

# Cape Flats

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Integrated district spatial development framework  
and environmental management framework

## **Vol. 3: Implementation Plan**



MAY  
2022



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 SDF. The plan consists of the following key sections described and depicted in the Figure 1 below.

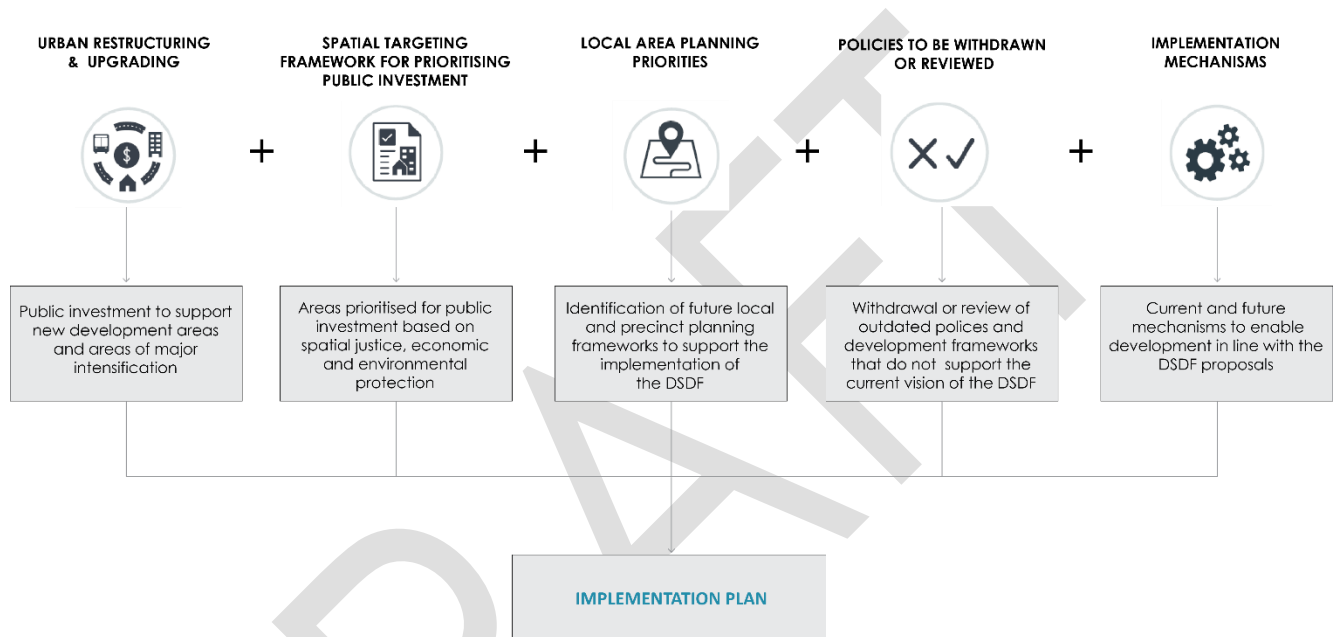


Figure 1: Implementation Plan Process Diagram

## 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 1.3) 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) in line with strategic planning initiatives to provide certainty and transparency to developers and businesses.
- **Enabling incentives:** Development Mechanisms (section 1.6) 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.

This process is conceptualised in Figure 2 below.

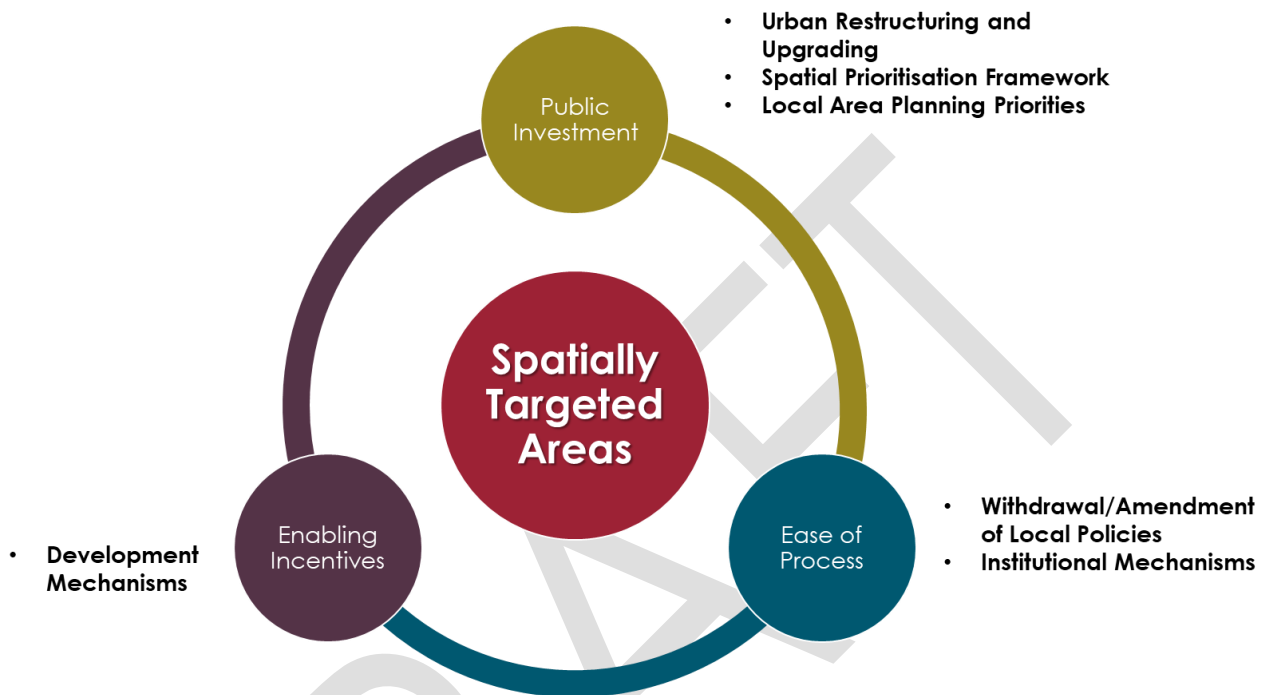


Figure 2: DSDF Approach to Implementation

## 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 DSDF attempts to inform future development 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 green-field development).
- Providing some indication, where possible, of the quantum of development and likely phasing of development, which is indicated in the district and sub-district SDPs and land use model.

These areas for future development have been identified in the Cape Flats DSDF Technical Report. These include areas for intensification, the Mixed-Use Intensification Areas (see Section 3.1.2.4) and the New Development Areas (see Section 3.5).

