, low impact 'shop-house' boutique, and professional service economic activities may be supported where appropriate within identified low intensification zones associated with urban nodes and along parts of main routes/minor urban corridors. These include in Fish Hoek, Sun Valley, Masiphumelele, Ocean View, Kommetjie, and Noordhoek, and along part of Kommetjie Road and Ou Kaapse Weg Road within the urban edge area. Residential intensification, limited to a maximum of three/four storeys (or equivalent height, walkups) may also be supported along these routes.</p> <p>7. Encourage and prioritise, possibly through incentives, residential developments across the sub-district that cater for a wider range of income groups and housing types (for the elderly, young, single person households and low income workers) and builds more inclusive, sustainable and resilient communities. This should include all areas / suburbs but most particularly in or near nodes, with greatest potential arguably being municipal / state owned land and most particularly already identified restitution sites. The inclusion of restitution claimants, and also residential infill, including some inclusionary housing, on identified strategic residential infill sites is a priority, but must respect sense of place, scenic viewsheds (e.g. from scenic drives), character (including tree coverage etc.), and environmentally sensitive areas, as well as integration with surrounding residential areas (e.g. accommodating socio-economic gradient).</p> <p>8. Available 'greenfield' opportunities within the urban edge for lower-income residential development need to be retained (e.g. Dido Valley) and developed to accommodate existing areas of inappropriate development (e.g. Red Hill, parts of Masiphumelele outside the urban edge).</p> <p>9. Major new developments in the sub-district must be dependent on the availability of sufficient and adequate service infrastructure for the sub-district as a whole. This relates most particularly to the road network, where access out of the 'valley' is constrained to only Main Rd/Boyes Dr and Ou Kaapse Weg, and to an extent Chapman's Peak Dr. To this extent, Traffic Impact Assessments (TIAs) on major new developments should not be constrained only to the immediate neighbourhood, but should take into consideration traffic impacts all along Kommetjie Main Road, as well as key access routes out of the valley, and particularly Ou Kaapse Weg. Management of stormwater and waste water (post-WWTW) into wetland system is also important.</p> <p>10. The re-development of existing urban areas over time, and especially the development of high intensity coastal recreational nodes/destination places (at Fish Hoek, Muizenberg, Kalk Bay and Simon's Town), needs to be sensitively undertaken, with particular emphasis on consolidating the unique sense of place and urban characters of these areas.</p>
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<p>forms and opportunities to which an increasing range of people can have access.</p> <p>h. There is a need for the formalisation of informal settlement areas and general upgrade and integration of low-income areas into the surrounding urban areas.</p> <p>h. The economy is based on tourism and service orientated activities, but also includes the major naval harbour complex at Simon's Town.</p> <p>i. The vision further acknowledges the need for greater urban sustainability in this area given its environmental sensitivity, and constrained access into and out of it.</p> <p>j. Retain the natural character of certain areas by promoting rural living/rural lifestyle estates.</p> <p>k. Accommodate agricultural and food security opportunities where appropriate.</p>	<p>11. Industrial development is to be restricted only to light industrial related activities in the designated areas, while bona fide, low impact, working from home practices are strongly encouraged, with larger-scale businesses operating within and being directed towards the Fish Hoek and Sun Valley nodes.</p> <p>12. Viable options and opportunities for more sustainable living need to be a particular focus in this area and pro-actively investigated and supported. This includes alternative energy generation and waste disposal, and also market gardening. All new developments should aim for much-reduced energy and water usage and waste creation.</p> <p>13. Changing coastal dynamics, particularly associated with climate change, need to be pro-actively and sensitively responded to. Appropriate mitigation measures need to be applied in existing urban areas identified as future coastal flood risk areas (e.g. Fish Hoek CBD area).</p> <p>14. Prioritise the upgrade of key scenic routes, and particularly the road from Fish Hoek to Cape Point and back through Scarborough to Kommetjie, to leverage the most important economic sector in the sub-district, recreation and tourism. Critical to this should be improvements to NMT, including also along Kommetjie Rd to support the high and growing demand for cycling on these routes, particularly.</p> <p>15. The significant potential (social and economic) benefits of a diversified Far South community need to be identified, acknowledged, and activated, and leveraged towards a more productive, harmonious, and sustainable broader community. This has implications for social services and facilities, recreation and tourism, commercial, and residential development.</p> <p>16. Changing coastal dynamics, particularly associated with climate change, need to be pro-actively and sensitively responded to. Any redevelopment within the identified coastal flood risk areas must address potential flooding associated with predicted sea-level rise and increased storm-surge action, as well as windblown sand issues where this applies.</p> <p>17. Plan and design any new development in areas that overlap with key faunal territories. In particular this includes for baboons and for Leopard Toads. This may include baboon-proof fencing, refuse management, adequate setbacks, underpasses, road edges, etc.</p>
<p>l. St James Kalk Bay – specific</p>	<p>18. Support and plan for converting the railway line between Fish Hoek and Muizenberg into a single line with passing tracks retained at stations. This will allow for the development of a destination quality promenade, address the coastal process threats, provision of a cycle route, and additional strategic parking, public transport stops, street market space, etc.</p>

