

Blaauwberg

Integrated district spatial development framework
and environmental management framework

Vol. 3: Implementation Plan



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CITY OF CAPE TOWN
ISIXEKO SASEKAPA
STAD KAAPSTAD

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1 IMPLEMENTATION PLAN

The primary objective of the Implementation Plan is to provide guidance in terms of prioritised public investment, local area and precinct planning priorities and enablement mechanisms required to implement the proposals contained in the District Spatial Development Framework (DSDF) and sub-district DSDF. The plan consists of the following key sections described and depicted in the Figure 1: Implementation Plan Process Diagram below.

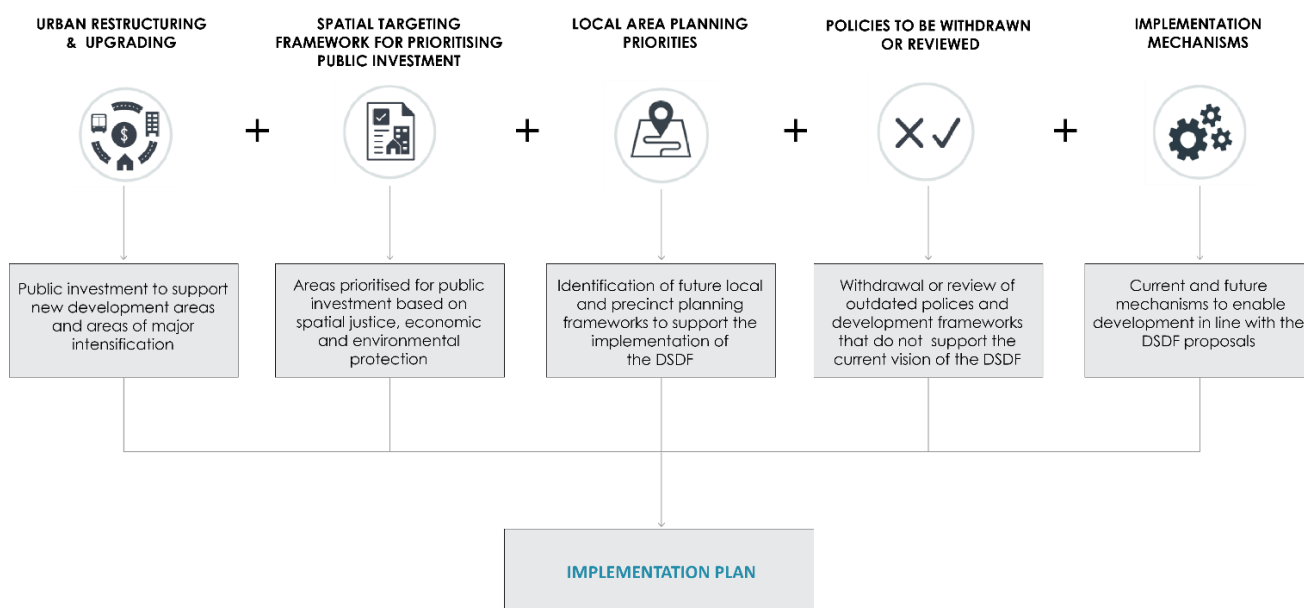


Figure 1: Implementation Plan Process Diagram

1.1 Approach to Implementation

The components of the Implementation Plan work together to provide clear direction and certainty in spatially targeted areas. These are prioritised areas where the City should make a concerted effort to align its processes and pull its resources to support and enable development in line with the DSDF spatial planning objectives. To effectively achieve this the following three key interventions are proposed (which include linkages to the corresponding components of this Implementation Plan).

- **Public Investment:** integrated and aligned public sector investment through *Urban Restructuring and Upgrading* (Section 1.2), the *Spatial Targeting Framework* (Section 1.4) and *Local Area Planning Priorities* (Section 1.4)
- **Ease of Process:** removing red tape and improving institutional efficiencies by *withdrawing contradictory or overlapping local planning policy* with the approval of the DSDF (Section 1.5) or *pursuing mechanisms* to streamline processes such as

development applications in line with strategic planning initiatives to provide certainty and transparency to developers and businesses.

- Enabling Incentives: *Development Mechanisms* (Section 1.6.1.a) to stimulate private sector development and leverage public investment designed to change the behaviour of role-players in the property development process or influence their decisions in order to achieve specific outcomes.

The process is conceptualised below:



Figure 2: DSDF Approach to Implementation

1.2 Urban Restructuring and Upgrading Proposals

Urban restructuring and upgrading deals with changes that need to occur within the existing urban footprint to reinforce the DSDF's development proposals at a district and sub-district scale. This requires sector-specific capital investment to support the development proposals. Furthermore, urban restructuring and upgrading informs planning around new capital investment requirements associated with new development areas and areas where major intensification is proposed in the sub-district and district SDPs.

Two considerations are important in terms of planning for services (public facilities, parks) and infrastructure (transport, bulk infrastructure/utility services). First, there is a need to address

backlogs based on the existing demands and secondly, a need to plan for new demand. In terms of the latter the SDF attempts to inform by:

- Locating areas for intensification of urban use (e.g. areas where redevelopment is being promoted) as well as new development areas (focussed on significant greenfield development).
- Providing some indication, where possible, of the quantum of development and likely phasing of development, which will be indicated in the district and sub-district SDPs and land use model.

While the Blaauwberg DSDP promotes general intensification across the district, in particular along the Koeberg Road, Blaauwberg Road and Atlantis CBD. Further specific areas identified for mixed use intensification include:

- The Koeberg Road Corridor between the N1 and Koeberg Road and Koeberg Road and Montague Drive intersections
- Along Blaauwberg Road specifically Boy De Goede Square, Flamingo Square, Bay Side nodal area (East of West Coast Road) and Beach Front.
- Atlantis CBD area

Significant New Development Areas in the Blaauwberg District Include:

- Erf 1117
- Sandown/ Parklands New Development Growth Areas

Taking the above into account the following capital investment is required to support the implementation of the long term development proposals in the DSDP. However, it is important to note that final project selection is dependent on a number of detailed economic, financial and operational assessments to be determined by the City's Infrastructure Strategy and Sector Plans.

1.2.1 Transport & Access Infrastructure

The section below highlights transport-related infrastructure planned for the short, medium and long terms and include roads, public transport and non-motorised transport.

1.2.1.1 Transport Infrastructure

- a. New road links (see Figure 3below)

Required in the short term (five years)

- Extension of Tryall Road

- Extension of Berkshire Boulevard
- Extension of Koeberg Road
- M12 Sandown Road to Enterprise Way
- R27 dualling between Tryall Road and Berkshire Boulevard

Required in the medium term (10 years)

- Extension of Berkshire Boulevard to the N7
- Extension of M12 to Berkshire Blvd
- East West Arterial (Future R300 extension)

b. Public Transport

- The continuation of the IRT service in new development areas
- The upgrade of the Atlantis Railway line to a passenger railway to connect Atlantis to the city and reduce road-based congestion.

c. Non-motorised Transport

- The implementation of non-motorised transport facilities should be considered to increase accessibility to and from public transport facilities, public facilities and employment opportunities.
- Consideration should be given to utilising the outer edges of road reserves for NMT where possible and appropriate (i.e. where NMT is required, where road reserves are wider than minimum requirements, and if NMT would be fully fenced off from the route itself).

d. Road Schemes

There are hundreds of road schemes in Cape Town, a few of which are in the Blaauwberg District. These include primarily road widening schemes for existing roads, but also schemes for new roadways/roads. However, these schemes are generally now dated, and most are also argued by many to no longer be appropriate or necessary given the changing urban context of greater density, a greater emphasis on public transport and more pedestrian orientated environments, not least, increasing fiscal constraints.

These schemes are, however, a significant obstacle to urban development on even adjacent to them, as planned developments are required to take account for proposed road widening (re-building line setbacks, etc.). This is an additional fairly onerous regulatory 'hoop' to go through, but within the context of the scheme in question not necessarily being enacted in future, this is an unnecessary regulatory exercise and, more importantly, has a substantial medium to long-term impact on the built environment (with buildings unnecessarily setback from the road and often poorly defined and wasted carriageway/pavement space into the future).

Table 1 below is a list of the existing road schemes in the Blaauwberg District. It is proposed that an urgent (and thereafter regular) review of these is undertaken by the Transport Department to inform urban development processes in the respective areas. In the immediate term, the identified schemes should be broadly assessed

from a spatial development perspective to assist urban development processes in the short term, as well as act as an informant into the Transport Department's more detailed review. Figure 3 depicts the possible road improvements planned for the short to medium term for the Blaauwberg District.

Table 1: Existing Road Schemes in the Blaauwberg District

| | Road Schemes in Blaauwberg |
|---|--|
| 1 | Bosmansdam Road, Milnerton |
| 2 | Kings Road, Brooklyn |
| 3 | Koeberg Road, Rugby |
| 4 | Paarden Eiland Ring Road, Paarden Eiland |
| 5 | Sable Road, Brooklyn |

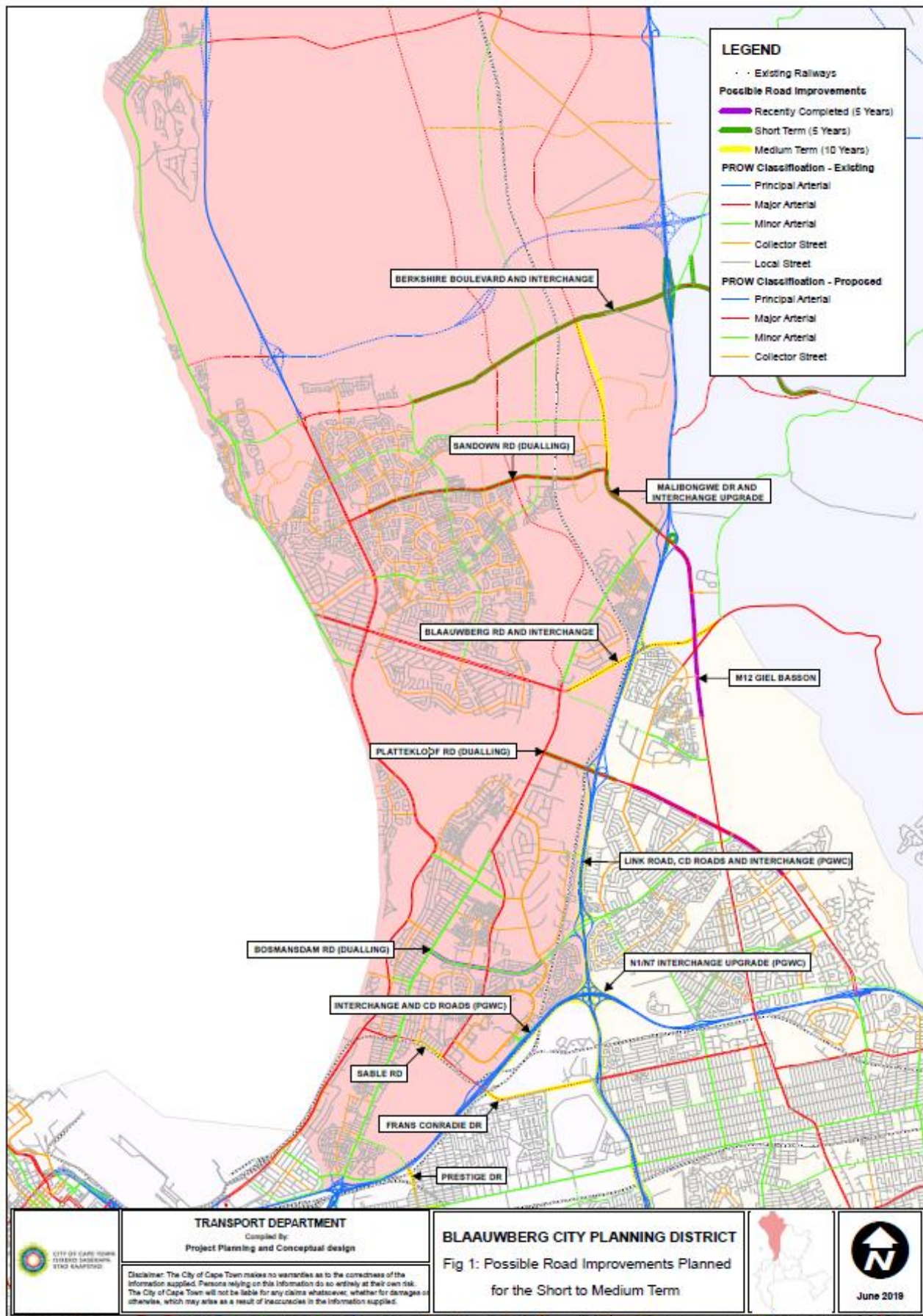


Figure 3: Possible Road Improvements Planned for the Short to Medium Term

1.2.2 Environmental Infrastructure and Open Space System

Open space upgrading, enhancement and development (associated with the natural environment and sports and recreation facilities which form part of the green infrastructure network) are critical to achieving the vision for this district. In particular, the latent potential of the existing natural systems should be optimised. In this regard, several interventions relating to the open space system are proposed.

1.2.1a Biodiversity

The conservation of Critical Biodiversity areas is currently challenged by urban development pressure and balancing the conservation priority with urban growth is an ongoing challenge. Biodiversity priorities in the Blaauwberg district relate to maintaining existing protected areas and enhancing their sustainability by connecting them through Biodiversity corridors. A corridor connecting the Table Bay Nature reserve to Blaauwberg nature reserve aims to enhance sustainability of biodiversity in light of urban pressures.

In addition biodiversity conservation and management contributes to the protection of valuable ecological infrastructure, large sections of the Witzands Aquifer lies under an area from the Dassenberg Hills in the West to Silwerstroomstrand in the East. The Dassenberg Coastal Catchment Partnership aims to conserve this unique conservation environment, by doing so increasing the city's resilience to the impacts of climate change and ensuring quality groundwater is preserved.

1.2.2.b Public Open Space

The District has unequal distribution of public open space relative to population with areas like Du Noon having significant shortfalls in usable recreational space. In other areas for example Atlantis, open space is poorly defined and needs to be rationalised and made more usable. Projects for open space are listed in section 1.3.5- public facilities.

1.2.2.c Coastal Management

The coastal environment in Blaauwberg has been dramatically transformed, particularly from the Duncan Dock through Paarden Eiland and Milnerton. Shoreline protection of the Milnerton coastal node has become a priority in order to protect the amenity value of this destination and the adjacent infrastructure and properties.