While the Cape Flats DSDF promotes general intensification across the district and in particular within the Athlone CBD, the Ottery CBD and along the Lansdowne Industrial and Wetton Corridor, further specific areas identified for mixed-use intensification include:

- Gatesville Local Node along the intersection between Klipfontein Road and Jakes Gerwel Drive
- Gugulethu Local Node along the intersection between Klipfontein Road and Steve Biko Street
- Gugulethu Square along Steve Biko Street and Ny 3 /Terminus Road
- Lotus River and Grassy Park along 5<sup>th</sup> Avenue

Significant new development areas in the Cape Flats District include:

- Ottery CBD
- Youngsfield
- Lansdowne Industrial
- Wetton
- Vrygrond
- Pelikan Park
- Sites situated within the Weltevrede Wedge area
- Oaklands Area

- Strandfontein

Taking the above into account the following key capital investment is required to support the implementation of the DSDF:

### 1.2.1 Transport & Access infrastructure

The section below highlights transport & access related infrastructure planned for the short, medium and long term and includes future projects and requirements for roads, public transport and non-motorised transport linkages. The prioritisation of interventions in relation to transport infrastructure should be informed by the following key objectives:

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

#### 1.2.1.a New Road Links

There are a number of existing new road link proposals in the district. While these are all important to the overall (eventual) integration and functioning of the district, in terms of the stated shift in focus for transport infrastructure in the city and in the Cape Flats district, the most important new road links required in the district are the proposed Sheffield Road extension and R300 extension. Both of which link movement from the east (Mitchell's Plain) to the west (Claremont, Kenilworth and Wynberg) across the district. While the others will assist freight movement and public transport movement to a degree, they are primarily focussed on private mobility. Thus, while not dismissed as opportunities, these should not be prioritised in the short to medium term as other priorities in terms of the movement system could hold more significant social and economic impact.

- **R300 extension** to facilitate east-west linkage and to address the significant east-west movement challenges currently faced in the district and also at a City-wide level. Concerns regarding the impact on aquifer and agricultural land will also need to be addressed;
- **Sheffield Road extension** to the west onto Ottery Road to facilitate east-west movement across the district, which is currently a key challenge. The implementation of this route should be prioritised over the implementation of the R300 extension as a result of a number of practical and operational benefits that would result. From a land-use perspective, these include;
  - Improved functioning of Lansdowne Road as an activity corridor given the release of mobility pressure on this route,
  - Clear and defensible boundary between the PHA and the

Lansdowne Road Industrial Area (as in some cases road access increases the vulnerability of agricultural land and produce),

- The significantly higher cost associated with the implementation of the R300 extension.
- **Princessvlei parkway:** a mobility connection between the M5 (Grassy Park) and Baden Powell Drive, which is proposed between the Capricorn Park extension and the False Bay Nature Reserve.
- **Zandvlei expressway:** a mobility connection between the M5 (Steenberg/Lavender Hill) and the proposed Princessvlei Parkway.
- **Baden Powell extension / re-alignment:** east-west mobility route (re-alignment of the existing Baden Powell Drive) further north to position it north (behind) frontal dune system.
- **Strandfontein arterial:** an east-west mobility connection between Mitchells Plain (proposed Vanguard extension) and Pelikan Park.
- **Vanguard extension:** a mobility connection between the southern-most point of Vanguard Drive and Baden Powell Drive to facilitate uninterrupted mobility to the Cape Flats district's southern areas.
- **De Wet Road extension:** including a north-south connection between an existing portion of De Wet Road (Ottery) and Plantation Road, as well as an east-west connection onto Strandfontein Road.
- **College Road:** an east-west route connection between Kromboom Road (at the intersection with Belgravia Road) to meet College Road to facilitate better east-west movement between Athlone/Crawford/Belgravia and Rylands/Gatesville (eradication of informal settlements encumbering this road link must be prioritised).

#### 1.2.1.b Road upgrades

The accessibility grid indicates a network of roads which should be the focus of road upgrading and maintenance. Section 1.2.1a) above indicates a number of new road links. In addition, a number of roads are prioritised for upgrading in the medium term, including:

- **Strandfontein Road upgrade (current)**-Emerald Road, Pelican Park to 5th Avenue, Grassy Park. Future upgrades required from Spine Road to Emerald Road, 5th Avenue to Lansdowne Road. To service existing and future Strandfontein & Pelican Park developments
- **Spine Road** (dualling) – Weltevreden Road to Strandfontein Road – to service Mitchell's Plain & Strandfontein. **Jan Smuts Drive** – Lansdowne Road to Klipfontein Road
- **Klipfontein Road (NY108)**- Borchers Quarry to Duinefontein Road – to service Nyanga, Gugulethu.

Other roads prioritised for upgrading (medium to long term) include:

- Old Strandfontein Road/New Ottery Road upgrade – to service proposed



Ottery 44Ha site development and existing development.

- Old Ottery Road – Lansdowne Road to Strandfontein Road – heavy duty vehicles due to expansion of Lansdowne Road/Philippi industrial area.
- Weltevreden, Varkensvlei, Olieboom & Schaapkraal Roads (Philippi horticultural) –important link between Mitchell's Plain and Southern Suburbs.

#### *1.2.1.c Public transport*

Of key importance into the longer term as the most cost-effective transport, but also relief on city road system, is the re-establishment of rail as a primary public transport route.

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

- Athlone (due to location within a node and proximity to Klipfontein Road, a future IRT Trunk route)
- Heideveld (due to location within a high residential density area and proximity to Klipfontein Road, a future IRT Trunk route)
- Lansdowne (due to proximity to Turfhall Road, a future IRT Trunk route)
- Ottery (due to proximity to Ottery Road, a future IRT Trunk route)

Although only a long-term plan at this stage, with the possibility of ultimately not being implemented within the proposed time, provision should be retained in all future new development and re-development for an east-west rail link between the Southern Suburbs and the Khayelitsha rail line. This alignment is broadly along the Sheffield Road extension alignment.

The MyCiTi Phase 2A is a critical public transport requirement in the district given the massive numbers of commuters moving through the district from east to west, and the lack of rail connection between the east and key opportunity areas in the Southern Suburbs. MyCiTi Phase 2A consists of two trunk routes (T11 and T12). T12 starts in Mitchells Plain and enters the district via Govan Mbeki Road, then follows Jan Smuts Drive northwards and Turfhall/Race Course/Doncaster Roads westwards to end in Claremont. The T11 starts in Khayelitsha, enters the district via Govan Mbeki Road, then follows Jan Smuts Drive southwards and Ottery Road westwards into Wynberg in the southern district.

High priority road-based public transport-related projects recommended/proposed (as part of the IRT Phase 2) include:

- Developing public transport lanes on the abovementioned roads (inclusive of necessary road-widening).
- Developing a major BRT interchange on Govan Mbeki Road just east of Jan Smuts Drive (before the T11 and T12 routes split and go south and north respectively).

- Developing appropriately scaled BRT stops at other key points along the road, including Ottery commercial centre.

Key to all public transport provision is integration with other modes of movement, and especially non-motorised transport (NMT).

Attention needs to be given to the inclusion of 'park and ride' facilities associated with both the existing rail stations as well as the proposed IRT Trunk route stations.

#### *1.2.1.d Non-motorised transport*

Investment in NMT infrastructure is a priority in this district. Intervention should occur as part of a programme to develop a broader NMT network. 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.