<p>m. Fish Hoek Clovelly specific</p>	<p>19. Support and plan for the closure of the railway line from Fish Hoek station southwards. This will create an opportunity for connection of the Fish Hoek CBD with the beachfront and, once confirmed, a local area plan for this area is required, inclusive of addressing the sea level rise/erosion issues threatening urban infrastructure along the entire beachfront.</p> <p>20. Support as part of this the continuation of quality NMT from Clovelly through Fish Hoek to connect southwards to Simon's Town.</p> <p>21. Support mixed-use intensification of the Fish Hoek commercial node. Support redevelopment of the civic precinct node inclusive of medium density residential, and well as medium density residential development between these nodes. Encourage the redevelopment process to improve the general character of central Fish Hoek.</p>
<p>n. Glencairn Da Gama Park specific</p>	<p>22. Support the replacement of rail with a regular quality public transport/bus service between Fish Hoek and Simon's Town CBDs. Leverage where appropriate, consolidate, and enhance beaches, commercial and residential centres/foci, and other recreation/tourism mini-destination locations. Support the re-purposing of the rail reserve as a major coastal multi-purpose promenade opportunity.</p>
<p>o. Simon's Town specific Encourage and support the unlocking of the full potential of the nationally (and probably internationally) unique Simon's Town harbour and associated marine facilities, while not compromising the strategic military importance of the naval base or historic character of Simon's Town.</p>	<p>23. Encourage a stronger activity and development compact between the Navy/SANDF and City towards leveraging the enormous multi-dimensional marine-related economic opportunity of the harbour (e.g. eco-tourism, regional logistics bases for southern- ocean events, research, etc.). This should include the 'opening up' to public access of certain harbour precincts to shared mixed activities that don't unduly compromise naval activities but which drive economic growth, and which can be alienated/closed to the public in emergency or planned activity situations or times. Particularly key areas in this regard are the west wharf area, the car park (over weekends), and the Seaforth beach area (access to Boulders beach).</p> <p>24. Support the development of a wider range of housing opportunities in the area (inclusive also of Da Gama Park) to support naval and other workers in the area. This would acknowledge longstanding historical residential opportunities in the area prior to apartheid forced removals.</p> <p>25. Improve NMT along Main Road through the central town area and through to Windmill beach, integrating in historical sites, hospitality precincts, and commercial areas.</p> <p>26. Parts of Simons Town should be considered as additional potential HPOZ area/s. Further detailed local area planning and consensus are required towards refining growth and conservation precincts within these areas.</p>

p. Millers Point Smitswinkel Bay specific	27. Restrict any further residential growth of these areas (e.g. no further subdivisions). Support upgrade of the scenic route as a priority.
q. Sun Valley Sunnydale Capri Masiphumelele specific	28. The full integration of Masiphumelele into the valley as an orderly suburb is required. A focus for this is the re-development of the area abutting Kommetjie Main Road into a mixed-use precinct. See Masiphumelele Draft policy for development-related guidelines for the area. 29. Support intensive urban agriculture in Lochiel Road smallholdings area, but also allow for alternative non-smallholding uses as appropriate, but primarily aimed at providing for the growing public facility and service needs of the growing Masiphumelele community, but also residential development.
r. Noordhoek Silvermine specific	30. The emphasis generally in this area should be on maintenance of and enhancement of the core unique rural character part of the area, inclusive of tree canopy, equestrian activities/economy, etc. This includes the following for residential areas further than 400 m from the existing commercial precinct (neighbourhood node): <ul style="list-style-type: none"> i. Small scale subdivision may occur, but resultant development of these properties should be limited to the maximum rights permissible as per the original/existing (2020) minimum subdivision restrictions. ii. Maximum built coverages (including paved area such as driveways, parking, and entertainment areas) should exist dependent on (original/2020) property size (e.g. 500m² or 40% whichever is greater on erven 1000-2000m²; 750m² or 30% whichever is greater on erven >2000m²). iii. Minimum tree coverage (of mature trees / trees greater than 3m) of (for example) at least 10% of the erf area should be required. iv. Further subdivision of (to be identified) 'equestrian-related' residential areas should not be permitted. <p>Consideration should be given to formulating a formal (landscape) heritage overlay zone with appropriate provisions to provide protection for an identified 'Arcadian zone'.</p> 31. Support the greater self-sufficiency of the area through the inclusion of further social and economic activities, and also a wider range of residential development options, focused on the immediate vicinity (max 500 m) of the existing precinct commercial node. Careful design is however required to ensure neither the scenic route nor treed local character is compromised. Provision should also be made for at least some affordable housing, which could potentially be appropriately provided for by a small formal development on a small portion of land between the existing sports fields.