Dune restoration is an important measure for the Table View Beachfront, aiming to restore the natural buffer and reduce wind-blown sand impacts on infrastructure and enhance the area as a destination place.

Conservation management through the Dassenberg Coastal Catchment Partnership contributes to the destination qualities of the coast in the Silwerstroomstrand and Witzands area.

1.3.2. Water Systems

The Diep River estuary and wetlands are regionally important resources for recreation and bird watching. It also serves as a fish nursery. The Diep River water quality has deteriorated as a result of agricultural runoff, stormwater runoff from urban, industrial and commercial areas and treated waste water discharges. Lack of capacity in WWTW (Potsdam and Melkbosstrand) and the resulting poor effluent quality has further contributed to this deterioration. The actions outlined in the Diep Rivier Estuarine management plan aim to ameliorate and manage these challenges as a priority.

The Atlantis aquifer has increasing demand for extraction and is a key future water resource for the city, which can improve resilience against climate shocks. The management of development impacting this aquifer will be critical in future, along with the management of abstraction and ingress to reduce the risk of saline intrusion.

1.2.3 Human Settlements

In the context of the District SDF, Human Settlements relates to the realisation of a range of housing opportunities, formal or informal, that the public sector plays a role in providing or supporting. The DSDF supports this process through:

- Giving direction to where these opportunities could occur by identifying land suitable for urban development.
- Giving further spatial direction through identifying “new opportunities” for subsidised housing development.
- Identifying areas to apply inclusionary housing policies?
- Identifying areas for incremental upgrading, and
- Identifying areas for potential shortened land development procedures (i.e. the NDAS and Mixed Use Intensification areas).

1.2.3.1 Planned / Proposed Housing Projects

The following areas within the Blaauwberg District has been identified as sites for the development of new human settlements projects.

Table 2 : Planned / Proposed Housing Projects for Blaauwberg District

| Area | Lead / Programme | Timeframe (Short / Medium / Long Term) | Notes (Anticipated Yield, etc. if available) |
|----------|--------------------------------------|---|---|
| Atlantis | BNG: Kanonkop Phase 1 (Extension 12) | S | 456 Units – Project almost complete |
| Atlantis | Kanonkop Phase 2.1 | M | 1159 Sites – Planning Phase |

| | | | |
|----------|--|---------------------------------|---|
| Atlantis | Kanonkop 2.2 | L | 770 Sites – Planning Phase |
| Atlantis | GAP Plots: Robinvale | M/L | 121 Sites |
| Atlantis | GAP Plots: Beacon Hill | M/L | 370 Sites |
| Atlantis | GAP: Protea Park | L | 605 Sites |
| | | | |
| Witzand | Peoples Housing Project (PHP): Witzand Housing Project Phase 2 | | 495 Units, due to land invasion only 48 are expected to be completed. |
| Du Noon | IRDP | 2023 - Expected Completion Date | 1500 Units Referred to 'Killarney Gardens' and "Racing Park" |

1.2.3.2 Site for Investigation

Further land has been identified specifically for investigation for publicly assisted housing projects. This is limited to publicly owned land and will be updated over time based on new information. This includes various portions of undeveloped or underutilised land. The areas where land has been identified for publicly assisted housing projects within the Blaauwberg District include:

- Erf 1117 along West Coast Road
- Erf 105391 Sanddrift Site
- Erf 1694 RE Melkbosstrand

1.2.3.3 Inclusionary Housing

The City is currently in the process of developing an Inclusionary Housing Policy, which is a key deliverable of the 2021 approved CCT Human Settlements Strategy. The aim of the policy is to help stimulate the provision of affordable housing¹ by the private sector. In the absence of policy, potential areas in close proximity to public transport, public amenities and employment opportunities (such as nodes, corridors and mix use development and/or intensification areas) should be considered for inclusionary housing.

1.2.3.4 Informal Settlement Upgrade

- Racing Park – Temporary Relocation Area (TRA)
- Doornbach – Informal Settlement Upgrade

¹ Affordability is a function of context. The National Government determines that the GAP market (those households who should be targeted for affordable housing provision) refers to households earning less than R22 000pm. This Strategy recognises that nominal indicator whilst maintaining that affordability fluctuates dependent on the context in which housing is available; and that it would never be targeted at the highest earning income group of that context (City of Cape Town Approved Human Settlement Strategy., 2021).

1.2.4 Bulk Infrastructure

In order to support proposals contained in the Blaauwberg District Spatial Development Framework, infrastructure maintenance and upgrading is necessary.

1.2.4a Waste Water Treatment Works

The Potsdam Waste Water Treatment Works and some of its pump stations have severely limited spare capacity. Accordingly, the scale of new development in its drainage area is severely constrained until the major upgrade (approximately R2 bn) is partially or fully complete. The estimated final completion is 2025/26. The upgrade is planned to accommodate anticipated demand for the next 20–30 years. This upgrade is critical to the growth of development in the district.

There is also a large project with an Environmental Impact Assessment EIA in hand but awaiting implementation (Northern Bio solids Beneficiation Facility) under WWT's control. This project can be considered an 'alternative service delivery infrastructure', which is noted, although in a preliminary stage.

Table 3: Water and Sanitation Projects in Blaauwberg

| PROJECT | BACKGROUND | TIMELINE | BUDGET (SPENT AND ESTIMATED) |
|--|--|---|---|
| 1. The new Montague Drive bulk outfall sewer and the rehabilitation of the existing Montague Drive sewer system. | As per the condition assessment report, the second bulk sewer identified in order of priority was the Montague Dr. bulk sewer. Due to the large volume of sewer conveyed in the existing Montague Dr., extra capacity is needed. It was decided to build a new gravity bulk sewer. After practical completion the other connecting bulk sewers will be diverted to the new bulk sewer, to rehabilitate the existing Montague Dr. bulk sewer. | Consultant appointment 2020/21 Construction appointment 2021/22 Projected completion 2026 | Consultant: R30 m Construction: R300 m |
| 2. Future bulk sewer rehabilitation projects in the Blaauwberg/Milnerton areas. | As per the Condition Assessment report in terms of priority. | Beyond 2026 | R200 m |

1.2.4b Water

Atlantis and surrounds are in need of attention. A single supply serves Mamre and there is a need to augment supply from Pella to Mamre. During the drought, there was an effort made to expand the well fields of Atlantis which made the area self-sufficient in terms of groundwater, enabling the production of 15–20 Mℓ/d, so that there was no need to draw from the City's bulk water system. There is a plan to expand the extraction capacity over the next five years for an additional 20 Mℓ/d which could be injected into the system. Extraction rate testing is also ongoing.

The well system also makes use of treated effluent from the Atlantis WWTW to recharge the aquifer. The groundwater abstraction infrastructure is ageing, so the maintenance programme is critical, although expensive.

a. Stormwater (projects above R5 million)

Water quality is the biggest concern in the district; it deteriorates annually. This is due to inadequate service provision in the catchment and regular sewers spills. This issue is currently in the process of being addressed by the infrastructure line department.

Two key planned projects in the Blaauwberg district that provide additional capacity include the following:

- The Bayside canal will reduce flood risk and also reduce pollutants entering Rietvlei.
- The Big Bay outfall will be required when the area north and east of Table Bay mall is developed.

Table 4 below highlights the major storm water projects within the Blaauwberg District:

Table 4: Stormwater Major Projects in Blaauwberg

| STORMWATER MAJOR PROJECTS | | | | | | | | |
|---------------------------|-----------------------------------|---|-----------------------|-------------------|---|-----------------|-----------------|-----------------------|
| NO. | PROJECT NAME | DESCRIPTION SCOPE OF WORK | TYPE OF PROJECT | PPM PHASE | SUBURB | INITIATION DATE | COMPLETION DATE | ESTIMATED TOTAL CAPEX |
| 1 | Diep River - Doornbach Diversions | Greywater diversions in the stormwater system to the sewer system by means of diversion structures, separators and a gravity main to Potsdam WWTW in order to improve the water quality in the Diep River and Milnerton Lagoon. | New Project | Scoping | Du Noon - Rivergate - The Stables | 2021/08/16 | 2026/02/11 | R11 226 807 |
| 2 | Diep River - Joe Slovo Pond | Reinstatement of Stormwater pond near Mily Way in Phoenix. | Improvement/expansion | Scoping | Joe Slovo Park; Marconi Beam; Milnerton; Milnerton Ridge; Montague Gardens; Phoenix; Royal Ascot; Summer Greens; Sunset Beach | 2021/08/16 | 2024/11/12 | R8 593 602 |
| 3 | Diep River - Erica Road Outfall | Project to improve water quality in the Diep River and Milnerton Lagoon. The project entails the design and construction of a litter trap and treatment wetland. | Improvement/expansion | Conceptual Design | Joe Slovo Park; Marconi Beam; Milnerton; Milnerton Ridge; Montague Gardens; Phoenix; Royal Ascot; Summer Greens; Sunset Beach | 2021/08/16 | 2024/09/11 | R10 106 001 |
| 4 | Diep River - Theo Marais Canal | Project to improve water quality in the Diep River and Milnerton Lagoon. The project entails the design and construction of a treatment wetland and low-flow diversion (polluted runoff) to the Potsdam WWTW. | New Project | Conceptual Design | Cape Farms - District B; Flamingo Vlei; Killarney Gardens; Milnerton; Parklands; Sunridge; Table View; West Riding | 2021/08/16 | 2026/11/16 | R27 561 113 |

1.2.3.c Electricity Projects

This section describes the major electricity projects of the City of Cape Town envisioned for the time period 2020 - 2030, exceeding R10 million in capital expenditure and which will be subject to the corporate stage-gate process. Projects discussed in this section can either comprise new bulk infrastructure, refurbishment, replacement, improvement, expansion or upgrade projects. Refurbishment and replacement projects, such as Gardenia and John Dreyer transformer replacement projects were mainly identified based on equipment age but project initiation is dependent on a thorough condition assessment at the time when the equipment reach end of life.

Table 5: Electricity projects (excluding Eskom)

| PROJECT | DESCRIPTION |
|-------------------|--|
| Big Bay MS | <p>Big Bay 11 kV intake point is currently supplied from 2 X 300 mm² Al cables which are fed from 2 X 40 MVA transformers at Eskom's Blaauwberg substation. The firm capacity of 7 MVA will be exceeded provided Erf 1117 is developed, regardless of the growth scenario observed. If the low growth scenario is observed, the plan is to shift some of the load to Cormorant substation, since Cormorant substation has a separate incoming feeder from Blaauwberg substation.</p> <p>If the medium or high growth scenario is observed, the total estimated load will be 11 MVA or 16 MVA respectively. In both instances, it is recommended that a new main substation be built to supply this load. Two 132/11 kV 20 MVA transformers are recommended.</p> |
| Melkbos MS | <p>Melkbos 11 kV intake point is currently supplied by two 185 mm² Cu cables, which are supplied from a single 10 MVA transformer from Eskom's Atlantic substation. The long term load forecast shows that even for the low growth scenario the City's demand will exceed the capacity of Eskom's Atlantic substation transformer.</p> <p>West Coast 11 kV intake point is currently supplied by two 185 mm² Cu cables, which is supplied from a single 10 MVA transformer from Eskom's Duine substation. The long term load forecast shows that the City's demand will exceed the capacity of the two 11 kV feeders only in the high growth scenario. The load density forecast shows that if all developable land develops at the current density (1,8 VA/m²), the footprint will have a total demand of 21,9 MVA. This is above the firm capacity of 7 MVA of the two 11 kV feeders and the non-firm capacity of Eskom's Duine 10 MVA transformer. Since Melkbos and West Coast intake primary substations are</p> |

| PROJECT | DESCRIPTION |
|--|---|
| | relatively close to one another, and development is foreseen in the area, it is recommended that a new Melkbos MS be built to supply both substation areas. It should, however, be noted that the developments considered in the forecast have no confirmed timelines. Energy storage may be an option to further delay the significant investment required. |
| Gardenia transformer replacement | The transformers at Gardenia MS were manufactured in 1977 and is expected to reach its end of life (50 years) in 2027. The replacement of the transformers is therefore planned for 2027 subject to a thorough condition-based assessment. |
| John Dreyer transformer replacement | The transformers at John Dreyer MS were manufactured in 1977 and 1984 and is expected to reach its end of life (50 years) in 2027 and 2034 respectively. It is proposed to replace these transformers with 2 x 20 MVA units. The replacement of the transformers is planned for the 2027/28 financial year subject to a thorough condition-based assessment. |
| Midlands Transformer replacement | The transformer at Midlands MS was manufactured in 1977 and is expected to reach its end of life (50 years) in 2027. The load at this main substation is usually less than 1 MVA and no new developments are foreseen in the area. Due to this low load the transformer is expected to be operational for longer than 50 years, and the replacement is therefore likely to only occur after 2030, which is outside of the time horizon for this report. |

1.2.5.d Eskom Electricity Projects

The following five TDP schemes falls within the Blaauwberg District:

- Ankerlig – Sterrekus first and second 400kV lines
- Establish Koeberg off-site supply at Ankerlig Power Station
- Second Koeberg – Acacia 400kV line
- Koeberg 400kV busbar reconfiguration and transformers upgrade.
- Cape Corridor phase 4: Second Zeus – Sterrekus 765 kV line.

Apart from the information presented here in the DSDF, readers are encouraged to consult Eskom's Transmission Development Plan for more information.

Koeberg 400kV busbar reconfiguration and transformers upgrade (TDP scheme) and Koeberg - Dassenberg 132kV DC line (Eskom distribution line division project). The TDP scheme include the establishment of a new Koeberg 400 / 132kV GIS substation with 2 X 400 / 132kV 250 MVA transformers, together with the re-routing of the existing Koeberg

400kV and 132kV lines to the new substation. Commercial operation is expected for 2024.²

The City receive a 132kV intake point at Atlantis Industrial from Eskom's Dassenberg substation. Eskom's Distribution line division is currently extending the existing double circuit Dassenberg – Atlantis Industrial line towards Koeberg MTS with an expected completion date of 2021. Completion of this project will effectively replace the existing single Koeberg – Dassenberg 132kV line with a double circuit line between Koeberg MTS and Dassenberg substation with a double tee-off to Atlantis Industrial substation thereby ensuring that the current non-firm supply is upgraded to a firm supply. This Eskom distribution project requires an additional 2 X 132kV bays at Koeberg MTS which is provided for by the Eskom TDP scheme.

On completion of the above Eskom distribution project, the existing single Koeberg – Dassenberg 132kV line will be re-purposed as the new Koeberg auto-start supply line.