In the Cape Flats district, interventions should focus on:

- NMT along development corridors and at main movement generators (i.e. transport interchange/station areas – see above). This includes along development corridor main roads, with primary focus on pavements and pedestrian links across roads (design, surfacing, street furniture, etc.). It may also where possible also include bike routes, but these may often be better accommodated along parallel supporting connector routes or in association with the identified open space link related routes. See the City's planned NMT network for guidance.
- The role of NMT for bikes, including especially commuter bikes, will become increasingly important along particularly district connector routes in line with the City's increasing focus on densification, walkability and liveability, and new bike technology (especially the emergence of electric bikes). A major focus must be on safety (and security) with a goal of zero deaths, which has implications for changes to current design of movement routes (e.g. separation of NMT, traffic calming, nature of road crossings), the management thereof (e.g. vehicular speed) and the nature of urban development interfacing with these routes (positive frontages will support surveillance and safety).
- The development of main public (and where possible private) links into and through major open space areas in the district which connect destination places and movement generators.
- The linking of significant public open spaces within urban areas, along open space (green) corridors or most appropriate public roads, towards the establishment of a network accessible to NMT across the district, and through the district to neighbouring districts. This should include the establishment of pathways through/around/along open spaces, and appropriately (re-)designed, landscaped, tree-planted roads/pavements between these open spaces. See sub-district maps.
- Tree planting and landscaping should be a focus (for Ward budgets, adjacent property developers, etc.) along identified NMT routes to assist with NMT

legibility, safety, and attractiveness, while progressively contributing to urban heat generation mitigation by effectively narrowing asphalt exposure to the sun.

i. *Streets and Public Squares*

Improvements to key streets and public squares include re-designed, engineered and constructed roadways, landscaping and locally indigenous planting, appropriate lighting and 'street furniture', and provision of facilities linked to public transport (e.g. bus shelters). The following areas should be prioritised in terms of formalising street and public square and places improvements:

- Athlone CBD
- Gatesville CBD:
- Manenberg CBD
- Hanover Park CBD
- Nyanga Urban Node and Station Precinct
- Ottery civic precinct
- Busy Corner and Lotus River CBD
- Strandfontein/Spine Road

Additionally, consideration should be given to identifying and supporting the enhancement of under-performing urban open spaces, by creating more multi-functional, pedestrian-orientated spaces. These include principally small sections of roadways and parking lots and their adjacent developed areas.

ii. *Significant public links*

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

- False Bay Coastline: public and walking access should be possible around the entire coastline within the district. In rocky areas, this may require walking inland a little. However, where urban development is along rocky shorelines, effort should be made to provide easy walking access.
- Victoria Road Grassy Park-False Bay Ecology Park visitors centre – Pelikan Park
- Klipfontein Road – Nantes
- Nyanga Junction – Hanover Park CBD
- Proposed Cape Flats Urban Park- PHA – Mitchells Plain
- Spine Road civic precinct to False Bay Coastline

Key open space public linkages should be developed to maximise public benefit from the extraordinary natural assets and other open spaces within the district. Continuous public footpath access should be realised along the coastline, and more especially between Muizenberg and Mnandi. Foot and cycle access within urban areas should

be comprehensively developed across the district as part of the NMT plan and roll-out.

All major green open space corridors should include public links, primarily for walking, but also, in some cases, cycling. In many cases, most notably along rivers and streams, this may require a long-term reclaiming into public ownership some privately owned linkage. This may also require ensuring that safety and security are adequately addressed in effecting these links between the PHA and the south-east core biodiversity areas, False Bay Nature Reserve Park and the Strandfontein coastline.

Where pedestrian and NMT links and roads meet are key sites and require particular attention concerning safety, links to public transport, and rest and refreshments.

#### *1.2.1.e Road schemes*

There are hundreds of road schemes in existence across Cape Town, primarily road widening schemes for existing roads, but also schemes for new roads. However, these schemes are generally now dated and many may no longer be appropriate or necessary given the changing urban context of greater density, a greater emphasis on public transport, more pedestrian orientated environments, and not least, increasing fiscal constraints.

These schemes can be a significant obstacle to urban development on even adjacent to them, as planned developments are required to take account for proposed road widening (building line setbacks, etc.). This can have a substantial medium to long term impact on the built environment (with buildings unnecessarily setback from the road and often poorly defined as well as wasted carriageway/pavement space) and is an additional, potentially unnecessary, regulatory 'hoop' to go through. Below is a list of the existing road schemes in the Cape Flats district.

It is proposed that an urgent (and thereafter regular) review of the road schemes is undertaken by the Transport Department to inform urban development processes in the respective areas. The identified schemes should be 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 Departments more detailed review.

*Table 1: Road Schemes to be Reviewed*

<b>No.</b>	<b>Road scheme</b>	<b>No.</b>	<b>Road scheme</b>
1	Calendula Road, Silvertown (Klipfontein to N2)	10	Lawson Road, Athlone
2	College Road, Belgravia	11	Ottery Road, Wynberg
3	Eastern Freeway, Muizenberg	12	Pooke Road, Athlone

4	False Bay Coast Arterial	13	Prince George Drive
5	Jan Smuts Drive, Athlone	14	Princess Vlei Parkway
6	Johnstone Road, Rylands	15	Racecourse Road, Kenilworth
7	Kromboom Road, Athlone	16	Turfhall Road, Lansdowne
8	Kromboom Road, Rondebosch	17	Wetton Road, Lansdowne
9	Lansdowne Road, Lansdowne	18	Wetton Road, Wetton

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## 1.2.2 Environmental Infrastructure and Open Space System (TBC)

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.

### 1.2.2.a Biodiversity

Biodiversity needs to be actively protected from threats such as invasive species, pollution and habitat destruction. Areas which are not under formal protection require particular attention to ensure conservation. Youngsfield, for example, if developed will require careful open space planning to promote the principles of connectivity and multi-functional open space and conservation- with some requirement for offset recommended to ensure the space maximises it's spatial transformation potential. The following areas should be prioritised in terms of formalising management status:

- Refurbish and lower the Zeekoevlei weir slice gates
- Refurbishment and rebuilding of the Rondevlei weir sluice gates
- Building of the Vesuvius Way Environmental Education Centre
- Remodelling of the confluence of the Big Lotus River with Zeekoevlei – i.e. area south of Fisherman's Walk. This is essential as the Big Lotus River is a chronically polluted system, arising from sewage spills and other sources. A wetland would be incorporated into the design to assist in polishing the water.
- Rehabilitation of Reminders of Erven 1775 and 7042 as part of the Thembelihle Wetland offset. These are City owned properties that are located adjacent to Rondevlei Nature Reserve. Conceptual plans have been prepared but implementation will be done by BMB.
- Opportunities to include softening/SUDS in the design of the projects. Examples, include the upgrade of the Manenberg and Vygekraal Canals.
- Opportunity for hard engineering solution to address ongoing pollution incidents that impact the lake at Capricorn Business Park, provided the Vrygrond Stormwater Pond attenuation capacity is not diminished.

### 1.2.2.b Public Open Space

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

- The Athlone stadium precinct (including the Vygekraal sports ground and Nantes) should form a focus of district level sport, recreation and open space in the district. The area presents an opportunity for a range of district level sports

and recreation (active and passive) facilities in a highly accessible location. Its current sports focussed role should be reinforced (Athlone Stadium and Vygekraal). Multifunctional use of the sports complex through the location of complimentary uses (e.g. institutional uses) is encouraged. A high quality passive recreation facility should be created in the Nantes area and along the course of the Vygekraal River. This type of quality passive recreation facility is much needed in the northern portions of the district particular. This should include the development of a new district park at Nantes.

- Cape Flats Urban Park: A new metropolitan park is proposed on the Silica Sands land. The purpose of the park should be to integrate neighbouring communities and promote urban renewal. The park should include a diverse range of activities including opportunity for waterfront entertainment and businesses, residential development, urban agriculture, cultural activities such as initiation sites, sports facilities, environmental and tourism education and passive recreation linked also to the proposed central conservation area.

Local initiatives are currently underway between the local community and the Silica Sands landowner on peripheral portions of the identified land. These initiatives should work towards this long term vision and should be planned and designed in a manner that will reinforce the vision for a metropolitan urban park in the area.