s. Ocean View and environs specific	<p>32. Consolidation of (a best possible outcome) natural area ecological corridor between Imhoff's Gift and Kommetjie should be strongly supported.</p> <p>33. Support the development of a local urban node at the intersection of Milky Way and Kommetjie Roads, and encourage as central to this the integration of development south and north of Kommetjie Main Road utilising under-developed land in Ocean View and Imhoff's Gift.</p>
t. Kommetjie specific	<p>34. Retain key open spaces, ensure appropriate built form, improve access to and along the coastline, celebrate the surf and fishing culture, and consolidate the coastal village character by restricting large commercial developments, and limiting commercial to the small CBD area. Consider greater low key intensification of residential development in close proximity (max 500 m) to the village centre to support village activity and self-sufficiency of the area, and provide a wider range of residential opportunities. However, no development should exceed four storey walkup) in height within the village area, or the limitations of the DMS beyond that.</p>
u. Scarborough Misty Cliffs specific	<p>35. Limit development in these areas to residential. In Misty Cliffs further subdivisions should not be considered and the impact of the built form carefully considered. In Scarborough, support the consolidation of a minor village centre focused on Camel Rock but limited to small-scale local area needs and tourism opportunities.</p> <p>36. Prioritise the urgent upgrade of the scenic route between Witsands, through Scarborough, to Red Hill, with a particular focus on NMT (to improve pedestrian and cycle safety), and pullover stops for surfers and tourists along a very popular scenic route area.</p>

'Far South' sub-district: New Development Areas	
Spatial development objectives (what and why?) in terms of the District SDP	Supporting land use guidelines (how and where?)
1. Silvermine Road: erven CA 933-120, CA 931-18, CA 931-1, CA 934-76, CA 934-68: Size 10.6 ha	
<ul style="list-style-type: none"> • Future use: Residential, public facilities, and/or rural uses. • Development opportunities <ul style="list-style-type: none"> ○ Inside the urban edge ○ Relatively accessible location ○ Gentle sloping developable site ○ Relatively high access area within the Noordhoek basin. • Development constraints 	<ol style="list-style-type: none"> 1. The most appropriate future use of this site should be either rural use(s) or low-density residential development in combination with this rural use. 2. The future use of this site should be strongly in keeping with maintaining or enhancing the rural character of this part of Noordhoek. Ideally any development, including residential, on the site should focus on grouped denser development (e.g. smaller denser dwelling units) within generous open space area/s so as to maximise built setbacks and vegetative screening from scenic routes, visual open spaces and corridors, natural ecosystem

<ul style="list-style-type: none"> ○ Heritage landscape area located centrally and in a high visual impact area. ○ Privately owned ○ Relatively far from facilities and public transport ○ Waterways and other 'wet' (seep) areas on parts of the site ○ Western Leopard Toad breeding site 	<p>habitat, and be consistent with a generally low density area perception.</p> <p>3. The water bodies, as well as corridor servitudes, need to be set aside and conserved for the Leopard Toad breeding and movement. All boundary fencing on the site should be appropriate to not unduly compromising Leopard Toad movement.</p>
<p>2. Noordhoek Sportsfields: Erf 933-99 and portion of erf 4836: Size: ±2.5ha</p>	
<ul style="list-style-type: none"> • Future use: Residential infill • Development opportunities <ul style="list-style-type: none"> ○ Public land (and definitive areas bounded by existing sportsfields) ○ Adjacent to Noordhoek Main Road ○ Relatively flat developable site ○ Relatively low environmental significance. • Development constraints <ul style="list-style-type: none"> ○ Relatively far from facilities and public transport ○ Potential infrastructure constraints 	<ol style="list-style-type: none"> 1. This site should be considered as a lower income residential infill site. Although currently outside the urban edge this site may be the only (and/or most desirable) potential site that could assist with redressing Noordhoek's historical inequitable Apartheid planning (re- past removals and limited access). 2. The development of this site could also potentially assist with the development of the integrated vision for the Noordhoek area inclusive of expansion as an equestrian inclusive of attendant support. 3. Important to this potential development should be that the nature of development is fully formal such as to preclude any associated informal development. A range of units should be available to provide for a range of income needs (including nurse staff, grooms etc.). Tenure should ideally be rental to provide long term opportunity as a residential gateway into the area. 4. Adequate setback and vegetative screening from the scenic route would be important, and the development should be orientated outwards including towards the sportsfields (which will assist also with surveillance to assist with safety).
<p>3. Masiphumelele: erf 5131: Size: approx. ±5.2ha</p>	
<ul style="list-style-type: none"> • Future use: Medium to high-density residential infill development. • Residential infill and sports fields and facilities. • Development opportunities <ul style="list-style-type: none"> ○ Public ownership (CoCT) • Development constraints <ul style="list-style-type: none"> ○ Managed TMNP area outside the urban edge with some environmental significance. ○ Dangerous fire-prone border with the natural area. ○ If development approved on the site it is prone to subsequent illegal expansion 	<ol style="list-style-type: none"> 1. Given the existing circumstances of massive demand for land for the extension of Masiphumelele and the associated dearth of land available for such purposes, this site is considered appropriate for future medium to high-density housing. (This need was in late 2020 exacerbated by needing to house victims of extensive fire in the informal settlement outside the urban edge). 2. Of vital importance will be the development of an appropriate interface with the natural area along the urban edge. Critically important will be an urban edge that constrains any informal urban encroachment beyond the urban edge line, and a built urban edge that complies with the Veldfire Related Planning Guidelines. This should ideally include a roadway and low-density community facilities as the most effective edge. 3. The creation of a positive edge interface is also important, so the built edge should not include houses