Cape Corridor Phase 4: Second Zeus-Sterrekus 765kV line (TDP Scheme)

- According to Eskom's Transmission Development Plan (TDP) of 2021 – 2030, the Cape Corridor has been strengthened with the first 765 kV line that were constructed and energised over more than 10 years, providing adequate capacity until more or less 2028. Beyond 2028, the preferred strengthening to provide additional transfers into the Greater Cape is constructing a second 765 kV line. Eskom appointed consultants to undertake an environmental screening study in July 2020 for the line route of the second 765kV transmission power line between Kappa MTS near Touws River and Sterrekus MTS near Melkbosstrand / Koeberg. The City was registered as an Interested and Affected Party. The proposed servitude abuts the first 765kV Kappa – Sterrekus transmission power line once it reaches the jurisdiction of the City of Cape Town.

The projects that will take place as part of the Cape Corridor phase 4 scheme within the City of Cape Town metropolitan area is as follows:

- Construction of the second Kappa – Sterrekus 765kV line
- Loop-in and out of the Koeberg – Stikland 400kV line at Sterrekus
- Installation of the second 765 / 400kV 2000 MVA transformer at Sterrekus substation
- Currently these projects have been deferred until an unknown future date.

Koeberg – Blaauwberg 132kV line corridor (Distribution line division projects)

Eskom Distribution line division has identified the need to increase the line capacity on the Koeberg – Blaauwberg 132kV corridor. Eskom distribution have four NDP approved projects on this corridor:

² Source: Eskom's Transmission Development Plan 2021 - 2030

Koeberg MTS Atlantic 132kV Cable Feeder Thermal Rating Constraint Upgrade

This project entails upgrading a section of the 132kV cable within Koeberg MTS to rate the Koeberg – Blaauwberg 132kV feeder to the overhead line capacity for the interim. This project is dependent on quotation and scope confirmation from Eskom Transmission.

Koeberg - Blaauwberg d/c 132kV line 16km

This project entails construction of a new 132kV double circuit line along the existing corridor to increase line capacity and firm up the 132kV network. This project is subject to funding availability and business priority. Firming up this 132kV network will improve reliability for more than 11 MVA of City load on downstream 11kV intake points from Blaauwberg and Atlantic main substations.

Normalize and install a second 132 / 11kV 20 MVA transformer at Atlantic substation.
Install a second 132 / 11kV 10 MVA transformer at Duine substation.

The City has four 11kV intake points (Cormorant, Big Bay, Melkbos and West Coast Intake) from Eskom's respective Blaauwberg, Atlantic and Duine main substations. Duine main substation is normally supplied from Koeberg with a normally open tee-off from the Koeberg - Blaauwberg corridor. Eskom distribution received approval for the concept to implement reliability at both Duine and Atlantic main substations, by installation of a second transformer in order to firm up the supplies, subject to business priorities and availability of the reliability budget. The option exists for the City to fund the additional transformers if the City wish to have permanent firm supply at these substations. The City is considering constructing a new Melkbos main substation (refer to Table 5) to cater for the expected future growth on the Melkbos and West Coast 11kV intake points. Energy storage may be an option to further delay the significant investment required for a new main substation.

Cross-linkages with Eskom

Long term load forecasts from the City suggest that Eskom's Acacia 400/132 kV transformers will be close to its firm capacity in 2045. Eskom's Acacia MTS provides 132 kV intake points to the City's Montague Gardens and Foreshore SwStns which in turn provide supply to the Century City, Milnerton and Maitland main substation footprints falling within the Blaauwberg District. Various options exist to ensure the supply to this area remains firm, which include a fourth 400/132 kV transformer at Acacia MTS, or a new 400/132 kV step-down closer to the CBD (proposed at the Transwerk site). These options are currently being investigated but falls outside of the 10-year time horizon of this report. This area is however densely populated and it is therefore imperative that the City closely work with Eskom to ensure servitudes are secured in time. A proposed 400kV corridor from Acacia MTS to the proposed Transwerk site along the N1 is under investigation.

1.2.4.d Solid Waste

Table 6: Solid Waste Major Projects in Blaauwberg

| SOLID WASTE MAJOR PROJECTS | | | |
|----------------------------|-------------|------------|-------------|
| PROJECT | | | DESCRIPTION |
| Cell Landfill | Development | Vissershok | |

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1.5 Public Facilities and Public Space

The Community Services and Health Infrastructure Plan (CSHIP, 2019) advocates for the principles of facility clustering and co-location and promotion of integrated precincts in the investment of social facilities in future. The concentration of resources in civic clusters is encouraged in order to leverage City investment and resources, optimise space and facility use, address vandalism and promote safety within civic clusters and support greater efficiency in terms of operation and management and ultimately create quality accessible social community facilities. The Infrastructure Plan also advocates for the optimisation of resources by consolidating existing facilities in order to ensure operation and maintenance resources are utilised efficiently and effectively.

Figure 4 illustrates a hierarchy of nodes (depicted by circles and size of circle) which is the development framework) and a ranking at a citywide level, depicted by the number in the circle which is the key prioritisation framework. The hierarchy of nodes and the ranking encapsulate the plan of the proposals for development for this district. It should be noted that the proposed facilities as set out in the Community Services and Health Infrastructure Plan remain a key capital investment priority with regards to Community Facilities. Figure 4 and Table 7 should be read together as they both indicate areas of need in order of priority (ranking) at both district level and a metro wide scale.

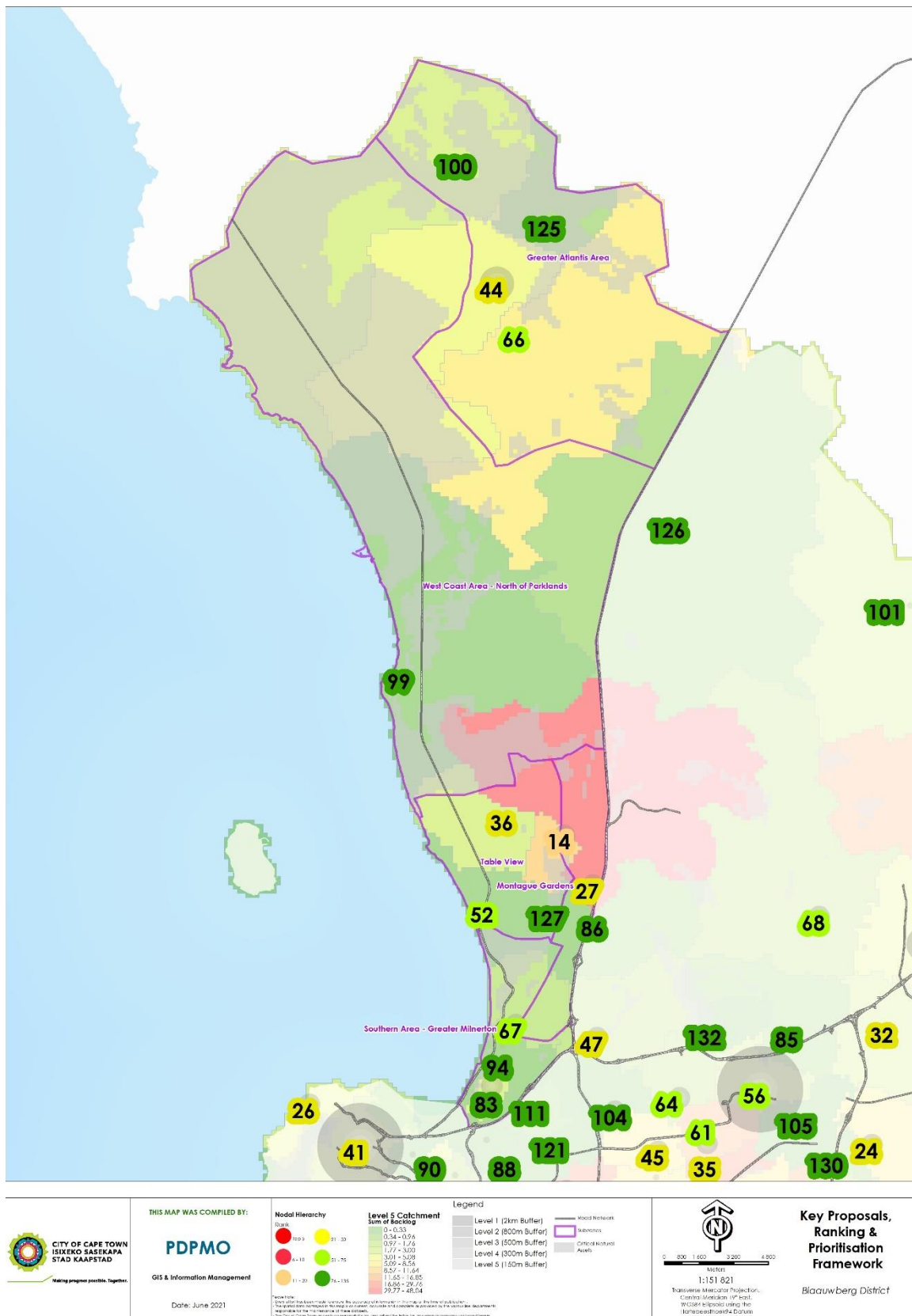


Figure 4: Hierarchy and ranking of nodes for 2020 Blaauwberg District estimates

Where new facilities are required the approach should be to implement the principle of co-location and clustering of facilities within the prioritized nodal points/civic clusters that include Dunoon, Atlantis, Rivergate and Parklands / Sandown (Annexure 3.1) in pursuit of Transit Oriented Development principles ensuring that facilities are located close to public transport particularly capitalizing on the MyCITI bus and other transport networks. It is also important to note the recommended sizes for the facilities for each node and these are outlined in the Community Services & Health Guidelines and Standards, 2020 document.

Table 7 below highlights key facility development priorities within specific catchments (and nodes) resulting from the modelling exercise across the district. It should be noted that this is a guide in terms of the type of facilities of highest need within the catchment areas. Targeted investment into these nodes and facility types is key to addressing the existing service shortfalls and providing access to communities where those facilities are required most.

Table 7: 2020 Top Areas of Need in Blaauwberg District

| Catchment & Node | Rank in District | Rank City Wide | | Facilities of greatest need | Sub-district |
|---|------------------|----------------|--|-----------------------------|----------------|
| Rivergate | 1 | 14 | | Community Park | Sub District 3 |
| | | | | Sports Grounds | |
| | | | | Community Centre | |
| | | | | Secondary Schools | |
| | | | | Primary School | |
| DuNoon | 2 | 27 | | Community Parks | Sub District 2 |
| | | | | Sports Grounds | |
| | | | | Secondary School | |
| | | | | Neighbourhood Parks | |
| | | | | Primary School | |
| Parklands/ Sandown | 3 | 36 | | Sports Grounds | Sub District 2 |
| | | | | Secondary Schools | |
| | | | | Primary school | |
| | | | | Clinic | |
| Atlantis | 4 | 44 | | Regional Libraries | Sub District 4 |
| | | | | Regional Park | |
| | | | | Community Park | |
| | | | | Sports ground | |
| <p>*The coloured boxes represent the number of facilities required as a result of the modelling exercise. The results from the modelling exercise are indicative of the severity of facility need. As such it is not expected that the results from the modelling exercise must be provided. In addition to fiscal and land availability constraints, results should be read with the understanding that it is up to line departments to devise a strategy on how to meet the need identified.</p> <p>3-5 Facilities required=Orange, 5+ Facilities = Red, 1-2 Facilities Required = Yellow</p> | | | | | |

1.2.5a Project Pipeline

There is a need to focus on new development areas such as Erf 1117, Rivergate, Parklands/Sandown development areas to ensure that sufficient land is reserved for community facilities and the required community facilities are developed. The demand for development in this district results in competition for land as such it is proposed that in light of increasing development and a growing population, areas of need that have been identified should be prioritized for the reservation of land for community facilities and subsequently implementation prioritized in these areas. It is also proposed that state owned land is leveraged and an integrated precinct planning approach between line departments should be adopted when planning new facilities within prioritized development areas, ensuring that land is packaged and prepared for development in alignment with budget.

An integrated planning approach needs to be adopted when planning and developing future community facilities adopting the principle of clustering and co-location. New facilities should be developed in clusters located in close proximity to public transport in pursuit of TOD principles to ensure the development of integrated human settlements. Owing to the pressure for land and development in this district, areas of need should be prioritized, state owned land leveraged and an integrated precinct planning approach between line departments should be adopted when planning new facilities within prioritized development areas, ensuring that land is packaged and prepared for development in alignment with budget in order for implementation to occur timeously to avoid land invasion. Table 8 below lists pipeline projects in the Blaauwberg district.