- In Gugulethu / Nyanga, detention ponds and other open space are some of the last remaining opportunities for functional open spaces and should be optimised for that purpose. Their functional use including for recreational activity is promoted. These spaces should be prioritised for investigation into the provision of a new district / community parks.
- An investigation into development alternatives in the Kanana area, proposed that a portion of the area that is currently informally settled should be developed as a sport and recreation precinct due to the unsuitability of the land for urban development as a result of geotechnical conditions and the significant costs that would be incurred if the land were to be rehabilitated and used for urban development.
- The False Bay Ecology Park is the most significant natural asset in the district and as such, public experience of the False Bay Ecology Park should be prioritised through the development of facilities, which will showcase this asset. On-going protection and management of this unique natural asset should be prioritised.

It is proposed that several new district parks are developed within the Cape Flats District. These parks should clip onto existing sports complexes and / or are located within the existing linear open space network, particularly abutting existing schools.

### *1.2.2.c Coastal Management*

The coastline requires maintenance and protection as a destination. Monitoring of the impacts of stormwater and sewer outfalls on the quality of the destination can be prioritised to inform future action. This is relevant in the context of increasing development intensity in the areas around the Coast. Fisherman's Lane (Strandfontein Pavilion) requires an upgrade and repair (collapsed due to exposure to coastal erosion) and ancillary infrastructure as a popular recreational use and fishing destination (Strandfontein coastal area). Blue Waters/Zandwolf Coastal Conservancy requires an upgrade and rationalisation of recreation and amenity infrastructure to enhance user experience of destination location, mitigate impacts of public use on sensitive coastal environment.

### *1.2.2.d Water Systems*

PHA to False Bay Nature Reserve to sea connections, can be developed further for their green infrastructure potential, to become multi-functional spaces, where water is a celebrated part of the landscape. Water sensitive urban design applies to the manner in which development relates to urban waterways. The City aims to support Livable Urban Waterways, with short term plans to develop Vygekraal river in or adjacent to Nantes Park. - Exact location still to be defined, but in or adjacent to Nantes Park. Scope would include elements above, as appropriate.

### *1.2.2.e Heritage*

Prioritisation of heritage resources for protection. Heritage protection overlay zones and proposed overlay zones cover wide areas, leading to challenges in providing appropriate land use guidance and conflict between the different spatial planning intentions. Prioritising smaller precincts, sites and areas for heritage conservation will provide greater certainty for future development. .

While the analysis above describes the broader perspective, the following projects have been identified as City priorities in the short to medium term (see Figure 10).

- Athlone
- Lansdowne
- Wetton
- Grassy Park



### 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.
- identified 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).

#### Planned/ Proposed Housing Projects

The following areas within the Cape Flats district have been identified as sites for the development of new human settlements projects.

Table 2: Planned/ Proposed Housing Projects for the Cape Flats District

Area	Lead / Programme	Timeframe (Short / Medium / Long Term)	Notes (Anticipated Yield, etc. if available)
Gugulethu (Infill)	Infill, UISP, PHP	Short	973
Southern Corridor Programme: Gugulethu and Airport Precinct (UISP), including Phola Park, and Kampies	Infill, UISP, PHP	Short	11 500 (721 – Phola Park, Gugulethu) (250 – Kampies, Philippi)
Lotus Park (UISP)	Infill, UISP, PHP	Short	1 609 -
Village Heights (UISP) – Retreat/Seawinds	Infill, UISP, PHP	Short-Medium	3188
Kalbaskraal	UISP	Medium-Long	-
Hanover Park	IRDP	Medium	761 (Medium)
Pelican Park – Phase 2	IRDP	Medium-Long	1 000 (Medium) and 1300 (Long)
Retreat	IRDP	Medium	500
Strandfontein	IRDP		
Vrygrond	IRDP	Long	700

Hostel Transformation Plan: Gugulethu Sec 2	CRUs	Short-Medium	-
Hostel Transformation Plan: Gugulethu Sec 3	CRUs	Short-Medium	-
Hostel Transformation Plan: Nyanga	CRUs	Short-Medium	-

### 1.2.3.a Sites for Investigation

Further land has been identified specifically for investigation for publicly assisted housing projects (see Figure 4). 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 Cape Flats District include:

- Strandfontein (1212-3, 21168, 21165)
- Prince George Drive (erven 82483, 82490, 82491, 82498, et al.)
- Pelican Park Phase 2
- Ottery (erven 1449, 3160, 1940-1, 2877)
- Parkwood
- Youngsfield
- Rondebosch East
- Manenberg Precinct

### 1.2.3.b 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 housing<sup>1</sup> 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.

<sup>1</sup> 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).

### 1.2.3.c Informal Settlements

Table 3: Informal Settlement Upgrading – Cape Flats District

		Area	Erf	No. of Units
<b>Service Sites</b>	Military heights	Lavender Hill	137477-RE	121
	Village Heights	Lavender Hill	147856-RE; 147260; 147856-RE	651
	Kalbaskraal	Grassy Park	5013-RE; 6921-RE; 2520	19
	Kampies	Lansdown	CA616	-
<b>Super Blocking</b>	Lotus park	Philippi	8635-RE; 6825; 113702-RE; 9061;	1449
	KTC1	Gugulethu	2849-RE; 2849-0-4	1005
<b>Reblocking/Enhanced Services</b>	Sikonanathi	Gugulethu	8743-RE; 3525	81
	Lqwarhasashe Street	Gugulethu	-	-
<b>Backyarder Programme</b> (This programme provides a precast concrete toilet structure, tap stand and wash basin to backyard dwellers on City rental units):	Supply, Installation and maintenance of Water Dispensing Device with supporting management software for Informal Settlements and Backyarders on City Rental stock.	City Wide	-	-

### 1.2.4 Bulk infrastructure

In order to support proposals contained in the DSDF, infrastructure maintenance and upgrading is necessary.

#### 1.2.4.a Waste Water Treatment

- The Athlone WwTW is nearing its flow capacity and is almost at its design nutrient load capacity. Development stop (i.e. no further approval of flows until upgrade complete) may be implemented, if necessary. An upgrade project is currently underway that will refurbish and upgrade the existing treatment module and provide an additional 50 MI/d treatment module to increase the treatment capacity of the WwTW from 105 to 155 MI/d.
- The Coastal Park landfill site is one of two in the City, and it is approaching the end of its capacity. This facility will be replaced with a transfer facility and MRF similar to the KWMF set up.
- The Schaapkraal Depot is one of four depots in the City, it needs upgrading of waste infrastructure to improve waste diversion services within five years. The objective is to expand the footprint of drop-off facilities, improve the

location and capacity of transfer stations and deliver appropriate waste containment options

- The Retreat Drop-off requires upgrading to prepare for intensification and densification of the spatial form of the City.

Table 4: WwTW Pipeline Projects

Project name	Project description
Disposal: Athlone RTS and drop off	Refuse Transfer Station (RTS) – Material Recovery Facility (MRF) and Mechanical Biological Treatment (MBT) facility, upgrade
Disposal: Solid waste facilities - Coastal Park Landfill site	Airspace design and develop airspace, MRF and New RTS/LFG Flaring, including beneficiation
Collection: Schaapkraal depot	Upgrading of the depot; drop off no chipper – space available
Collection: Retreat	Drop off with chipper – space available

#### 1.2.4.b Water

In line with the City of Cape Town's Water Strategy, the City will be developing diverse sources of water at scale, including groundwater (TMG Aquifer and Cape Flats Aquifer), water reuse and desalination, and these schemes will be developed alongside and integrated with the existing surface water system.