<p>beyond the new urban edge if informal development occurs adjacent to this edge.</p> <ul style="list-style-type: none"> o Close to sewage works. 	<p>facing away from the natural area with solid walls, but rather development looking onto the natural area and with permeable fencing.</p> <p>4. Development of this site should be dependent upon the availability of sufficient and adequate service infrastructure.</p>
<p>4.&5. Capri: erven CA 953-13, CA 953-12, CA 953-31, CA 953-30, etc.: Size: ±7 ha</p>	
<ul style="list-style-type: none"> • Future use: Residential infill • Development opportunities <ul style="list-style-type: none"> o Accessible location o Relatively close to opportunities o Relatively flat developable site • Development constraints <ul style="list-style-type: none"> o Private ownership o Potentially high (real estate) value. o components of these erven form part of extensive stormwater management systems (e.g. large detention facilities and underground or overland flow routes) o Significant vegetation on erf 953-13 o Infrastructural constraints 	<ol style="list-style-type: none"> 1. The most appropriate future use of these sites should include a combination of residential density options. 2. Medium-density residential should be encouraged on the land abutting Kommetjie Road, with lower density housing behind (to the south of) this up the lower slopes. 3. Development of this site should be dependent upon the availability of sufficient and adequate service infrastructure. 4. An environmental process is required to determine what portion of erf 953-13 may be developed. 5. A wider range of housing options should be encouraged, including a component of smaller, denser, more affordable units (i.e. inclusionary housing), particularly adjacent to Kommetjie Road.
<p>6. Sportsfield site: portion/s of erven 8906 and 8938: Size: ±2ha</p>	
<ul style="list-style-type: none"> • Future use: Potential residential, office or recreation related infill. • Development Opportunities <ul style="list-style-type: none"> o Well located land o Under-utilised City-owned land o Flat developable site • Development constraints <ul style="list-style-type: none"> o 	<ol style="list-style-type: none"> 1. The potential for infill development on a small southern portion of the site to cross-subsidise improvement of the sports precinct should be explored. Opportunity for public-private partnership.
<p>7. Fish Hoek town site: erven 7000-rem et al: Size: ±2ha</p>	
<ul style="list-style-type: none"> • Future use: Potential residential infill. • Development Opportunities <ul style="list-style-type: none"> o Well located land o Under-utilised City-owned land o Flat developable site • Development constraints <ul style="list-style-type: none"> o Sports facility area 	<ol style="list-style-type: none"> 1. Potential for medium density residential infill development on this site. Opportunity for provision of a wider range of housing opportunities in the area than is currently available.
<p>8. Solele, Kommetjie Road: Erven CA 951-25, CA 951-39, CA 1407-2, CA 1407-0-1: Size 25.4ha</p>	
<ul style="list-style-type: none"> • Future use: Mixed use development inclusive of 	<ol style="list-style-type: none"> 1. Fire station already developed and potential area for further required public facility provision. However, must