Table 8: Pipeline Projects in the Blaauwberg District

| Facility Type | Pipeline Projects | | Time Frame Short/Medium/Long-term | Location |
|--------------------|-----------------------|-------------------------|--------------------------------------|--------------------------------|
| | New/Replacement | Upgrade/Expansion | | |
| Libraries | | Mamre Community Library | Future | Mamre (Sub-district 4) |
| City Health | | Saxonsea clinic | Medium-Future | Saxonsea (Sub-district 4) |
| | Mamre CDC | | Future | Mamre (Sub-district 4) |
| | New Blaauwberg | | Future | |
| | | Albow Gardens clinic | Medium-future | Albow Gardens (Sub-district 1) |
| | | Table View Clinic | Medium-Future | Table View (Sub-district 3) |
| | Witsand Mobile Clinic | | Medium-Future | Witsand (Sub-district 4) |

| | | | | |
|---------------------------------------|--|------------------------------|--------|----------------------------|
| ECD Social Development | ECD centers of excellence are to be explored where need arises and subject to budget availability. | | | |
| Sports | | Mamre Sports Complex Upgrade | Short | Mamre (Sub-district 4) |
| | Theo Marais Regional Recreation Hub | | Medium | Milnerton (Sub-district 1) |

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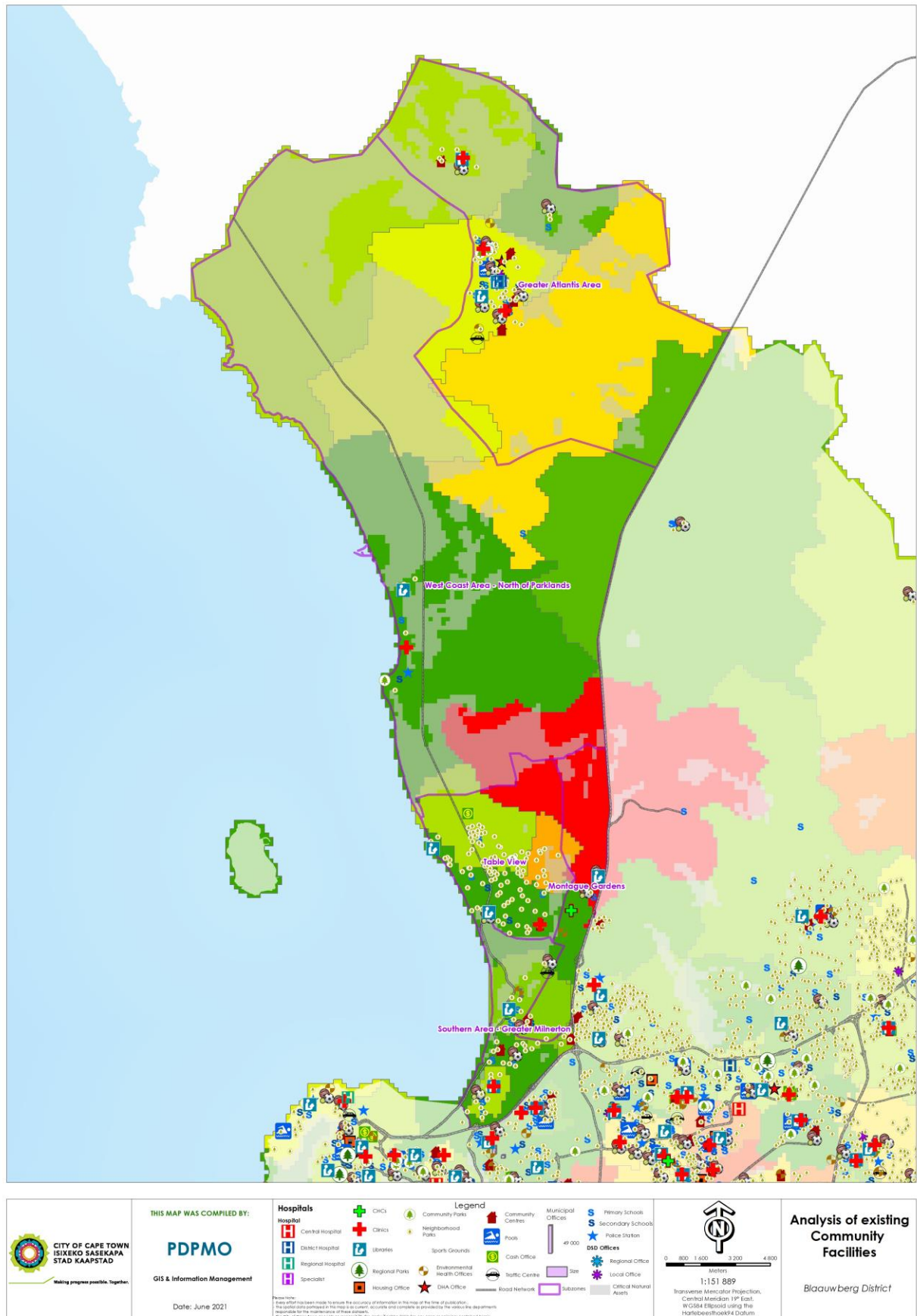


Figure 5: Analysis of existing Community Facilities

1.2.6 Urban Management Areas

Various city programmes exist that support/assist with urban regeneration by improving and upgrading areas in terms of the supplementation of municipal services (refer to available mechanisms under Section 3 – *Implementation Mechanisms*). The section below will highlight two existing programmes and the areas covered by these:

a. City Improvement Districts (CIDS)

These districts are established by communities in partnership with the city and have defined boundaries. They are funded from additional property rates levied on the municipal valuation of the property owners which is paid over to the CID and used to provide the additional services they provide

b. Mayors Urban Regeneration Programme (MURP) & Mayor's Visible Service Acceleration Programme (MVSA)

- The Atlantis Central Business District -MVSA.
- Joe Slovo is identified as a MVSA and MURP

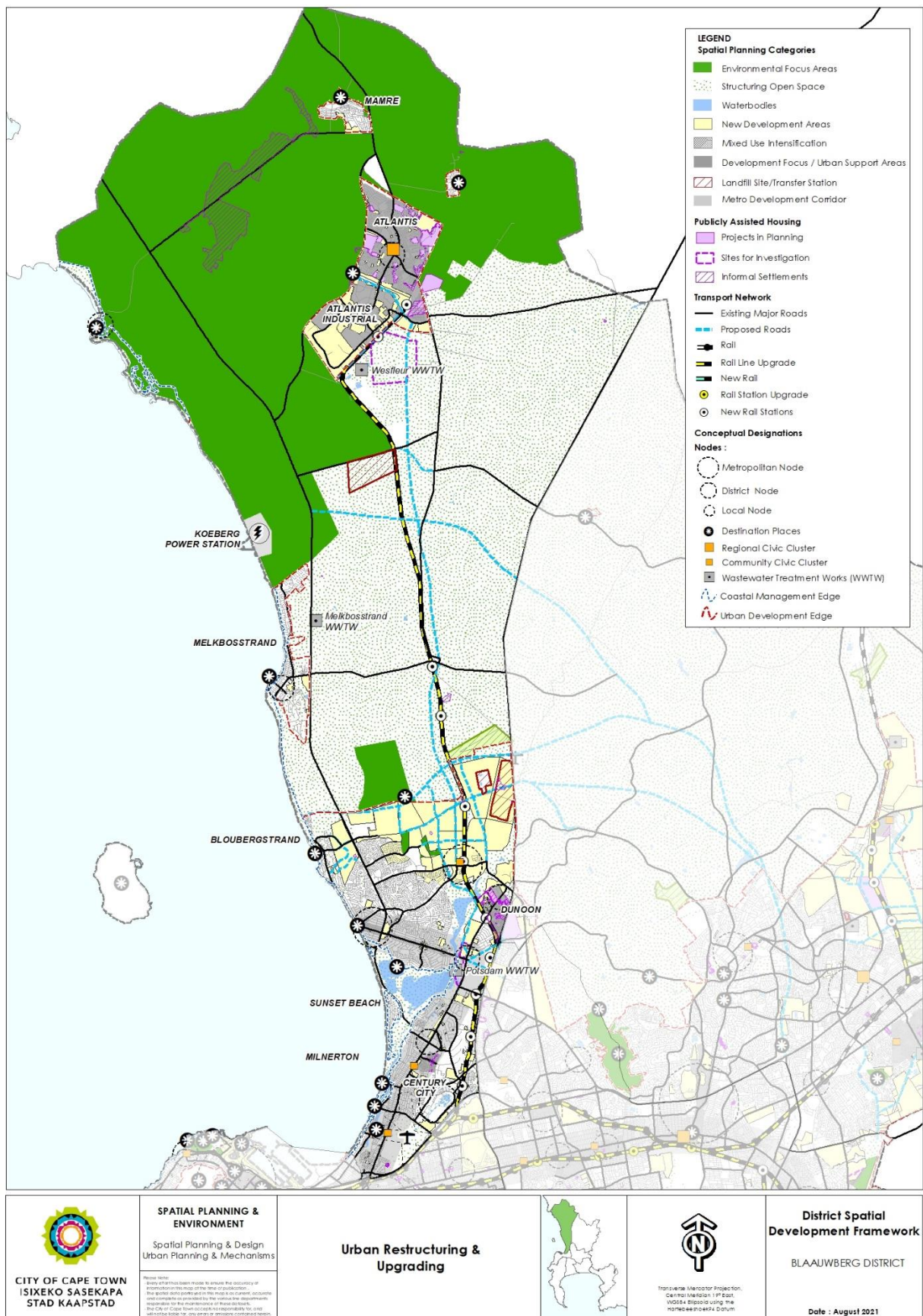
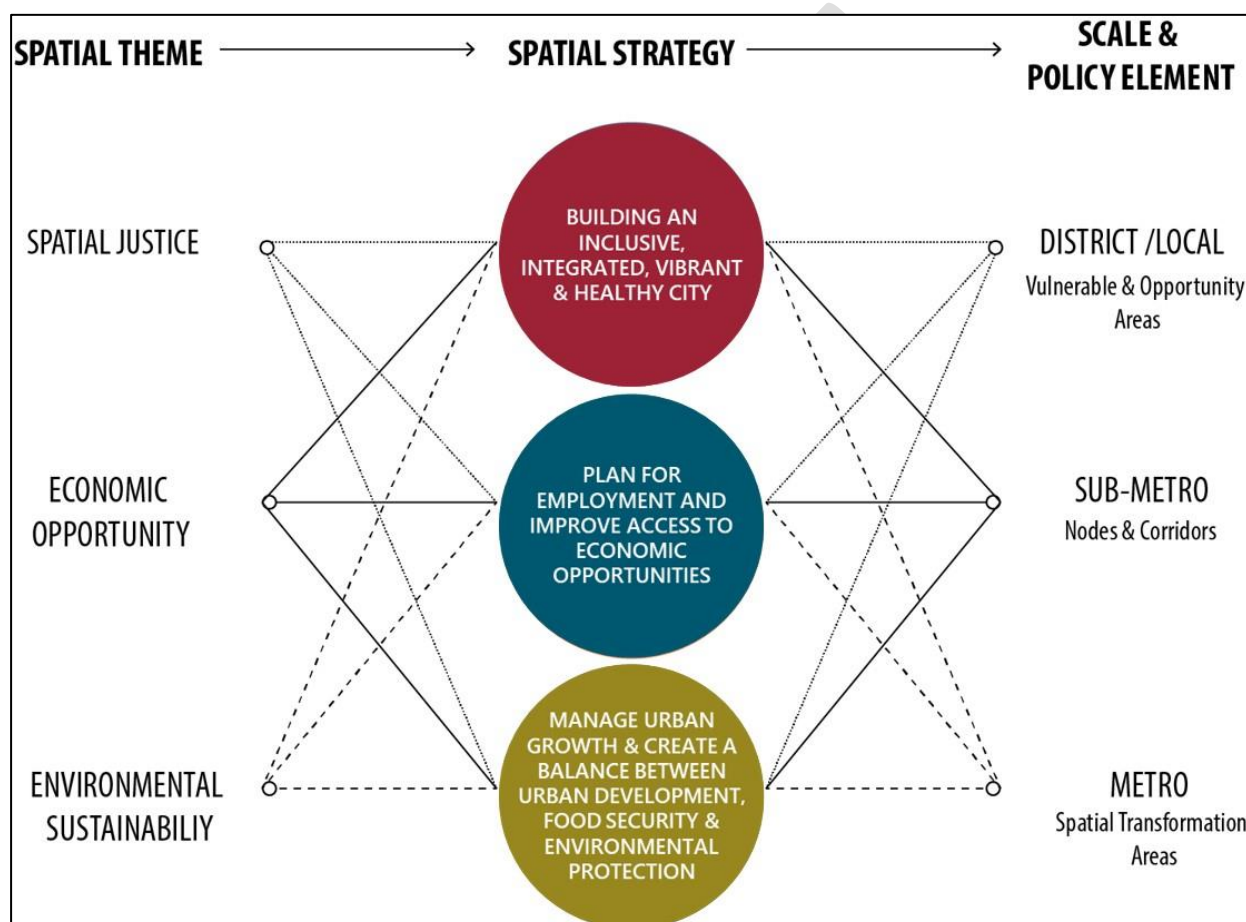


Figure 6: Urban Restructuring and Upgrading for the Blaauwberg District

1.3 Spatial Targeting Framework for Prioritising Areas for Public Investment

The purpose of the spatial targeting framework is to identify and prioritise specific areas within the district for public investment. The areas are prioritised based on various informants related to the City's key spatial transformation themes, strategies and policy elements at the metropolitan, sub-metropolitan and district scales. The informants, each of which are detailed below, aim to emphasise the key components of the various strategies relevant to identifying and selecting areas in which to prioritise public investment.



Error! Not a valid bookmark self-reference.: Link between spatial themes, strategies, and scale and policy elements

Error! Not a valid bookmark self-reference. above depicts the various elements that inform the spatial-targeted areas (STAs) per scale of planning. The key informants at the highest (metropolitan) level of planning are the STAs adopted by the MSDF, which form the basis for prioritisation of public investment and incentives. These have been refined and delineated through the DSDF review. At the sub-metro level, the structural elements that are key areas of investment-focus and strategic development potential are the City's nodes and development corridors. These have been informed by the structuring corridors in the MSDF and the City's approved integration zones. Lastly, at the lowest scale of planning, greater

Attention is placed on district and local elements that should inform and direct public investment decisions in order to implement the spatial vision and objectives reflected in the DSDF plan. These include opportunity areas, vulnerable areas as well as environmental priority areas, which are described in more detail in the sections that follow.