- Cape Flats Managed Aquifer Recharge: The project scope involves the use of final treated effluent from Cape Flats treated further to SANS potable water standard and then used to recharge the Cape Flats Aquifer. Water from the Cape Flats Aquifer will be abstracted by Bulk Water and treated to potable standards. Advanced treatment infrastructure for the Cape Flats treated effluent will be located on the Cape Flats WwTW, and pumped to the salt water barrier and injection boreholes.
- Repair and stabilisation of the river banks of the Vygekraal River opposite the Athlone WwTW - between Vanguard Drive and Statis Heights, and creation of a river corridor through Nantes Park.
- Manenberg Canal Upgrade: this system is critical to major flood management on a catchment scale, harvesting stormwater as a water resource, river corridor development/restoration, water quality management and integrated urban water cycle and catchment management.
- Implementation of Athlone Treated Effluent (TE) infrastructure: due to safety concerns and constant vandalism, further construction in the Hanover Park area is a challenge, and no treated effluent meter audits can be carried out in the Manenberg area. Recently, there has been a decline in the use of treated effluent by schools and other key users due to the inconsistency of the supply (poor quality and lack of effective burst repairs).

Table 5: Water and Sanitation Pipeline Projects

Project name	Description scope of work
Cape Flats aquifer recharge	Groundwater development
Vygekraal Design, EIA and Construct -Vanguard Drive to Nantes Park.	CSRM Major Projects Continued; Refurbish; Land availability and procurement to be verified by Catchment Planners/Managers
Manenberg Canal	Upgrade; Land availability and procurement to be verified by Catchment Planners/Managers
Water Supply at Baden Powell Dr to Khayelitsha	Major Improvement/upgrade (trigger reference – Master Plan)
Implementation of Athlone Treated TE infrastructure	Planned/Future connections (No.): 83
Replace Water Network (City Wide)	Reticulation Major Project - Improvement and expansion projects
Water Projects as per Master Plan	Reticulation Major Project - Improvement and expansion projects

#### 1.2.4.c Stormwater

The section below highlights the projects with a value of above R5 million rand that forms part of the pipeline to maintain and upgrade the stormwater systems.

Table 6: Stormwater Pipeline Projects

Project name	Description/scope of work
Vygekraal - Athlone	Repair and stabilisation of the river banks of the Vygekraal River opposite the Athlone WWTW.
Manenberg Canal	Rehabilitation of the Vygekraal and Silverstream Canals in Manenberg.
Maynardville Pond upgrade	Maynardville Pond extension for capacity
Liveable Urban Waterway Programme – Roscommon Road Wetland	Rehabilitation of the remnant wetland adjacent to the Diep river canal, rehabilitation of the canal, construction of a silt and litter trap and creation of a wetland park

Liveable Urban Waterway Programme – Sand/Langevlei Canal Wetland	Rehabilitation of the remnant wetland at the Sand /Langevlei canal confluence, rehabilitation of the canal, construction of a silt and litter trap and creation of a wetland park
Bokmakierie Canal upgrade	Land availability and procurement to be verified by Catchment Planners/Managers
Kanana detention pond	Land availability and procurement to be verified by Catchment Planners/Managers
Philippi Horticultural Area	Land availability and procurement to be verified by Catchment Planners/Managers
Zeekoevlei dredging and swale	Requires stormwater master plan review; Land availability and procurement to be verified by Catchment Planners/Managers
Nyanga/Gugulethu stormwater upgrades (dredging and swale)	Land availability and procurement to be verified by Catchment Planners/Managers

#### 1.2.4.d Electricity

This section identifies critical projects envisioned for the next 10 years, 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 Sun Valley transformer replacement projects and Philippi – Rosemead Ave cable replacement 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 7: Electricity projects (excluding ESKOM)

Project	Description
Grassy Park HV Rearrangement	Grassy Park MS has a firm capacity. At present, there are four planned developments that could to the Grassy Park MS footprint. The Philippi farms horticultural area, if and when it develops, will be split between Newfields, Grassy Park, and Pelican Park MS footprints. The firm capacity of Grassy Park MS will only be exceeded if Philippi farms horticultural area develops necessitating the construction of Govan Mbeki SwStn and Schaapkraal MS 1.
Pelican Park MS Transformer upgrade	Pelican Park MS will exceed its firm capacity due to the Pelican Park Housing Phase 2 development. There are primary and secondary links to both Grassy Park and Spine Road MSs which can be used to transfer load to these MSs. The amount of load that can be transferred still need to be

Project	Description
	confirmed. Should these load transfers not be sufficient, the Pelican Park transformers will be upgraded.
Weltevreden Valley SwStn and Oakland City MS	The Oakland City development will require an additional additional capacity. This development is located between the Spine Road MS and Weltevreden Valley MS footprints and can be supplied from both these MS's. Weltevreden Valley MS and Spine Road MS do not sufficient to supply the total load. A new MS is therefore required, i.e. Oakland City MS. A new SwStn is proposed at Weltevreden Valley MS, i.e. Weltevreden Valley SwStn, to supply the new Oakland City MS. The existing Mitchell's Plain – Weltevreden Valley lines are sufficient to supply both Weltevreden Valley MS and Oakland City MS. The construction of this project will be triggered once the Weltevreden Valley and Spine Road loads is close to its firm capacities.

#### 1.2.4.e Solid waste

- The Athlone Refuse Transfer Station (RTS) (situated north of the N2) is one of four Macro Refuse Transfer Stations in the City, and some integrated waste management functions are being planned for the existing Athlone facility.
- The Coastal Park landfill site is one of two in the City, and it is approaching the end of its capacity. This facility will be replaced with a transfer facility and MRF similar to the KWMF set up.
- The Schaapkraal Depot is one of four depots in the City, it needs upgrading of waste infrastructure to improve waste diversion services within five years. The objective is to expand the footprint of drop-off facilities, improve the location and capacity of transfer stations and deliver appropriate waste containment options
- The Retreat Drop-off requires upgrading to prepare for intensification and densification of the spatial form of the City.

Table 8: Solid Waste Pipeline Projects

Project name	Project description
Disposal: Athlone RTS and drop off	Refuse Transfer Station (RTS) – Material Recovery Facility (MRF) and Mechanical Biological Treatment (MBT) facility, upgrade
Disposal: Solid waste facilities - Coastal Park Landfill site	Airspace design and develop airspace, MRF and New RTS/LFG Flaring, including beneficiation
Collection: Schaapkraal depot	Upgrading of the depot; drop off no chipper – space available

Collection: Retreat	Drop off with chipper – space available
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### **1.2.5 Public Facilities and Public Space**

The Community Services and Health Infrastructure Plan 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; optimize space and facility use; address vandalism and promote safety within civic clusters; support greater efficiency in terms of operation and management and ultimately create quality accessible social community facilities. The infrastructure plan also advocates for the optimization of resources by consolidating existing facilities in order to ensure operation and maintenance resources are utilised efficiently and effectively.

Map 1 illustrates a hierarchy of nodes (the development framework) and a ranking (key prioritisation framework) all of which encapsulate the plan of the proposals for development for this district. 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. Seawinds and Pelican Park are identified as backlog precincts in the Community Services and Health Infrastructure Plan.