<p>residential infill and public facilities</p> <ul style="list-style-type: none"> • Development opportunities <ul style="list-style-type: none"> ○ accessible location ○ relatively close to opportunities ○ flat developable site ○ close to Masiphumelele ○ public ownership • Development constraints <ul style="list-style-type: none"> ○ High visual impact of development ○ Stormwater management system requirements (e.g. large detention facilities and channels) ○ Infrastructural constraints ○ Pedestrian access across Kommetjie Road 	<p>also include a substantial residential component, ideally of GAP housing.</p> <ol style="list-style-type: none"> 2. A wider range of housing options should be encouraged, including a component of smaller, denser, more affordable units (i.e. inclusionary housing), particularly adjacent to Kommetjie Road. 3. Development of these sites should be dependent upon the availability of sufficient and adequate service infrastructure.
<p>2. Kompanjiesuin: Erf 948-10: Size: 54ha</p>	
<ul style="list-style-type: none"> • Future use: This site has been approved for low-density residential development. • Note: The site is designated as 'buffer 2' on the SDP (Fig. 4.2) since it has been indicated as such in the CTSDP. This requires amendment to 'urban'. • Development opportunities <ul style="list-style-type: none"> ○ North-facing sloped site ○ Development approved • Development constraints <ul style="list-style-type: none"> ○ Relatively far from opportunities (jobs and facilities/services) ○ Dangerous fire-prone border with the natural area ○ Stream (and ecological buffer) running through western-most part of the site. ○ Infrastructural constraints 	<ol style="list-style-type: none"> 1. This site has been approved for low-density residential development, in a 'viculture estate', but has yet actually to be developed. 2. Where the application to lapse a wider range of housing options should be encouraged in any future development to permit wider residential access and integration in the area. Part of the site should also be considered for urban agriculture. 3. Layout design of any urban development and buildings themselves need to mitigate against high veld fire risk. 4. Development of this site should be dependent upon the availability of sufficient and adequate service infrastructure (this existed at the time of approval, but may require review if approval lapses and a new application considered).
<p>3. Imhoff's Gift: erf 948-32: Size: 47.9 ha</p>	
<ul style="list-style-type: none"> • Future use: Mixed-use, mixed residential density, and biodiversity open space area • Development opportunities <ul style="list-style-type: none"> ○ Relatively flat developable site ○ Imhoff's Gift Ocean View local development node • Development Constraints 	<ol style="list-style-type: none"> 1. While a small portion of this area (to the west) has been purchased by the TMNP to form a part of the 'Protea Ridge corridor' linkage, this represents an absolute minimum (with the southern portion of the corridor still to be formally secured) and ideally should be significantly wider. The focus in the development process should therefore be on biodiversity, and a critical consideration should be assisting with the consolidation of the north-south nature/biodiversity corridor in the west. Ideally, the

<ul style="list-style-type: none"> ○ Relatively far from work and amenity opportunities ○ Strategically located undeveloped land linking the north and southern parts of the Peninsula Mountain Chain and TMNP ○ Important biodiversity area with ecosystems requiring fire ○ Stormwater run-off directly into vlei/wetland system ○ Infrastructural constraints ○ Important historical farm complex – one of few remaining in the far south. 	<p>eastern boundary of the natural corridor link should align with (and form an extension from) the western boundary of Ocean View (i.e. Slangkop Road).</p> <ol style="list-style-type: none"> 2. Higher intensity development should be encouraged in a limited area around the existing Imhoff's Gift Village, including a mix of development options, primarily residential, but also commercial appropriate to the Imhoff's Gift node. 3. Lower density residential elsewhere on the site within the urban edge, but with adequate minimum setback from the vlei system, and maximum possible setback from Protea Ridge biodiversity corridor to maximise its consolidation. 4. Any future developments to recognise the important of retaining the rural context and views broadly northwards from the historical farmhouse. 5. Orientation of residential along nature corridor interface to front onto the corridor (i.e. face west). Additionally, two-storey development would be preferable to single storey in assisting with surveillance over this nature corridor area. 6. Layout design of any urban development and buildings themselves need to mitigate against high veld fire risk. 7. Potential also for some agricultural development commensurate with the Imhoff's Gift farm theme. 8. Development of this site should be dependent upon the availability of sufficient and adequate service infrastructure.
<p>4. Ocean View: erf 1544 et al</p>	
<ul style="list-style-type: none"> • Future use: Residential infill • Development opportunities <ul style="list-style-type: none"> ○ In the ownership of a development trust with a development expectation. ○ Adjacent to Ocean View and its facilities. • Development Constraints <ul style="list-style-type: none"> ○ Relatively far from work and services opportunities. ○ Areas of high environmental significance. ○ Very high veldfire risk area. 	<ol style="list-style-type: none"> 1. Due development processes required which respect environmental areas of significance etc. 2. Important that outer development edge interfacing with the natural area is a positive edge interface (e.g. development orientated towards the natural area, pervious fencing). 3. Development to adhere to Veldfire Related Planning Guidelines.
<p>5. Wireless Road: CA 1529-rem and CA 948-0-1.: Size ±7.2 ha and ±5.5 ha</p>	
<ul style="list-style-type: none"> • Future use: Residential infill • Development opportunities <ul style="list-style-type: none"> ○ Close to beach/lifestyle amenity • Development constraints <ul style="list-style-type: none"> ○ Private ownership ○ Far from service, work and other opportunities 	<ol style="list-style-type: none"> 1. Development approvals have been granted on these two sites. However, these have yet to be enacted upon. 2. The most appropriate future use of these sites should be low and medium density residential development. 3. A wider range of housing options should be encouraged, including a component of smaller, denser, more affordable units.
<p>6. Teubes Road Kommetjie: erven 5976, 5977, : Size ±2 ha</p>	