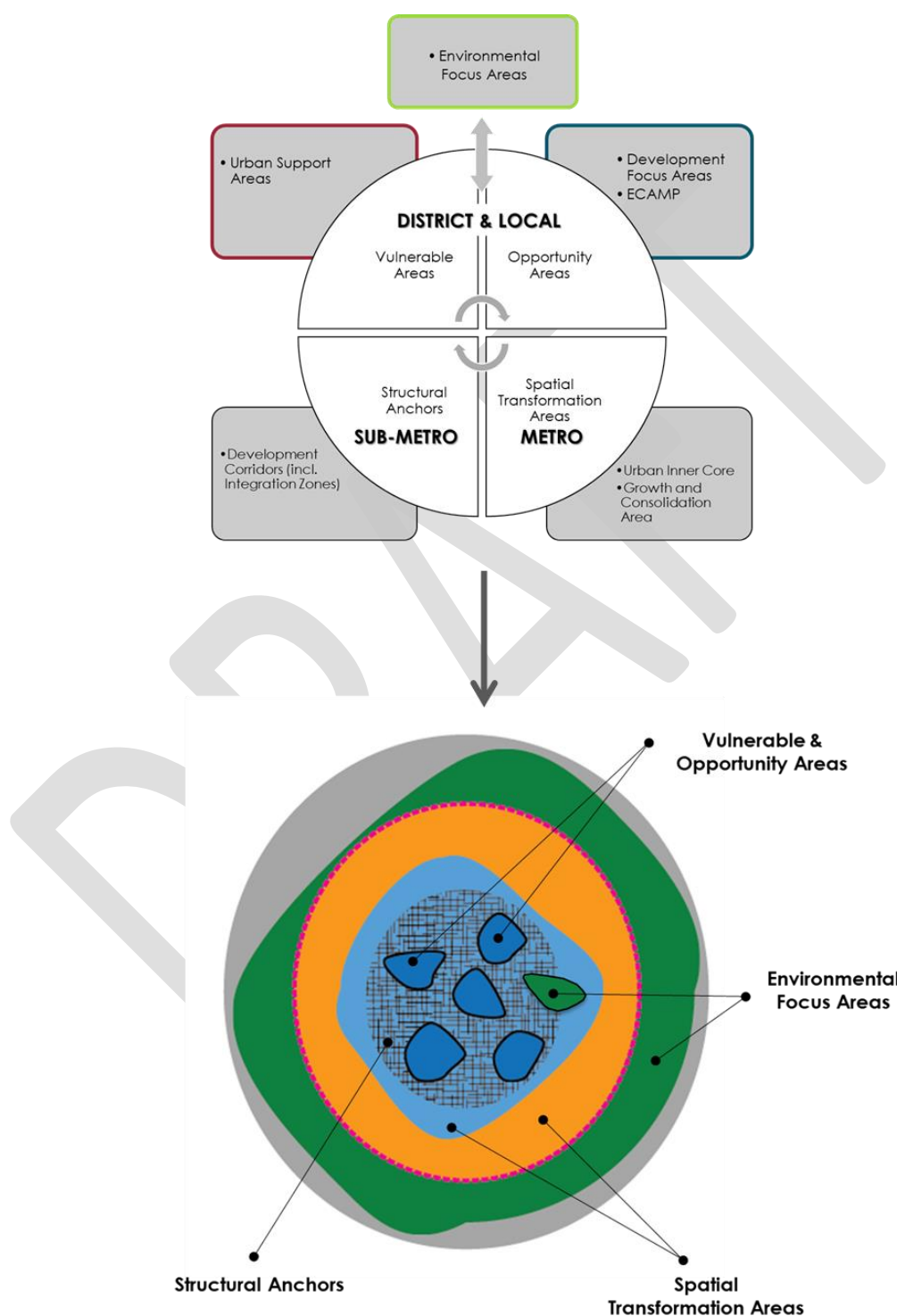


Figure 7: Spatial Targeting Method

1.3.1 Overview of Priority Area Identification

At the local scale of planning, new spatial planning designations, the priority local areas, have been delineated to inform and direct public investment decisions in order to implement the spatial vision and objectives reflected in the DSDF. These are broadly divided into Opportunity and Vulnerable Areas.

Each of these categories are made up of specific spatially defined areas. These include Development Focus Areas (DFAs), ECAMP Areas, Urban Support Areas (USAs) as well as Environmental Focus Areas (EFAs). The identification and rationale behind these areas is discussed below:

1.3.1.a Vulnerable Areas

The vulnerable areas are delineated through the Urban Support Areas Designation. These are areas faced with a combination of challenges, including but not limited to infrastructure failure and service delivery challenges, high socio-economic need and a need for co-ordination among projects, programmes and stakeholders. The Urban Support Area designation aims to identify areas that need support over and above the regular process available. These challenges are increased as a result of some of the following elements/characteristics:

- informality and overlapping challenges;
- high socio-economic vulnerability;
- standard norms, guidelines and processes may be incongruous with the contextual realities;
- the area is in need of public investment but not necessarily strategically located; and
- There may be plans for the area but implementation is lacking.

The layered analysis aims to assist in the identification of Urban Support Areas by highlighting areas characterised by:

- High socio-economic need/vulnerability (SEVI 2020)
 - WPG Socio-Economic Vulnerability Index
 - Informality *high density in informal settlements and backyard shacks*
 - Density *household and population densities per km²*
 - Poverty *income-based segmented classification (NLIs), which classifies areas according to their income and various lifestyle characteristics*
 - Crime Levels (SAPS 2020/21)
- Infrastructure failure and service delivery challenges
 - Urban Management Walking the Streets Dataset 2021
 - Infrastructure Capacity Backlog (Waiting on Update)
- Areas with a need for greater co-ordination (Qualitative Input from District Planner)

Types of public investment: Housing; Public Facilities; Transport; Infrastructure; Urban Management; Securitisation of Land

1.3.1.b Opportunity Areas

The Development Focus Areas identified in each of the districts are a refinement of the Urban Inner Core to areas of 'development focus' or priority, i.e. Development Focus Areas for the period of the DSDF (10-year cycle). These are targeted areas for urban restructuring that have the highest potential spatial transformative impact (i.e. addressing issues of spatial fragmentation, inefficient urban form and segregation by integrating communities and increasing opportunities to a greater number of people in highly connected areas) where dedicated budget, planning or investment is and should be prioritised to facilitate development.

Informants included in the layered analysis are the:

1.3.1.c Development focus areas

- Targeted areas for urban restructuring that have the highest potential spatial transformative impact (i.e. addressing issues of spatial fragmentation, inefficient urban form and segregation by integrating communities and increasing opportunities to a greater number of people in highly connected areas)
- Areas linked to projects with a multi-sectoral focus where there is funding available (be it operational and/or capital), or funding to be applied for, for planning that will give rise to implementation (i.e. LASDFs, Precinct Plans, etc.).
 - Priority Areas of Opportunity as identified in Catalytic Land Development Pipeline (CLDP) and Integration Zones that would serve as catalysts to unlock the potential for integrated development with cross-cutting benefits, e.g. Bellville PTI, Philippi East
 - Other high profile integrated projects under investigation
- Planning work should at least commence within the lifespan of the DSDF
- Areas considered highly accessible in line with the City's MSDF and Transit Oriented Development (TOD) objectives
- Potential to attract private sector investment

1.3.1.d Economic Areas Management (ECAMP) Areas (ECAMP, 2017)

- Business precincts with high locational potential that require infrastructure or public investment to catalyse said potential.

A more detailed description of the method to identify DFAs can be found in the Technical Annexure document.

Types of public investment: Urban Management; Public Facilities; Infrastructure; Transport; Securitisation of Land

1.3.1.e Environmental Priority Areas

Environmental Prioritisation forms a third component of this spatial targeting framework. The aim hereof is to consider of the role of environmental resources in terms of its contribution toward enhancing the economic potential and social amenity value of areas whilst improving the City's resilience in the face of climate change and other threats, particularly in more vulnerable areas and/or communities.

Balancing the pressures of urbanisation and environmental management requires prioritising the management of environmental resources as part of a more integrated approach to climate change adaptation and adapting urban development in order to promote more efficient use of resources and reduce the impacts of urban development on the environment. As part of an exercise to identify and prioritise environmental focus areas, a set of criteria was used to select environmental projects and programmes that are/or have:

1. Catalysts for integrated development with cross-cutting benefits –
 - Supports environmental priorities as well as enhance the economic potential and social amenity of the area.
 - Reduce biophysical risk to communities
 - Areas under threat from urban development
2. Funding, Planning or Investment within the 3 year MTREF period or planning for funding/ in process or to be applied for within the 5-10 year IDP and DSDF lifespan.
3. Priority Area Alignment (i.e. DFAs, USAs, Destination Places or new EFAs based on options provide).

The final selection of projects that will inform the identification of the Environmental Focus Areas is based on evidence of the 3-abovementioned criteria. Please refer to Table 10 for further details on the Environmental Focus Areas.

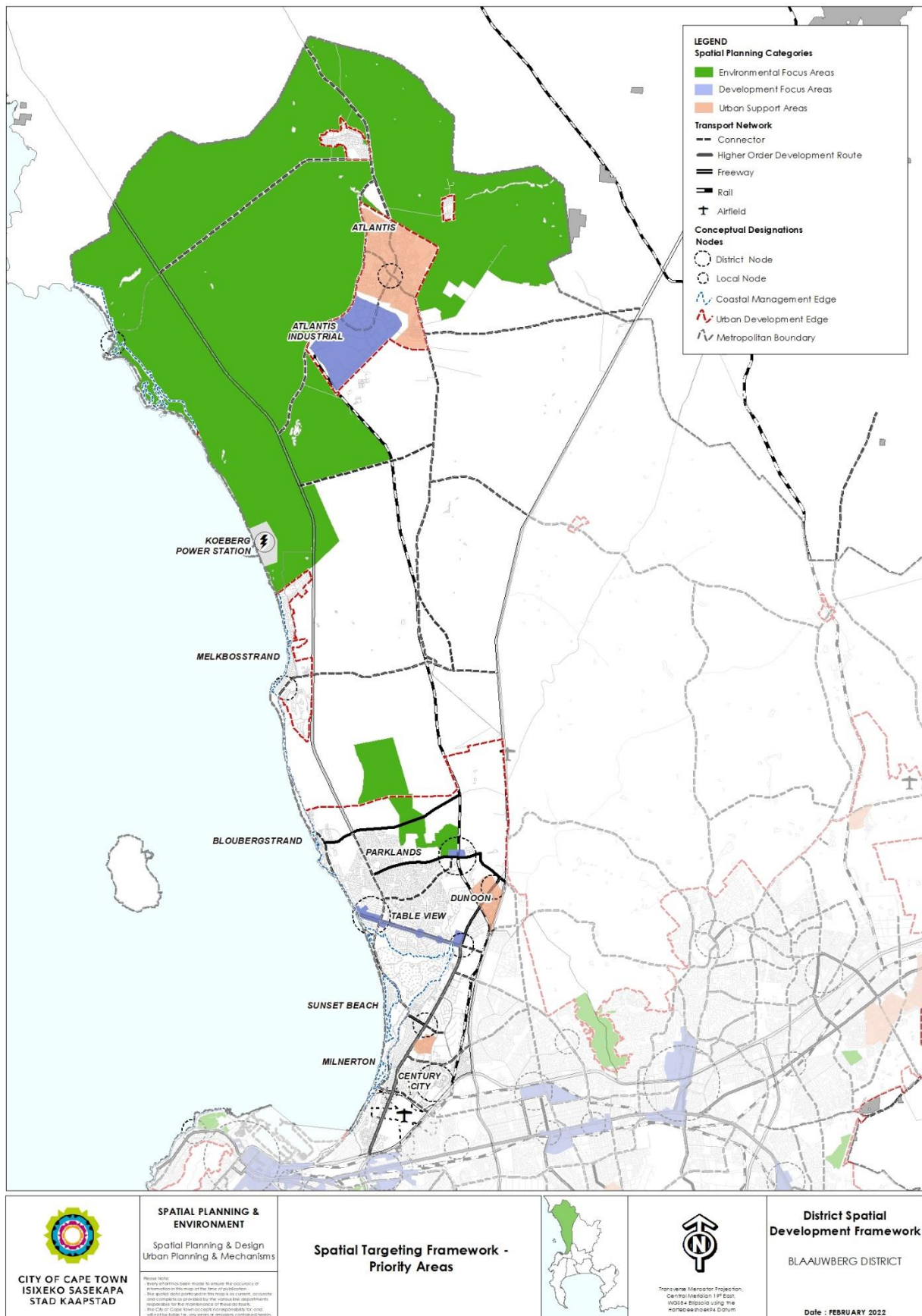


Figure 8: Blaauwberg District Prioritised Local Areas

1.3.2 Capital Investment Prioritisation

Based on the priority local areas identified above, a prioritised list of significant public capital investment to support the spatial development proposals of the DSDF, and more specifically the development of these targeted areas can be developed. It should be noted that capital investment will occur across the district on a range of public facilities, infrastructure and services (roads, bulk services, etc.). The focus on the capital investment prioritisation in the district is thus not comprehensive, but strategic, focusing on areas where multi-sectoral intervention is needed to ensure high impact restructuring and upgrading within the district.

Table 9 below identifies key, high impact projects that will have a significant impact at a district scale while Table 10 identifies specific local level projects that support the spatial planning proposals for the priority local areas in the district.

Table 9: Major District Prioritisation

| PROJECT | DESCRIPTION | WHAT NEEDS TO HAPPEN | TIMEFRAME (S: 1–2yr, M: 2–5yr, M/L: 5+yr) |
|---------------------------|--|---|---|
| *Potsdam WWTW Upgrade | Capacity expansion of the Potsdam WWTW | Upgrade and expansion of WWTW and necessary feeder pumps | S–M: 1–5 yrs |
| Berkshire Blvd. Extension | Extension of Berkshire Blvd to the N7 High Way | Necessary Construction extension of Berkshire Blvd to be constructed as new development extends to create an east-west linkage from the R27 to the N7.assist with evacuation efforts in case of an emergency at KNPS. | S-M:1-5 yrs (to be paired with new development) |
| Wesfleur WWTW | Capacity expansion of the Wesfleur WWTW | There is limited additional capacity. Further residential development may trigger the need for an expansion. | M/L: 5+YR |

* Cross-district: projects that have a wider impact catchment area across district boundaries

Table 10: Sub-District prioritisation per category

| PRIORITY AREA | PROJECT | DESCRIPTION | TIMEFRAME S:1-2yr, M:2-5yr, M/L: 5+YR |
|-------------------------|--|--|--|
| VULNERABLE AREAS | | | |
| Du Noon and surrounds | Racing Park/Killarney Gardens TRA, Diversion of bulk sewer, Integrated Area Planning | Temporary Relocation Area land made available by provincial government | S/M |
| | Diep River – Doornbach Diversions | Water and Sanitation: New Project | M/L |
| Witsand | Water extraction | Expand on water extraction used during the drought | M |
| Joe Slovo Park | Reinstatement of Stormwater Pond | Improvement/expansion | M |
| Atlantis | Housing Development | USDG and HSDG | M/L |
| Witsand Mobile Clinic | Providing clinical services to the community of Witsand | | M |
| Saxon Sea Clinic | Upgrade / Expansion | Upgrade/Expansion of the Saxon Sea Clinic Facility | M/L |
| Blaauwberg District | ECD centres of excellence are to be explored where need arises and subject to budget availability. | To be explored where need arises and subject to budget availability | M/L |
| Du Noon | Senior Secondary School | A senior Secondary School needs to be accommodated for in Du Noon. | M/L |
| OPORTUNITY AREAS | | | |
| Atlantis Industrial | Various Electricity upgrades | | |
| Montague Gardens | The new Montague Drive bulk outfall sewer and the rehabilitation of the existing Montague Drive sewer system | A new gravity bulk sewer and once completed divert other connection bulk sewers to the new bulk sewer. | M |

| | | | |
|---|--|--|-----|
| Future Bulk Sewer rehabilitation projects in Blaauwberg and Milnerton Areas | Bulk rehabilitation projects | As per Condition Assessment report in terms of priority | M/L |
| Potsdam | Potsdam WWTW | Due to limited spare capacity, an upgrade which is scheduled to be completed in 2025/6 will increase capacity by 50% | M/L |
| ENVIRONMENTAL PRIORITIES | | | |
| Table Bay Nature Reserve to Blaauwberg Nature Reserve | Bionet- Protected areas expansion programme | Ensuring corridors are maintained for effective species dispersal and conservation | M/L |
| Diep River/ Parklands | Diep Rivier Estuarine Management Plan implementation | | S/M |
| Table View/ Marine Circle | Table View Beachfront Upgrade | Dune rehabilitation and instillation of a walkway for the entire length of the Table view beachfront. Restoration of natural buffer. | S/M |
| Milnerton | Milnerton coastal node shoreline defense | Shoreline protection of the Milnerton coastal node to protect infrastructure and rationalisation of amenity facilities. | S/M |
| Dassenberg to Silberstroomstrand | Dassenberg Coastal Catchment Partnership | Various conservation activities, alien clearing to maintain ecological functioning and groundwater management | S/M |

NOTE: Final project selection is dependent on a number of detailed economic, financial and operational assessments that is to be determined by the City's Infrastructure Strategy

1.4 Local area planning priorities

While the District SDF gives direction at a district scale, Local Area Planning Initiatives such as Local Spatial Development Frameworks (LSDFs), Precinct Plans and Public Investment Frameworks (PIFs) are required to provide a greater level of planning direction in strategic locations and stronger focus on implementation. Several priority local planning and investment areas are identified in order to implement the vision of the DSDF. Inputs from the public engagement process have been an essential part of this process. These inputs have been balanced with the need to be strategic in focussing on projects with maximum impact and highest alignment with the spatial strategies of the MSDF (2018) and the new DSDF through the *spatial targeted areas* (opportunity and vulnerable areas) in Section 1.3, and programmed with due regard for resources available to undertake projects.