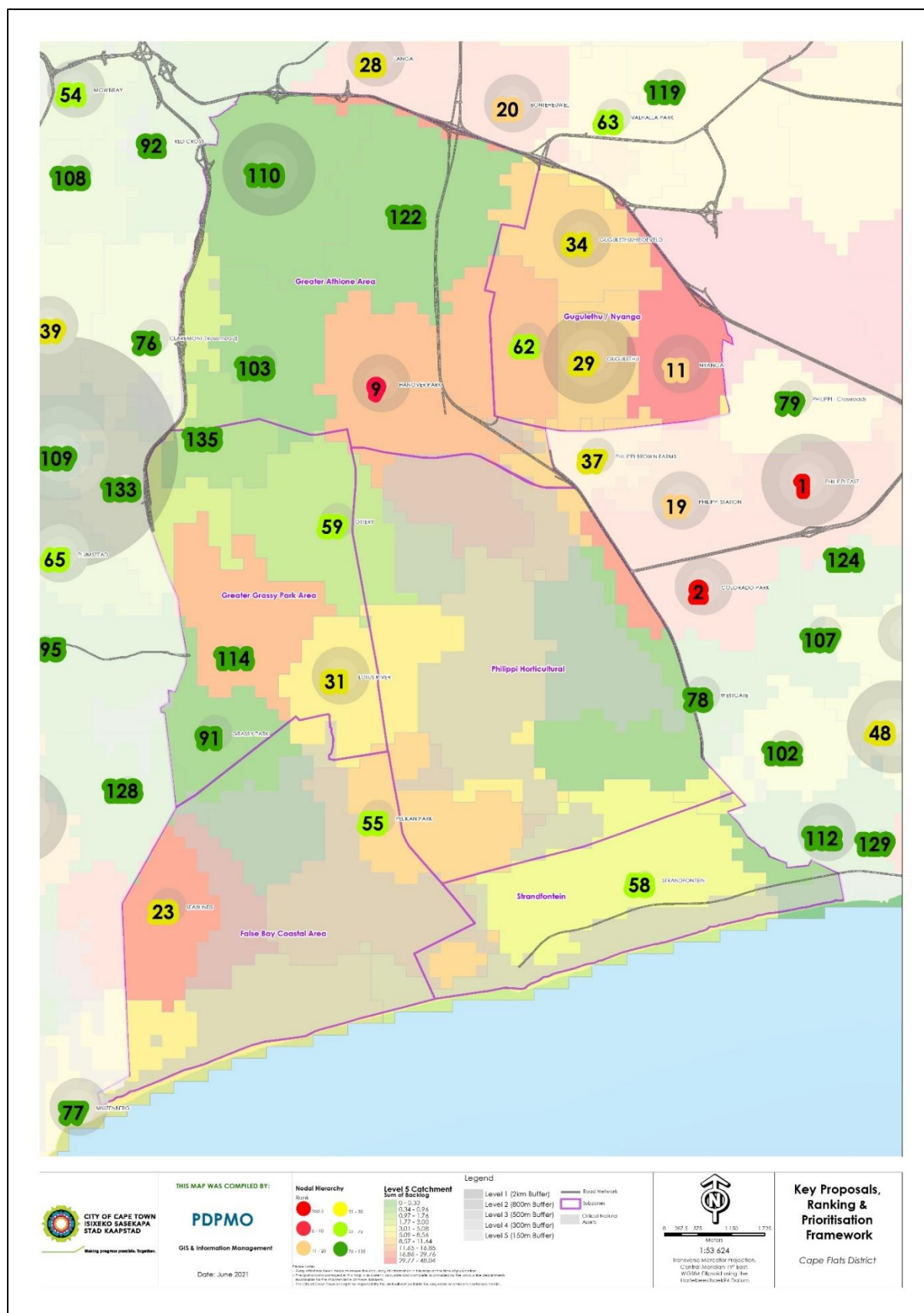


Figure 3: Hierarchy of nodes in Cape Flats District

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 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 1.8 below is a guide and highlights key facility development priorities within specific catchments (and nodes) across the district. 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 9: 2020 Top Areas of need Cape Flats District

Catchment & Node	Rank in District	Rank City Wide		Facilities of greatest need	Sub-district
<b>Hanover Park</b>	1	9		1 Community Park	Manenberg/Gugulethu/Nyanga
				9 Sports Grounds	
				3 Secondary Schools	
				1 Primary School	
<b>Nyanga</b>	2	11		2 Community Parks	Manenberg/Gugulethu/Nyanga
				3 Sports Grounds	
				3 Secondary School	
				26 Neighbourhood Parks	
				2 Primary School	
<b>Seawinds</b>	3	23		4 Sports Grounds	Muizenberg East/Pelican Park
				5 Secondary Schools	
				3 Neighbourhood Parks	
				4 Primary Schools	
<b>Gugulethu</b>	4	29		2 Regional Libraries	Manenberg/Gugulethu/Nyanga
				2 Regional Park	
				1 Community Park	

			3	Neighbourhood Parks	
Lotus River	5	31	3	Sports Grounds	Grassy Park/Ottery & Environments
			3	Community Parks	
			2	Secondary Schools	
Gugulethu/Heideveld	6	34	1	Community Park	Manenberg/Gugulethu/Nyanga
			1	Sports Grounds	
			2	Secondary Schools	
			3	Neighbourhood Parks	
Pelican Park	7	55	1	Secondary School	Muizenberg East/Pelican Park
			3	Neighbourhood Park	
			1	Primary School	
Strandfontein	8	58	2	Primary Schools	Strandfontein & Environs
Ottery	9	59	1	Secondary School	Grassy Park/Ottery & Environments
			1	Primary School	
Manenberg	10	62	3	Secondary Schools	Manenberg/Gugulethu/Nyanga
			10	Neighbourhood Parks	

\*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.

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3-5 Facilities required =Orange
5+ facilities required=Red
1-2 Facilities required =Yellow

### 1.2.5.a Project Pipeline

Table 10: Project Pipeline

Facility type	Pipeline projects		Time frame short/medium/long-term
	New/Replacement	Upgrade/Expansion	
<b>Libraries</b>	Manenberg Regional Library*	-	Medium
	Seawinds Community Library	-	Future
	-	Gugulethu Regional Library	Future
	Nyanga Regional Library	-	Short
	Pelikan Park Community Library	-	Short-Medium
	-	Hanover Park Community Library	Future
<b>Recreation &amp; Parks</b>	Nyanga Integrated Facility	-	Short
	Manenberg Integrated Project	-	Short
	-	Elukhanyisweni S & R Centre	Future
	Pelikan Park Integrated Rec Facility	-	Short-Medium
	Hanover Park Integrated Rec Facility	-	Short-Medium
	Gugulethu IRF	-	Medium
	-	Athlone Pool	Short
<b>City Health</b>	Hanover Park	-	Future
	Gugulethu CHC	-	Future
	-	Crossroads CDC	Future
	-	Gugulethu clinic	Future
	-	Inzame Zabantu CDC	Future
	-	Vanguard CHC	Future
	-	Seawinds clinic	Future

Facility type	Pipeline projects		Time frame short/medium/long-term
	New/Replacement	Upgrade/Expansion	
	-	Grassy Park CDC	Future
	-	Strandfontein Clinic	Medium-Future
	-	Muizenberg	Future
	Ocean View	-	Medium-Future
	-	Parkwood	Future
	-	Diep River clinic	Future
	-	Klip road clinic	Medium-Future
	-	Lavender hill clinic	Medium-Future
	Phillippi Clinic	-	Short-Medium
	Hanover Park CHC	-	Future
	Gugulethu CDC1	-	Future
	Gugulethu CDC 2	-	Future
	-	Westlake Clinic	Medium-Future
	Nyanga CDC	-	Future
<b>ECD</b>	ECD centers of excellence are to be explored where need arises and subject to budget availability.		
<b>Social Development</b>	Gugulethu Stadium	-	Medium
<b>Sports</b>	Nyanga Soccer SF (Sports Ground)	-	Short-Medium
	Manenberg SC (Sports Ground)	-	Short-Medium
PS- Primary School			
*SS- Secondary School			
*Positive values indicate an over-provision; Negative values indicate a shortfall relative to the standards			

Proposed projects fall within nodes identified as need, however it is proposed that implementation of these proposed projects, as far as possible follows the principle of co-location with other community facilities and in close proximity to transit routes within integrated precincts.