<ul style="list-style-type: none"> • Future use: Residential and commercial infill, and remainder ecological open space area. • Development opportunities <ul style="list-style-type: none"> ○ Close to beach/lifestyle amenity ○ Well located land in central Kommetjie • Development constraints <ul style="list-style-type: none"> ○ Environmental and visual impact issues 	<p>1. Proposed commercial, potentially also inclusive of residential at western end. Proposed residential at eastern. Retaining of most important ecological area/s – mainly in central northern part.</p>
<p>7. Da Gama precinct: erven 5836 et al:</p>	
<ul style="list-style-type: none"> • Future use: Residential infill 	<p>1. Development process almost complete</p>
<p>8. Oil refinery site: erven 5261 et al:</p>	
<ul style="list-style-type: none"> • Future use: Mixed use infill 	<p>1. On-going phase of development process for this site.</p>
<p>9. Simons Town golf course: erven 1514, 4459 and portions of 1537, 1544, 1539: Size ±7.2 ha and ±5.5 ha</p>	
<ul style="list-style-type: none"> • Future use: Residential infill and open space, with potentially also recreation and/or tourism facilities. • Development opportunities <ul style="list-style-type: none"> ○ Close to beach/lifestyle amenity ○ Public land underutilised • Development constraints <ul style="list-style-type: none"> ○ Environmental ○ Far from service, work and other opportunities 	<p>1. For longer term exploration for at least partial development.</p> <p>2. Potential for residential infill and open space, with potentially also additional facilities in support of the Boulders and Windmill beach destination area.</p>

Still for consideration to add in the sub-district map:

Neighbourhood nodes: Noordhoek village; Kalk Bay; Kommetjie village; Glencairn; Marine Oil/Da Gama; Fish Hoek hospital area; Scarborough village(?)

Connector routes of sub-district significance not indicated in SDF: Hoemoed ext; Sunvalley – Kommetjie Rd connection; Silvermine Rd(?)

NDA at Noordhoek sportfields

NMT routes of sub-district significance not indicated in SDF:

Proposed additional unique area dev guidance areas (potential future overlays):

- Urban heritage/conservation areas: existing and proposed: Arcadian landscape/s extent: Noordhoek 'bowl'
- Low-intensity residential intensification areas of sub-district significance: Kommetjie Road