Based on the technical review and inputs to date, several planning and investment focus areas have been identified including preliminary local planning areas where further planning is required to guide local land use change or define capital investment interventions or where further work is needed to unlock strategic land for development.

The priority local area planning initiatives for the Blaauwberg District are detailed in Table 11 below:

Table 11: Local Area Planning Initiatives

| PLAN | DESCRIPTION | WHAT NEEDS TO HAPPEN | TIMEFRAME (S: 1–2yr, M: 2–5yr, M/L: 5+yr) |
|--|---|--|---|
| LOCAL AREA PLANNING INITIATIVES | | | |
| Table View Beachfront Local Area Spatial Development Framework (LASDF) | The Table View Beachfront Area from Dolphin Beach to Big Bay. | Finalisation and approval, including required updates of previous draft of the Table View Beachfront LASDF | S–M |
| Du Noon/Doornbach and surrounds | This area includes Doornbach informal settlement which is in an in-situ upgrade process, Du Noon which is a formally planned but overcrowded suburb, and proposed Racing Park/Killarney | <ol style="list-style-type: none"> 1. Incorporate and promote the recommendations of the Du Noon LAPI and PIF 2. Encourage a quick approach to suit the pace of change and | S |

| | | | |
|---|--|---|---------|
| | <p>Gardens Transitional Relocation Area human settlements project.</p> <p>There is an extensive informal settlement in the Diep River flood plain.</p> <p>Elements: overburdened and failing infrastructure, under the provision of community services, severe pollution of Diep River causing public health risk, Housing crisis, the opportunity for three separate human settlements projects to coordinate community services provision. Extensive detailed Du Noon LAPI completed. Public Investment Framework only moderately implemented.</p> | <p>need in the area</p> <p>3. Encourage shared services for the area</p> | |
| Mamre LSDF | A LSDF FOR Mamre is in execution phase. | 4. Finalisation and approval the LSDF | S:1-2yr |
| Blaauwberg Road Management Strategy (2000) | Blaauwberg Road: Between Otto Du Plessis and Blaauwberg and Koeberg Road Intersections. | 5. Review of the existing council approved Blaauwberg Road Management Strategy. The scope will be focused on revising the land use guidelines to respond to the 2019 Transport Study. | M:2-5yr |

1.4.1 Local Area Planning Initiatives under considerations for withdrawal, revision or drafting (based on public participation process)

- Koeberg Road Management Strategy Report 2000
- Melkbosstrand
- Erf 1117
- Morning Star subdivision policy (2005)

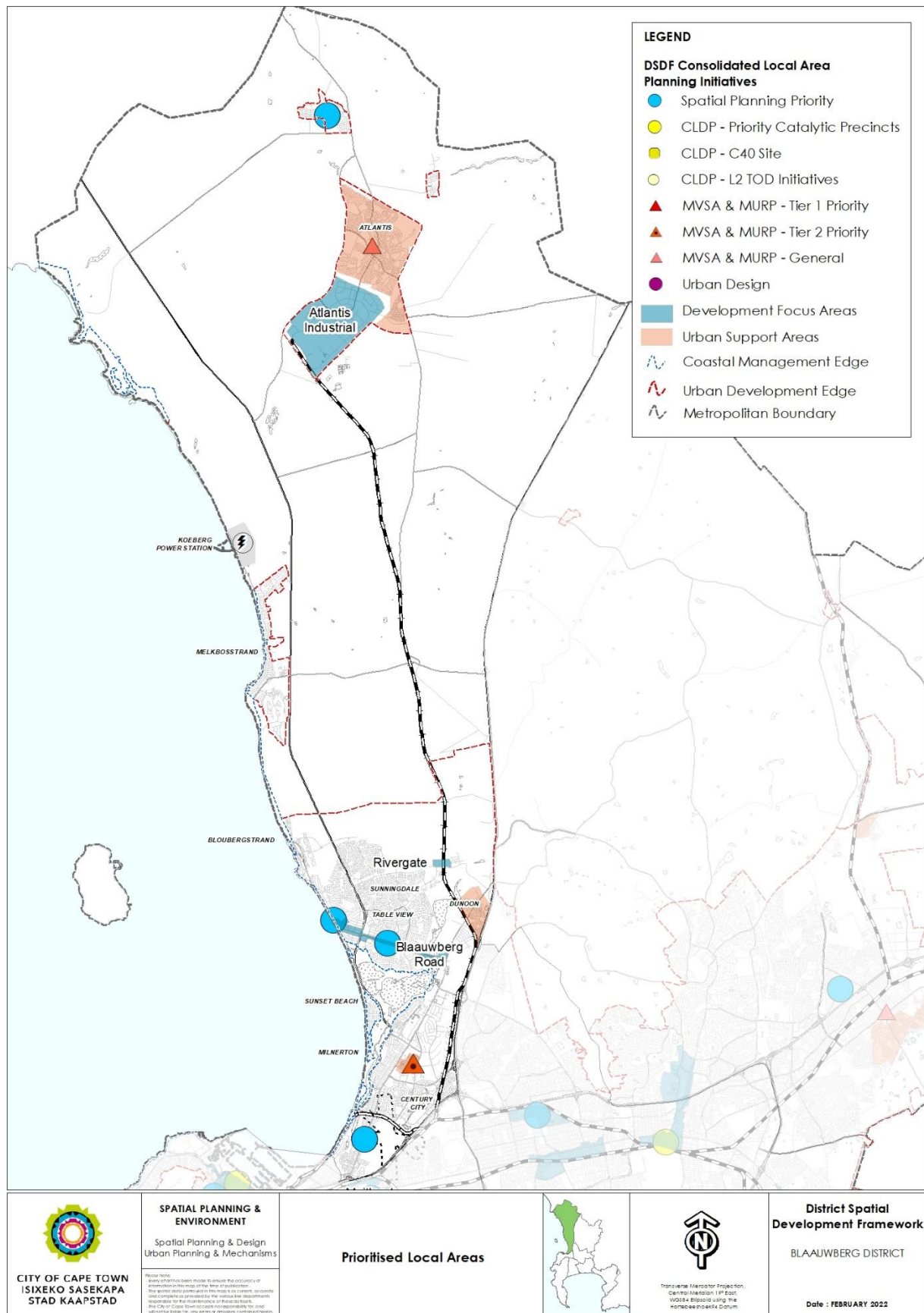


Figure 9: Blaauwberg District – Local Planning Initiatives

1.5 Local Policies to be Withdrawn or Amended

Applicable/approved policies recommended to be withdrawn in association with the approval of the revised Southern district SDF include the following:

1.5.1 Policies to be withdrawn

The following section includes a list of approved local level policies and plans that should be withdrawn or amended to ensure alignment with the new Blaauwberg DSDF, once approved. The specific motivation for withdrawal or amendments are describe in the table 12 below.

Table 12: Policies to be withdrawn

| Policy or Plan | Motivation |
|---|--|
| Klein Dassenberg Smallholding Area Policy (2001) | The policy is outdated in terms of the contextual realities, the current best practice is to protect the economic potential of agricultural land, the improvement of food security and the considerations relating to nuclear safety. Necessary considerations have been absorbed into the DSDF District and sub-district guidelines. |
| Loxton Road Urban Design Framework (2002) | The framework is outdated and its objectives are adequately covered by the city-wide Urban Design Policy. |
| Other plans also being considered for withdrawal: | |
| Blaauwberg Road Management Strategy 1998 Draft | The strategy was drafted with assumptions and contextual realities that are no longer in place. The introduction of the MyCiTi infrastructure altered the road and reduced the road reserve, so that it can no longer accommodate the recommended service roads of the strategy. The level of road traffic and congestion has increased. An updated transport study has been conducted to inform land use guidelines. The strategy guided growth to accommodate a lower anticipated future population and level of need for new development than is currently the case. Accordingly, development guidelines should be revised to align with the current contextual realities. |

1.6 Implementation Mechanisms

A parallel investigation was undertaken during the review of the DSDF to identify current and required development mechanisms to support its implementation. The main objectives of said process were as follows:

- Identify pragmatic mechanisms that can be implemented within the lifespan of DSDF and support the recovery of the city's economy during and after the COVID 19 pandemic.
- To develop a framework to guide the application of the mechanisms at the sub-district and local scale.

This section provides a summary of the findings from the aforementioned investigative process and provides a kit of incentives or tools to stimulate the desired type and form of development proposed in district and sub-district development plans. This will provide a level of certainty and direction to development agents and land owners and reinforce the City's commitment to drive the spatial vision and development proposals contained within the DSDFs.

1.6.1 Categorisation of mechanisms

Each mechanism is categorised in terms of its primary objective in supporting the spatial vision and development proposals in line with the DSDF. While some may have more than one function, this categorisation focuses on their primary objective. The four categories of mechanisms are described below:

1.6.1.a Development Incentives

Development incentive mechanisms aim to stimulate private sector development and leverage public investment. They are designed to change the behaviour of agents of the development process or influence their decisions in order to achieve specific outcomes. Incentives must be restricted to agents who meet given criteria such as locating in a TOD precinct and meeting the desired form and composition of land use. Standard incentive packages can involve financial rewards such as discounts, leveraging of city's property assets, rebates, tax holidays and subsidies or they may involve non-financial inducements in the form of exemptions from certain regulation or reporting standards.

1.6.1.b Income Generation

Income generation mechanisms enables the City to recover some or all of the value that public infrastructure generates for the private sector and ensure that it retains the maximum value of its assets when leased or disposed to the private sector. The revenue or income generated by these mechanisms can be used to fund the capital and operation cost of public investment projects required to support spatial vision of the city. It should be noted that this does not exclusively deal with land based financing, rather

mechanisms that has a primary objective of generating income to support the implementation of the City's spatial vision.

1.6.1.c Institutional

Institutional mechanisms seek to harness the City's operational and legislative capacity as a means of improving the development process. A core facet of this is by identifying and leveraging operational efficiencies as means of improving the implementation of other mechanisms. Institutional mechanisms may also seek to improve vertical and horizontal coherence across government levels as spatial frameworks are aligned with both future and existing local policies, but also across government spheres. While these are typically undertaken within the internal realm of the City, there can be a degree of public-private interfacing as is the case with mechanisms such as City Improvement Districts (CIDs). These are not typically revenue-generating or incentivised approaches.

1.6.1.d Public Sector Investment

Public investment is a key driver of development within cities across South Africa. Beyond the constitutionally mandated basic services and public infrastructure provision, in certain circumstances public sector investment is essential to attracting and leveraging private sector and household investment and unlocking development opportunities in spaces that will contribute to a more efficient, equitable, sustainable and just spatial urban form. These mechanisms are particularly important in areas that face sustained challenges. No developer or investor will elect to build in an undesirable location unless it yields a profitable return on investment or is compensated for its underperformance. Programmes such as MURP and the Precinct Management Model aim to stabilise and address urban decay issues in specific local areas. The CLDP aims to leverage public investment in a long term, comprehensive regeneration process.

1.6.2 Available Mechanisms

The following mechanisms are approved and are available to prospective development agents and property owners in Cape Town. A more detailed description of the mechanism, including its main objective, how it works, qualification criteria and the application process can be found in Annexure A. It should be noted that the available mechanisms listed in the Table 13 below is not district specific (i.e. not all mechanisms are found within the Blaauwberg District).

Table 13: Available mechanisms

| Development incentives |
|--|
| Discounted development contributions |
| Development application fee waivers |
| Discounted electricity tariffs |
| PT Zones (current not operational, is expected to undergo public participation from 29 October 2021 – 22 January 2022. |
| Urban Development Zones (UDZs) |
| Income generation |
| Development contributions |
| Land disposals and lease |
| Institutional |
| Streamlined land use application process |
| Special rating areas |
| Public sector investment |
| Catalytic Land Development Pipeline (CDLP) |
| Mayoral Urban Regeneration Programme (MURP) |
| Precinct management model |
| Land acquisition including land banking and assembly |

1.6.3 Proposed mechanisms

The following list of mechanisms are either, currently in the process of development or investigation by the City or should be investigated in more detail prior to pursuit and implementation. It should be noted that this is not an exhaustive list of mechanisms; they were selected based on the methodology contained in Annexure B, and should not preclude the investigation of other mechanisms to support the City's urban development vision. A more detailed description of the mechanisms, including its main objective, how it works, qualification criteria and the application process (where applicable), can be found in Annexure B. Timeframes for approval (for mechanisms under current investigation) and investigation of future mechanisms are indicated as either A, B or C, where A refers to those mechanisms which can be approved in 1–2 years, B indicates those that can be approved in 2–5 years and those that are timeous to be investigated but can be done within the lifespan of the District Plans are noted as C, or 5–10 years.