### 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 1.6 – Implementation Mechanisms). The section below will highlight two existing programmes and the areas covered by these:

#### a. City Improvement Districts (established by communities) (CID)

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.

- Athlone CID
- Zeekoevlei Peninsula CID

#### b. MURP and Mayor's Visible Service Accelerated Programme

The Mayoral Urban Regeneration Programme (MURP) aims to uplift areas that have been identified as neglected and dysfunctional through the maintenance of public infrastructure and facilities in order to stabilise areas and provide a platform for more effective public and private investment.

MURP areas include:

- Gatesville CBD (MSEIZ);
  - Athlone; Community Action Plan
  - Athlone/Gatesville; Proposed Shared Services Centre
  - Gatesville; Community Action Plan
- Manenberg, Hanover Park (MSEIZ);
  - Hanover Park; Public Investment Framework (PIF) (will include planning for the development of a Youth Lifestyle Centre, a Media Centre and an Aqua center)
  - Hanover Park Urban Upgrade; Town center upgrade and implementation of the PIF over the next 5 years
  - Manenberg; NMT and concrete road upgrade, ShotSpotter, and Ceasefire phase 2
- Nyanga/Gugulethu (MSEIZ);
  - Nyanga / Gugulethu NUNU Transport Interchange Precinct Lotus Park in-situ upgrading

The Mayor's Visible Service Accelerated Programme (MVSAP) relies on the collective efforts made by various line departments in order to target neighbourhood level precincts for regeneration through community building interventions.

- Nyanga (Safety and Security; Urban Management; Community Services and Health)

- Lotus Park (Safety and Security; Urban Management; Energy)
- Hanover Park (Safety and Security; Urban Management)
- Manenberg (Safety and Security; Urban Management)

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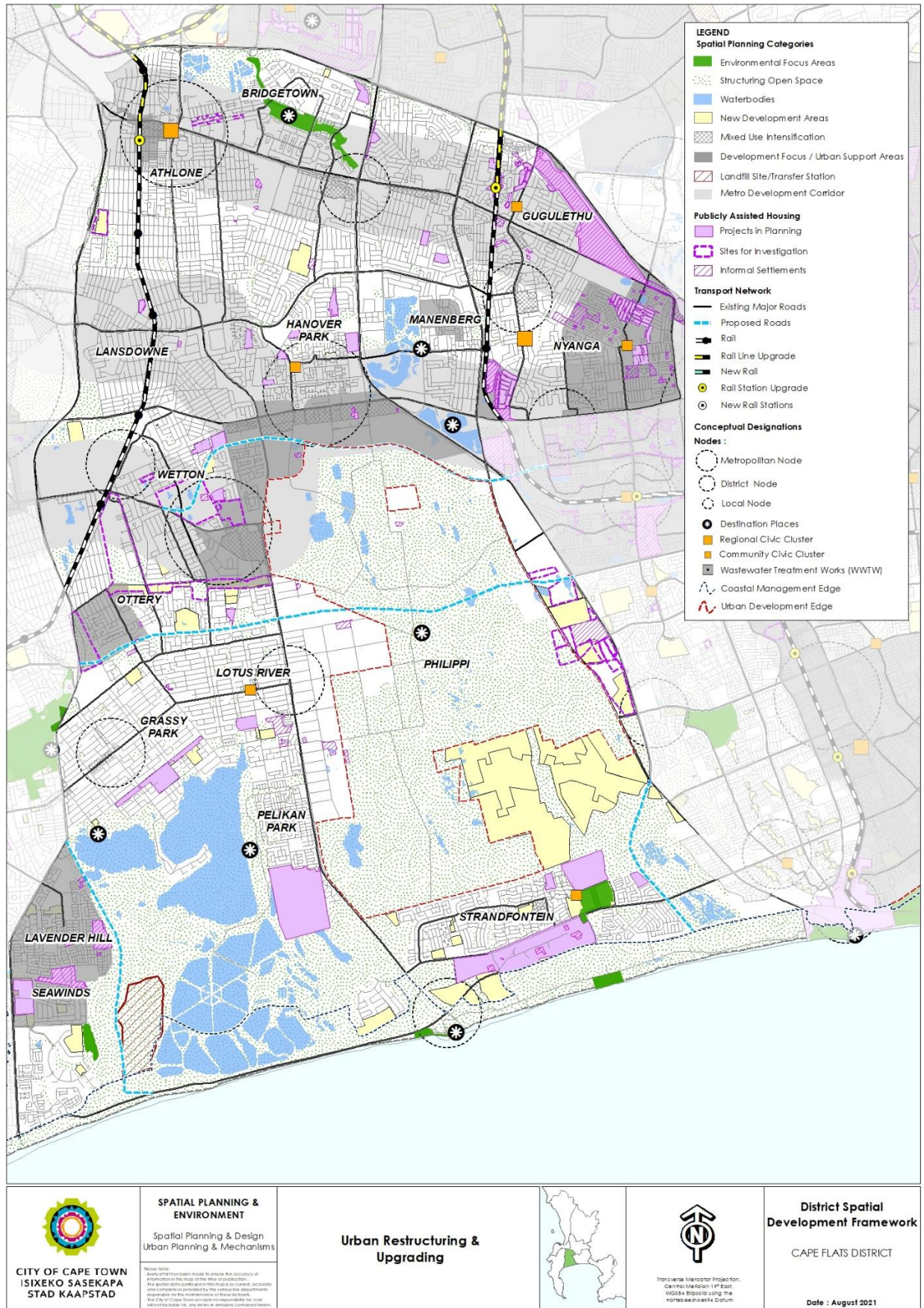


Figure 4: Urban Restructuring Map

### 1.3 Spatial Targeting Framework for prioritising public investment

The purpose of the spatial targeting framework is to identify and prioritise specific areas within the district for public investment. Areas are prioritised based on various informants related to the City's key spatial transformational 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, which are depicted in Figure 4.