4.5. Sub-District 5: The Table Mountain National Park and Environs

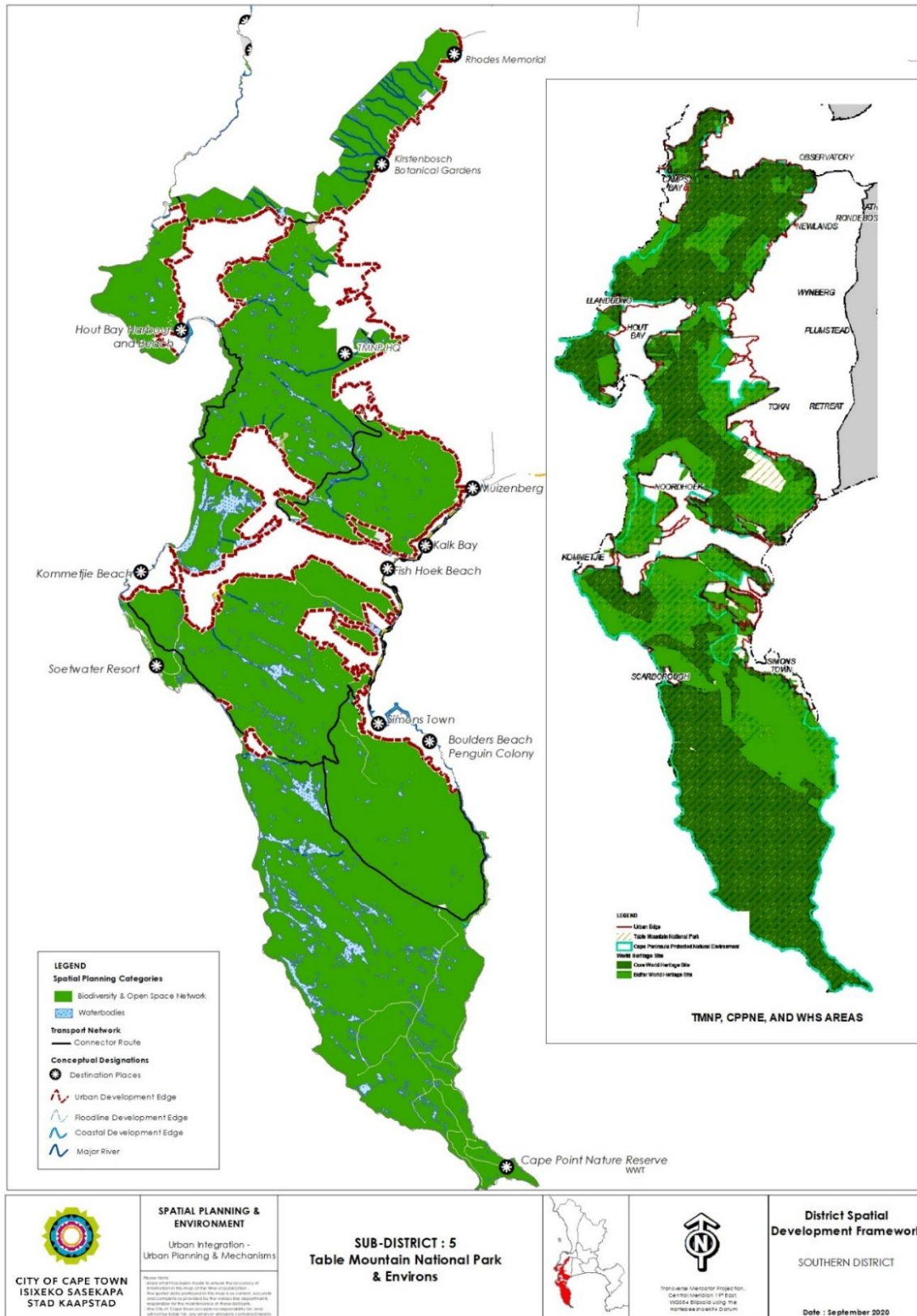


Figure 14: Table Mountain National Park and Environs subdistrict

Sub-district 5: The Table Mountain National Park and environs:

This sub-area includes all natural areas along the Peninsula Mountain Chain in the district, from Mowbray southwards to Cape Point that is outside the urban edge. This includes the proclaimed Table Mountain National Park (TMNP), adjacent publicly and privately owned natural areas, as well as isolated agricultural areas such as along Plateau Road, and isolated minor settlements such as Millers Point and Smitswinkel Bay. Much of this area is included as the Table Mountain National Park (TMNP) World Heritage Site (core and buffer areas) proclaimed in 2009. However, this sub-district does not include the Constantia and Tokai winelands (which form a part of sub-district 2). Although this sub-district straddles the three other sub-districts, since it includes a National Park, which itself is still in the process of expanding and consolidating, and also includes valuable scenic and cultural heritage landscapes (much of which is now proclaimed world heritage site), it merits being considered as a separate sub-district area.

TMNP and environs sub-district: Development guidelines	
<p>Vision statement:</p> <p><i>'An area highly valued and utilized by Capetonians and visitors alike including</i></p> <ul style="list-style-type: none"> <i>• a proclaimed world heritage site comprising a world class national park and similarly managed private or public conservation areas,</i> <i>• and unique destination agricultural and rural areas,</i> <i>• which form the core of the city's tourism and recreation economy,</i> <i>• and which are bordered by positive urban-nature interfaces.'</i> 	
Spatial development objectives (what?)	Supporting development guidelines (how and where?)
<p>a. Within the broader vision for the Southern district the vision for the TMNP is that of a unique urban national park, that balances conservation and scenic landscapes, in the declared TMNP World Heritage Site, with recreation and tourism activities, that is accessible and remains primarily open access, that restricts any built development only within identified visitor sites and use zones, and which is bordered by mutually supportive private and public conservation, recreation and tourism-centred economy areas. In large part this is directed by the Table Mountain National Park's</p>	<ol style="list-style-type: none"> 1. No urban development should be considered beyond the urban edge line. This includes restricting any further subdivision of erven, limiting additional residential development to existing rights, preventing land invasion or urban encroachment, and limiting any commercial activity to that directly related to low key servicing of tourism and recreation needs. However, it may be necessary in certain very special cases to reach a careful balance between this and the promotion of 'offsets' in maximizing consolidation of the TMNP, and particularly its key corridor linkage areas. Tradeoff agreements between private landowners and SANParks & the City that result in remote embedded properties not being developed, but exercised immediately adjacent to existing settlements, should be supported. 2. In alignment with the TMNP Park Plan support appropriately scaled tourism and recreation development at identified high intensity leisure activity areas that is generally accessible to all and acts as a gateway to the park. These should have a conservation related focus with emphasis on quality design, landscaping etc. Plan to ensure the provision of appropriate and adequate access to these park gateways from primary city public transport routes.