Table 14: Proposed mechanisms

| Mechanism | Description | Timeframes: A: 1-2 years B: 2-5 years C: 10 Years |
|-----------------------------------|--|--|
| Development incentives | | |
| Integrated incentive overlay zone | A regulatory tool that refers to a zoning, in addition to the base zoning, stipulating the purposes for which land may be used and the development rule which may be more or less restrictive than the base zoning. | A |
| Inclusionary housing | Inclusionary housing is one of many different kinds of housing delivery programs. It is usually a government-driven programme to promote mixed-income housing delivery through regulations and/or incentives that require or encourage property developers to include a proportion of housing units for low and moderate-income households. | A |
| Density bonus | A zoning tool that permits developers to increase height and/or bulk above those permitted in terms of the zoning scheme, in exchange for a public or social good. It is intended to compensate the developer with additional revenue from the sale of additional dwellings to make up for inclusion of below-market units or unprofitable amenities. This tool does not generate direct revenue. It is intended as an in-kind payment in exchange for the development of a public good. | A |

| | | |
|-------------------------------------|--|---|
| Proactive rezoning/upzoning | Proactive rezoning is the process where a municipality, of its own accord, changes the existing zoning of land parcels in its jurisdiction. A municipality may do this for many reasons, but generally the aim is to encourage development in a specific area and/or to control the nature of that development | A |
| Heritage exemption areas | <p>Provide appropriate exemptions for spatially targeted areas, mainly new Development Areas (NDAs), from the regulations contained under the following sections of the National Heritage Resources Act, Act 25 of 1999 (NHRA):</p> <ul style="list-style-type: none"> • Section 34 (NHRA) • Section 38 (NHRA) <p>In addition to the exemption, this mechanism will also seek to refine new areas to be included in the current Heritage Protection Overlay Zone (HPOZ).</p> | B |
| Environmental exclusion areas | Provide appropriate exclusions from the National Environmental Management Act, Act 107 of 1998 (NEMA) for listed activities contained within spatially targeted areas, mainly NDAs, that would trigger a Basic Impact Assessment or Full Environmental Impact Assessment. | B |
| Land/urban redevelopment scheme | Involves landowners and developer joining together to form one cooperative entity that consolidates multiple land parcels into a single site for redevelopment. Local government modifies zoning codes and increases bulk to facilitate development. | C |
| Tax abatements (other than the UDZ) | A reduction or exemption from taxes granted by the government for a specific period, usually to encourage investment in locations with lower demand. Benefits of the tax abatement get passed onto subsequent owners who purchase the property, thereby incentivising end-users to relocate to an area that they may not otherwise locate into. It can be set up in designated neighbourhoods where the city is trying to incentivise development or on project-by-project basis if that project advances certain policy goals, e.g. job creation. | C |
| Income generation | | |
| Land Readjustment Scheme | Landowners pool their land together for reconfiguration and contribute a portion of their land for sale to raise funds to partially fund public infrastructure costs. It can be undertaken by either public or private entity. | C |
| Institutional | | |
| Streamlined land use application | Unified and streamlined land development processes where proposals and applications supportive of TOD (density, intensity, design and location) are fast-tracked | B |

| | | |
|--|--|---|
| process for priority areas | and development and investment are valued within the parameters of the City's stated transformation objectives. This typically require major investment into infrastructure. | |
| Enhanced process of land release and acquisition | A consolidated approach to the management of land which will be acquired and released by the City. This approach should take into account the strategic development potential of land parcels to ensure the best and most efficient use of land taking into account its size, locational potential and applicable risk categories. | A |
| Public sector investment | | |
| Aligned public sector plans | Sector Planning is intended to ensure that the City prepares bankable, viable and appropriate capital public investment pipelines to meet the City's future growth, which is aligned to the City 2040 Land Use Model and District Spatial Development Framework. | A |

1.6.4 Local Application Method

The following diagram describes the process and method to apply future mechanisms and extend current mechanisms to spatially targeted areas in the district to enable its spatial vision and address a particular development challenge in said targeted area. This is informed by key opportunities and constraints identified through the DSDF baseline analysis and the detailed analysis of each mechanism located in Annexure B. This should be applied to all eight district and associated sub-districts to identify a suite of mechanisms to support the implementation of the DSDF – some of which has been done in Section 1.6.6. A detailed description of the method can be found in the Technical Annexure 12 in Volume 4 of the integrated DSDF and EMF.

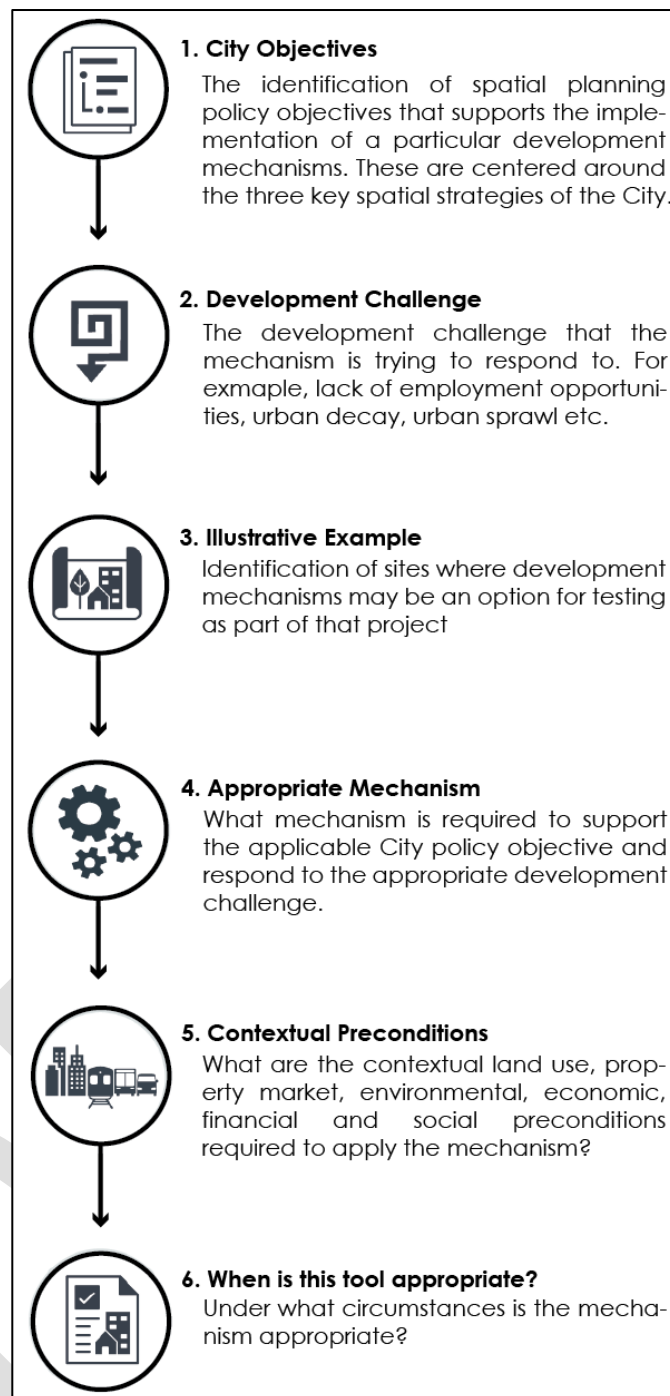


Figure 10: Methodology for Implementing Mechanisms

1.6.5 Spatially Targeting (Review of ECAMP)

The city is currently in the process of reviewing ECAMP (Economic Areas Management Programme). ECAMP is a research and policy support initiative that tracks and routinely assesses the market performance and long-term growth potential of over 70 business precincts across the metropolitan region; on this basis, local interventions are identified which help ensure that each business precinct performs optimally given its particular locational assets. The **development performance** indicator reflects the current level of market confidence in an area by measuring short-term price signals (i.e. sales, building work, rentals and rental growth, vacancies, etc.). **Location potential** indicators measure the extent to which the precinct is aligned to the medium- to long-term location requirements of the City's business sectors (i.e. agglomeration, land supply, crime and grime, proximity and infrastructure). ECAMP will be extended to all areas in the city (not only business precincts). Once complete, it will be used to supplement and verify steps 5 and 6 in the methodology described above in Figure 10, and provide the evidence base for pursuing the implementation mechanisms described in this report.

1.6.6 Mechanisms Underway / for Investigation in the Blaauwberg District

1.6.6.a Environmental Exclusions

The purpose of the Environmental Exclusionary Areas (EEA) mechanism is to provide for the appropriate exclusion from National Environmental Management Act (NEMA) listed activities and the requirement to obtain an Environmental Authorisation in New Development Areas (NDAs) and Development Focus Areas (DFAs) identified by the Land Use Model and Revised District Spatial Development Framework.

At present, Atlantis has been identified as an exclusionary area, for which a legislated Environmental instrument is proposed in order to exclude the area from the requirement to obtain environmental authorisation. Other potential EEA areas have been identified which require further investigation and will be subject to a separate process, if found to be worth excluding.

In addition, the NEMA Environmental Impact Regulations (2014, as amended), makes provision for the adoption of a NEMA Urban Area, by the Competent Authority (i.e. Department of Environmental Affairs and Development Planning). The main reason for this provision is to enable certain of the Environmental Impact Assessment (EIA) Regulations listed activities within urban areas taking place, without the requirement to obtain environmental authorisation – and thus facilitate the provision of infrastructure and services. As such, it is important to note that the NEMA Urban Area serves a different purpose to the Urban Edge typically delineated in spatial development frameworks. Please refer to Annexure B.

1.6.6.b Heritage exemptions

Legislated Heritage Exemption Areas (HEA) have also been identified as a mechanism with the potential to streamline and reduce the requirements for heritage assessments and authorisations as part of development application approval process (i.e. Heritage Impact Assessments (HIA)), reduce timeframes for approvals and contribute towards reducing the cost of doing business in the City of Cape Town. The focus of this investigation is on obtaining a legislative exemption from section 34 and 38 heritage trigger activities, of the National Heritage Resources Act, Act 25 of 1999.

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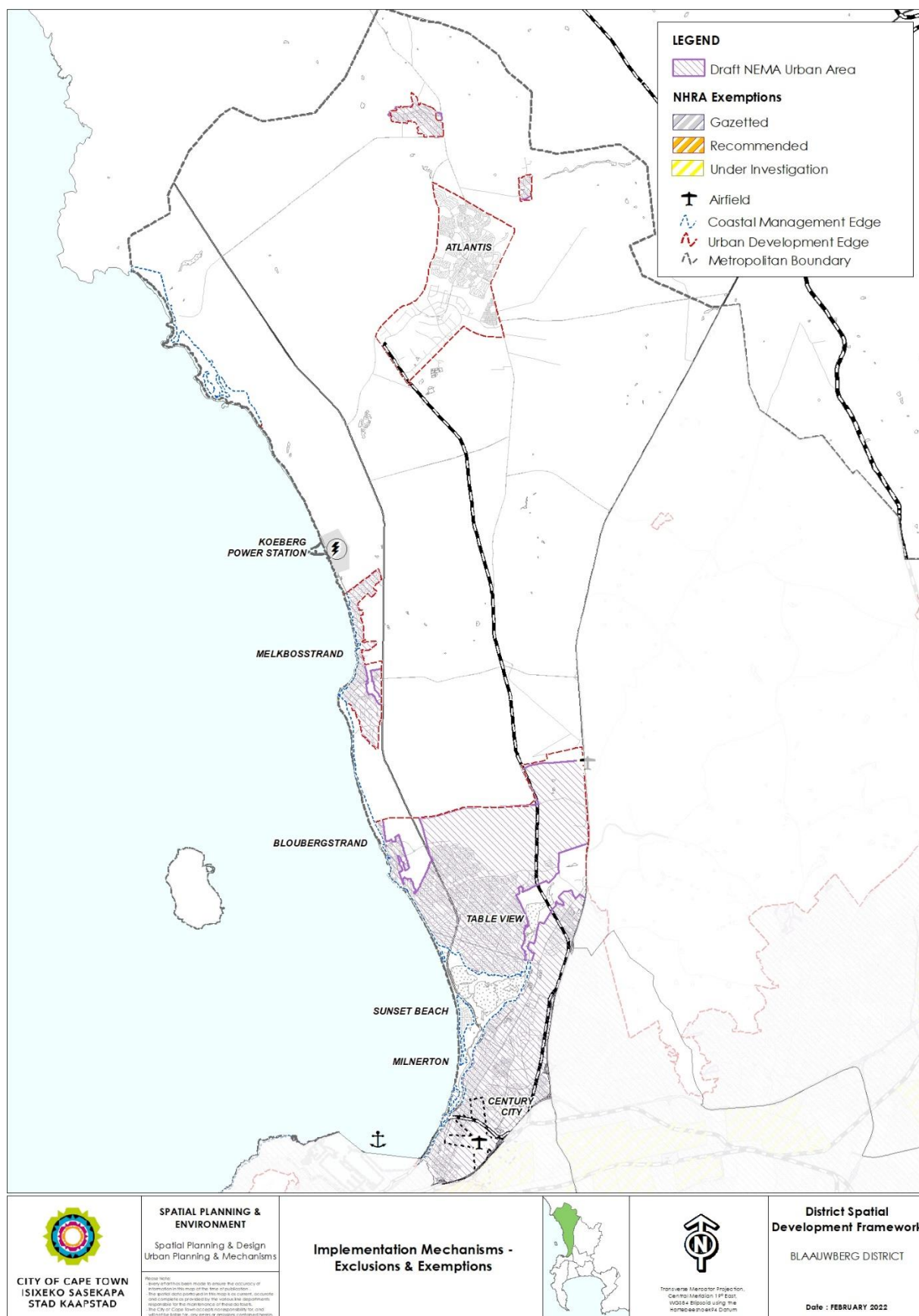


Figure 11: Exclusions and Exemptions for Implementation Mechanisms

1.1.1.a Investment Incentives

The City's approved Investment and Incentive Policy provides the following incentives for targeted industrial nodes with clear potential for economic growth but which is currently underperforming/lagging and select tertiary sectors (more detail on these incentives can be found in Annexure B).

- Expedited Land Use Approvals
- Discounted and Deferred DC Payments
- Waiving of Development Application Fees
- Reduced Electricity Tariffs

Manufacturing within six defined industrial geographic areas depicted in Figure 11 (Atlantis Industria, Triangle Farm, Parow Industria, Sacks Circle, Landsdowne Industrial (known as Philippi North in ECAMP) and Elsies River) are eligible for the aforementioned incentives. This includes the broad manufacturing sector OR priority manufacturing sectors being:

- Agro-processing
- Green technology
- Electronics and electrical engineering
- Clothing and textiles.

Priority tertiary sector industries are also eligible and are defined by the City's economic research and strategic documents including the Integrated Development Plan, the Social Development Strategy, the Inclusive Economic Growth Strategy and Project Camissa. These industries include:

- Business Process Outsourcing (BPO),
- Information and Communication Technology (ICT),
- Tourism,
- Film Industry.