<p>(TMNP) Conservation Development Framework (CDF).</p> <p>b. Central to achieving the vision is the consolidation into the national park of as much conservation area as possible.</p>	<p>3. The utilisation of areas outside the urban edge, almost all of which is a world heritage site, must be aimed generally at the conservation and maintenance of the natural environment. In these areas restoration of degraded biodiversity areas should be a focus, and subdivision of properties not permitted. Existing agricultural lands outside the edge should not be permitted to expand further, and no new agricultural areas should be considered. Consideration should be given to limiting the extent of residential development in terms of size and form in all areas outside the urban edge towards mitigating 'palatial residence types, 'visual impact', and veldfire risk.</p> <p>4. Tourism economy-related activities should generally be accommodated within the surrounding urban areas, but limited low-key facilities may be appropriate in certain areas subject to stringent visual impact analysis such that the rural landscape is not unduly compromised.</p> <p>5. Urban land uses in surrounding urban areas should take cognisance of the adjacent national park and natural environs and generally assist in enhancing and maintaining scenic and cultural landscapes across urban and natural areas.</p> <p>6. An urban edge interface between urban areas and natural and agricultural areas is required that positively addresses flora and fauna habitats and ranges, built form and boundaries, visual impact, fire management, and public access. Public access includes maximisation and alignment of wider key public transport linkages to identified high activity areas within the national park and adjacent environs, as well as along the coastline.</p> <p>7. Related to consolidation of the national park is natural area connectivity, both of the park itself, and between the park and other natural areas, which permits an integrated, functional and sustainable natural environment. This includes, most importantly, north-south connectivity, where special attention to the Constantia Nek area, and Fish Hoek through to the Kommetjie area is required. It also includes west-east connectivity to major 'green' areas such as Princess Vlei, Zandvlei nature reserve and False Bay nature reserve, as well as along the False Bay coastline to Wolfgat, Macassar and beyond. It also includes mountain to sea linkages, and most notably along streams and rivers through wetlands and estuaries. Most of these linkages link across both public and private land, requiring good co-ordination on issues such as access, location of any development, and fencing.</p>
<p>c. Mowbray Rondebosch Newlands</p>	<p>8. Support the re-development of the (old) zoo area as a significant destination place in arguably one of the most</p>

	<p>accessible locations for those without access to private transport. Due to the bio-physical similarities with Kirstenbosch, and its success and thus over-subscription, opportunity exists to leverage off this which would be appropriate. Development should be based on and generally limited to the historically disturbed area footprint, existing landscaping and conservation-worthy infrastructure worthy of retaining. Identify and develop quality NMT routes from Rosebank, Newlands, and Claremont stations to the key mountain destination places of Rhodes Memorial, the 'zoo' site, and Kirstenbosch respectively.</p>
d. Constantia-Nek	<p>9. Maximise the open space/TMNP link between the mountain/TMNP areas north and south of Hout Bay Main Road at Constantia Neck by retaining, and where possible expanding, the open space link. Development outside the urban edge should generally be restricted to existing rights, with the only exceptions to be considered where clear public benefit will result (e.g. ceding of land to the TMNP for corridor linkage). Any new development in proximity to this area should aim to support and enhance it through development orientation, overlooking surveillance, visually permeable boundaries, etc.</p> <p>10. Prioritise the upgrade of the public parking area north of the road, including temporary trading areas, and also main access points into the TMNP. Paths/trails within the TMNP, particularly within 1 km of Constantia Neck require upgrade and regular maintenance.</p>
e. Tokai	<p>11. Support the further appropriate development and upgrade of the TMNP HQ as a destination place. Picnicking, walking and biking are key opportunities associated with the most accessible flattest part of the TMNP. Opportunities exist for recreation and tourism links to the Porter Estate and Constantia – Tokai wine farms.</p>
f. Noordhoek Imhoff's Gift	<p>12. Maximise the open space/TMNP link between the Slangkop mountain area and Chapman's Peak mountain by retaining, and where possible expanding, the open space links particularly in the interface to mountain area in the north and south. Any new residential development in proximity to this area should aim to support and enhance it through development orientation, overlooking surveillance, visually permeable boundaries, etc.</p>
g. Soetwater	<p>13. Support the development of the Soetwater destination place. The considerable stretch of flat, disturbed but semi-remote coastline area provides the opportunity for a range of recreation and tourism-related opportunities. Touching the ground lightly (camping, etc.) should be a primary driver. Witsand and Crayfish factory end provides</p>

	an opportunity for enhanced marine access and marine safety in an integrated facility.
h. Red Hill to Cape Point	14. The area south of Simon's Town and Scarborough, which is entirely within the proclaimed World Heritage Site (WHS) as either WHS core or buffer, is within the proclaimed CPPNE, and is also entirely outside the urban edge line, should remain primarily as biodiversity area. This should be limited to conservation-related land uses and restoration of degraded areas. The only exceptions to this are the already existing low key and limited development areas such as Castle Rock and Smitswinkel Bay, the Millers Point tourism/recreational area (where in terms of the TMNP CDF certain low-key tourism and recreational activities may occur) and Red Hill, as well as certain other areas where very limited low-key tourism activities may be appropriate, subject to stringent visual impact analysis such that the conservation landscape is not unduly compromised. Residents of Red Hill informal settlement should be relocated to Da Gama Park and the area suitably rehabilitated.
i. Boulders to Millers Point	15. Support improvement of vehicular movement into and out of the Boulders area. This should include leveraging synergies and opportunities with SANDF re- under-utilised Navy land. 16. Millers point should remain a low-key destination area with a focus on minimal development footprint and 'touching the ground lightly', and on rationalization and upgrading. 17. The entire length of this scenic route should be upgraded as a priority.

Still for consideration to add in the sub-district map:

High-intensity leisure destinations/areas as per TMNP Park Plan 2015–2025: Rhodes Memorial; Old zoo site; etc.

Key NMT routes of district/sub-district significance not indicated in SDF