1.6.6.a PT Zones

PT1 and PT2 zones (short for public transport zones) offer reduced off-street parking requirements for developments in areas already well-served by public transport, in order to encourage the reduction in the number of private transport trips generated to and from that area, as well as to encourage the intensification of land development on the relevant erven. Those that were previously place and new PT zones proposed are

depicted Figure 12. It is important to note that they are currently not operational and is anticipated to undergo public participation from 29 October 2021 – 22 January 2022.

1.6.6.b Overlay Zones

Integrated Incentive Overlay Zone for DFAs

The intent of the integrated (incentive) overlay zone is to allow for desired densities and types of development in certain areas of the city designated as appropriate in the City's DSDFs. This will be achieved through the establishment of clear development parameters linked to concessions in the development management scheme, which will in turn remove onerous administrative requirements that create uncertainty and often hinder development in spatially aligned areas, mainly the DFAs.

Heritage Protective Overlay Zones (HPOZ)

The following areas are recommended to be included or extended in the HPOZ:

- Proposed areas for inclusion: Mamre

The heritage grading and associated development guidelines for each of the areas above are still to be determined through further investigation and planning. This will take into account the need to balance urban intensification with built conservation. It is important to note that Atlantis Industrial, Blaauwberg Road Corridor and Rivergate is currently a DFA (a spatial targeted area for spatial transformation (see section 1.3.1. c), as such very specific guidelines are essential to clarify the requirements for future development and enable appropriate levels of urban intensification. Furthermore, any delineation is to be informed by sufficient evidence and data to substantiate its heritage conservation significance.

1.6.6.c Small Scale Rental Unit Overlay Zone (SSRU Overlay Zone)

The intention of this overlay zone is to facilitate the development of SSRUs on land zoned Single Residential 1 and 2, over and above the additional third dwelling unit prescribed in the Municipal Planning By-Law. This proposed overlay zone also aims to improve the turnaround time of processing development applications for SSRUs and will provide development parameters and guidelines which facilitate this type of development in a safe and sustainable manner.

1.6.6.e Inclusionary Housing

The City is currently in the process of developing an Inclusionary Housing Policy, which is a key deliverable of the 2021 approved CCT Human Settlements Strategy to help stimulate the provision of affordable housing by the private sector. Potential areas in close proximity to public transport, public amenities and employment opportunities (such as nodes, corridors and mix use development and/or intensification areas) should be considered for inclusionary housing.

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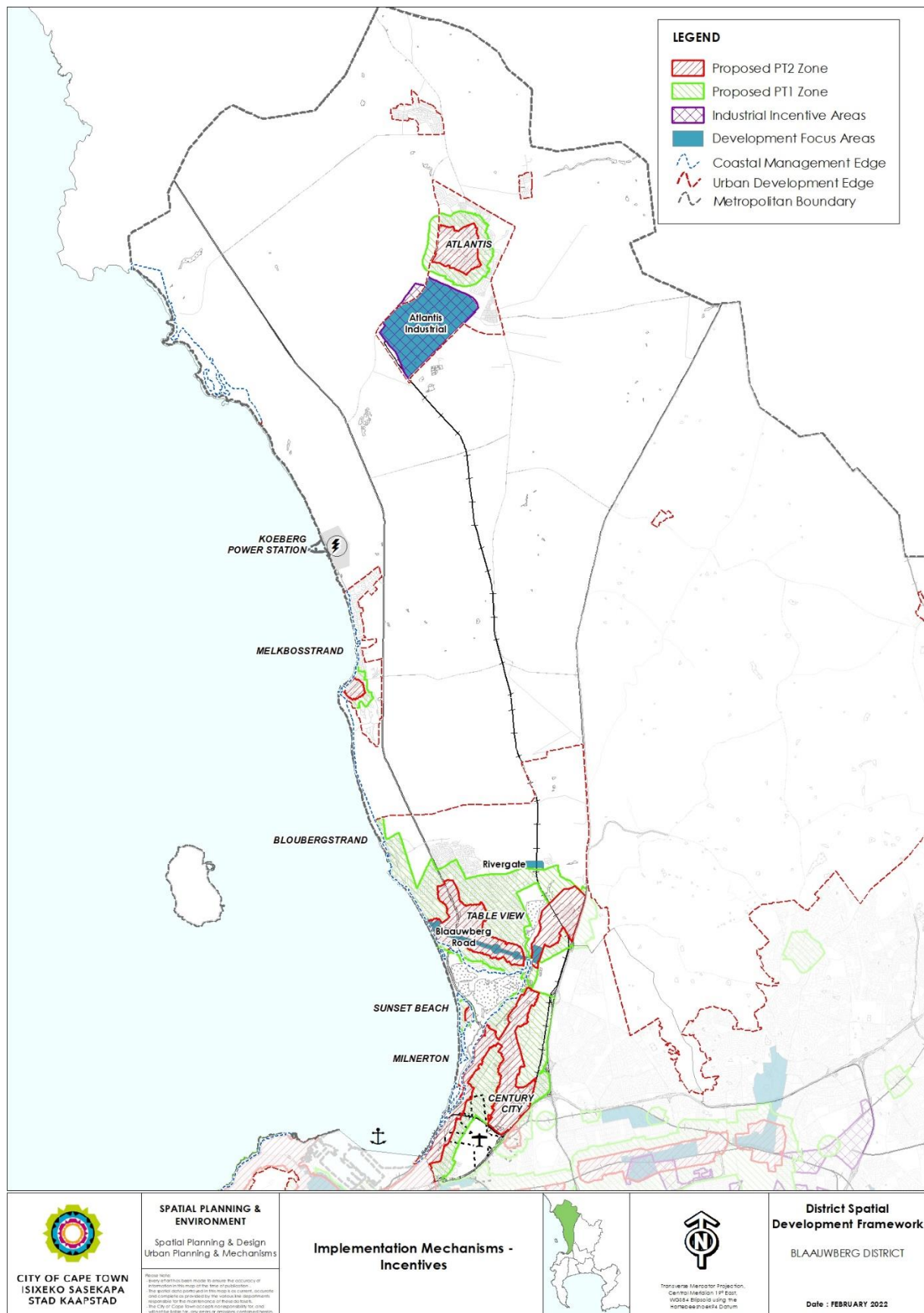


Figure 12 : Incentives for Implementation Mechanisms

2 Monitoring and Evaluation Framework

The District SDFs key purpose is to provide policy direction for the location, nature and form of development in each district and guide land use and environmental decisions. It is proposed that these aspects of development are to be monitored and evaluated in order to assess progress toward achieving the desired end state of Cape Town becoming a more spatially integrated and inclusive city.

The focus of the proposed DSDF Monitoring and Evaluation (M&E) framework will therefore be on measuring progress in terms of restructuring the abovementioned aspects of the built environment. A further component of the proposed M&E framework pertains to process-related aspects of policy implementation, in terms of the DSDFs.

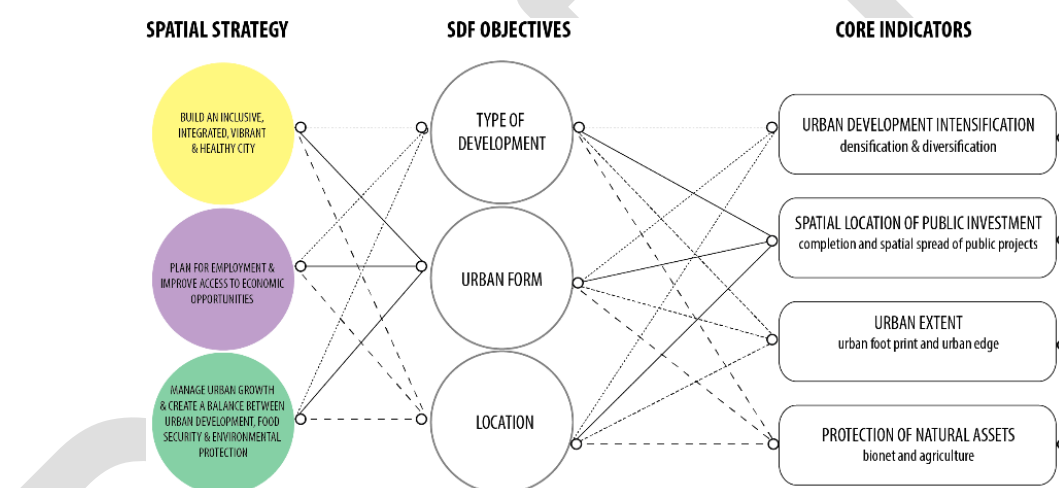


Figure 13: Focus of DSDF M&E Framework

The following section details the DSDF M&E Framework as a component of the Urban Planning & Design department's overarching Framework for Spatial Data and M&E.

2.3 UP&D Framework for Spatial Data and M&E: An overview

The DSDF M&E Framework is an output based off three interrelated components of the Urban Planning and Design's departmental overarching Framework for Spatial Data and M&E as illustrated in **Error! Reference source not found..**

1. **Spatial Data and Indicator Framework** – the primary component and output, comprising of a core set of indicators, based on available data, to enable meaningful spatial trend analysis across various spatial units of analysis. The Spatial Data and Indicator Framework has been embedded into the M&E Framework and provides the core indicators to be monitored

2. **Framework for M&E** – A framework has been developed which is underpinned by the three key spatial strategies of the City's SDFs with the main objective of guiding where and what development is appropriate. The core set of indicators developed as part of the abovementioned SD&IF will be monitored to determine the type, form and location of development in relation to the DSDF objectives.
3. **Performance Management** – cognisance was taken of the department's performance management requirements.

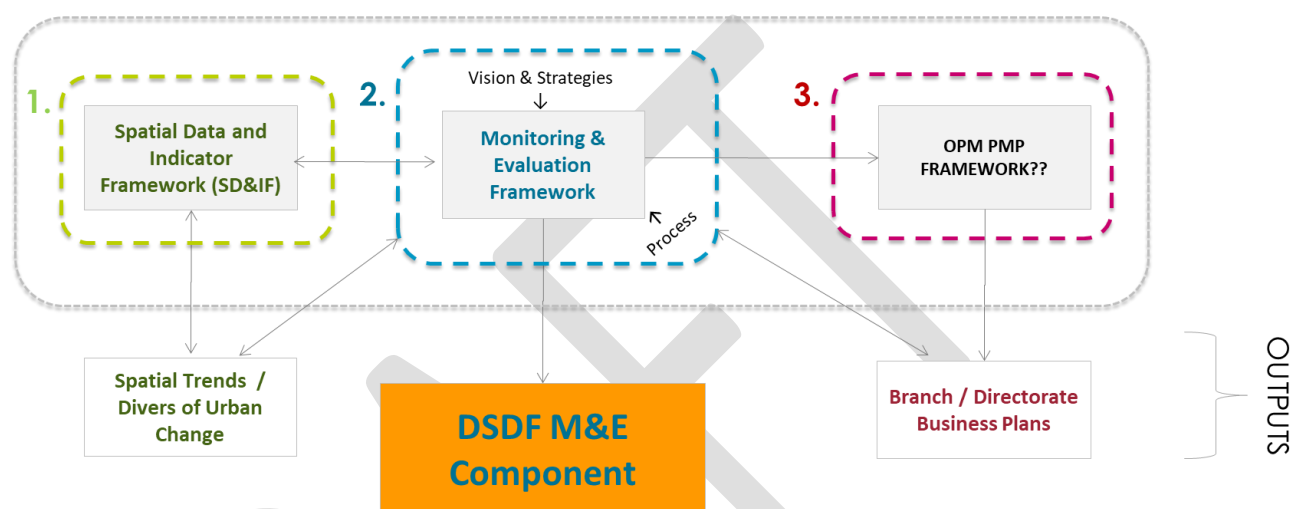


Figure 14: Overview of the UPD Spatial Data & M&E framework

The components of the Framework for M&E that have been applied to the DSDF are detailed below:

2.4 Monitoring

Within the context of spatial planning, performance indicators describe the extent to which a policy is achieving its aims and objectives. Best practice suggests that a well-formulated indicator framework (which is informed by a Theory of Change) should form the basis for effective M&E.

In order to answer the question, 'what is happening?' monitoring involves collecting, analysing and reporting on datasets. Core indicators have been identified and developed in terms of the SDF objectives (i.e. type of development, urban form and location):

- Urban development intensification (densification and diversification)
- Spatial Location of public investment (completion and spatial spread of public projects)
- Urban extent (urban footprint and urban edge)

- Protection of natural assets (Bionet and agriculture)

To assist with M&E at a district level, various control areas will be identified and defined. These area boundaries are selected to monitor and assess specific aspects related to the District SDF.

2.5 Evaluation

The evaluation and assessment component attempts to provide answers to the questions, 'why have the changes happened?' and 'are we doing the right thing?'

Spatial trends analysis requires longer-term time series to be meaningful and assess if the spatial policy is influencing urban development. For purposes of assessing why certain spatial trends are occurring in terms of the indicators monitored, undertaking a process of evaluation every five years is proposed, as part of a DSDF review.

Broader indicators that assist in understanding the drivers of change are required to justify why spatial trends occur and why spatial policy is successful or unsuccessful in managing development in line with its policy objectives and associated guidelines.

As mentioned above, control areas will be identified within each of the planning districts to track datasets at the district scale, which may show localised variations from the metro spatial trends.

Spatially targeted areas in the DSDF where the trends monitored require further evaluation are to be determined and could include:

- Development Focus Areas
- Urban Support Areas
- Mixed Use Intensification Areas
- New Development Areas

2.6 Review

Answers the question, 'so what? and what is the way forward?' The review component aims to identify the implications for the District SDF and provide recommendations in terms of future SDF reviews.

2.7 Action plan

The table 15 below sets out key milestones/timeframes for M&E deliverables based on a proposed five-year review cycle (milestones for year 1 to 5).

Table 15 Key milestones for M&E deliverables

| Tasks | Timeline | | | | |
|--|----------|--------|--------|--------|--------|
| | Year 1 | Year 2 | Year 3 | Year 4 | Year 5 |
| Aim to set up agreements/commitments with relevant data custodians with regards to data requirements and consistent updates. | | | | | |
| Undertake case studies, if more in-depth analysis is required based on any noteworthy patterns emerging from the tracking of data. | | | | | |
| Compile comprehensive DSDF trends profile and relevant recommendations to inform review of future DSDFs. | | | | | |
| Start review and refine M&E framework for next five-year cycle. | | | | | |