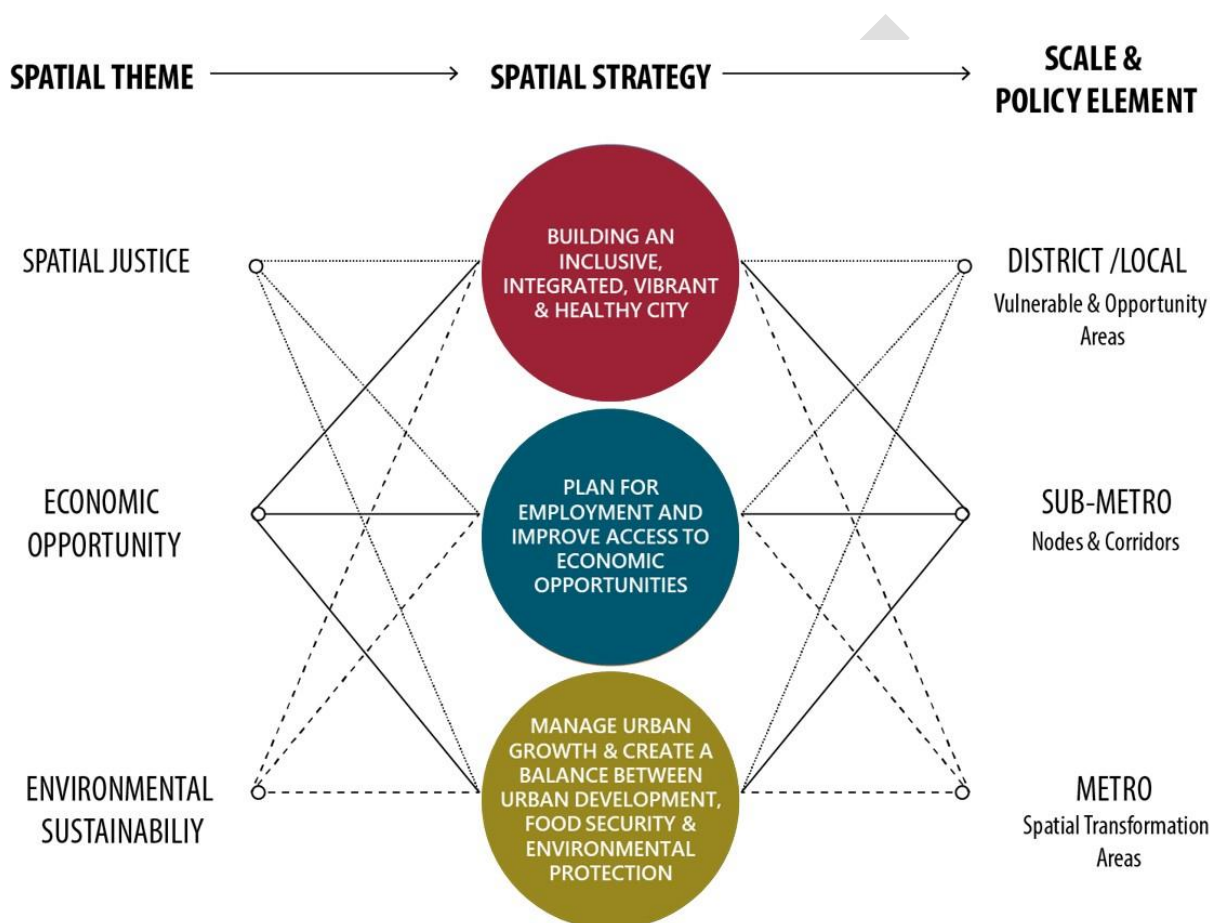


Figure 5: Link between spatial themes, strategies, scale and policy elements

Figure 5 depicts the various elements that inform the spatial-targeted areas 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 are categorised broadly as opportunity areas and vulnerable areas and are described in more detail in the sections that follow.

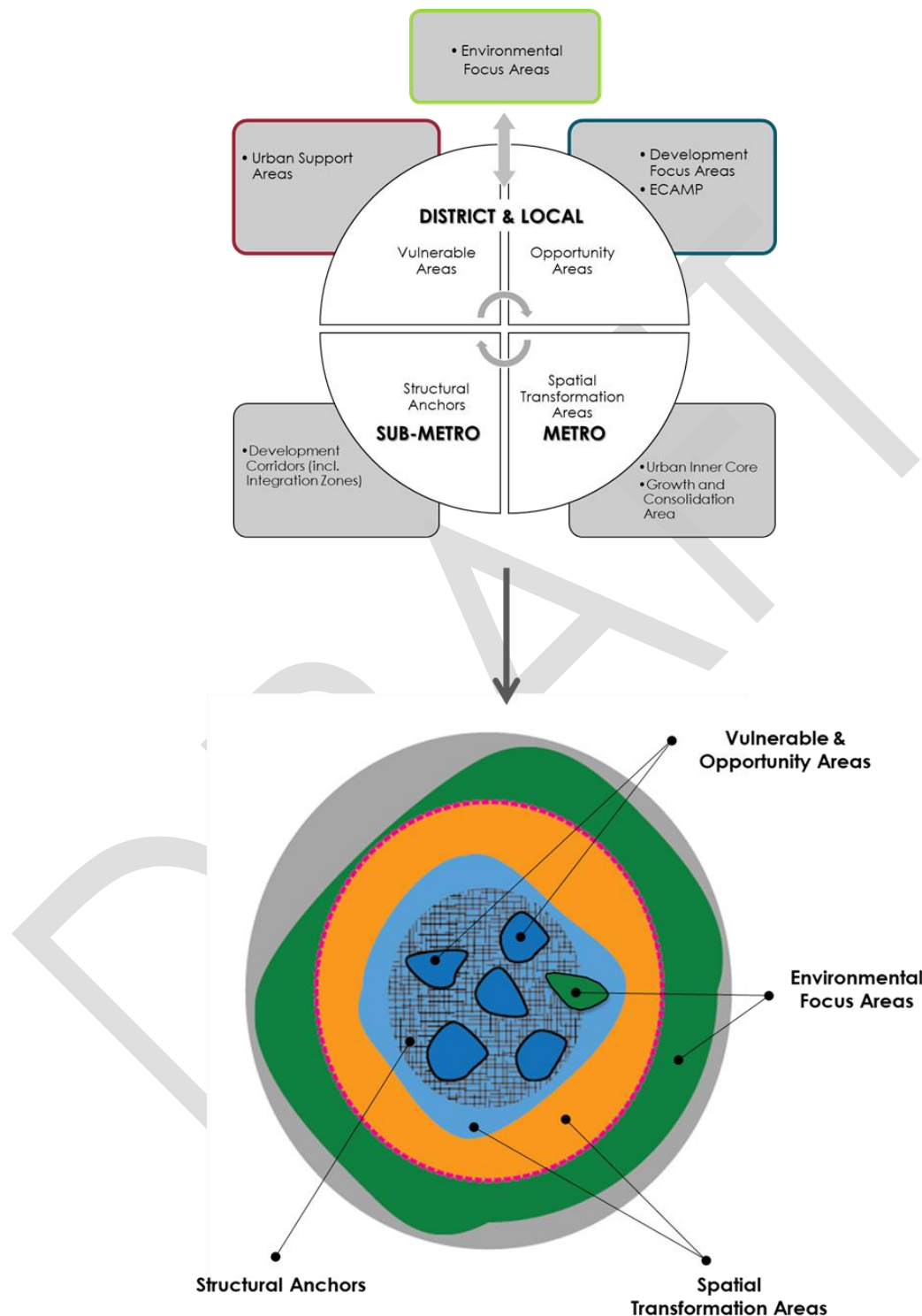


Figure 6: Spatial Targeting Method

### 1.3.1 Overview of priority local area identification

At the local scale of planning, new spatial 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 Areas 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 Area 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 processes 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 km<sup>2</sup>*
    - Poverty *income-based segmented classification (NLLs), 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

A more detailed description of the method to identify USAs can be found in Vol. 3 List of Technical Annexures.

**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) 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. Athlone CBD, Lansdowne Industrial.
  - 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

#### 2) 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.c Environmental Prioritisation*

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 which 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 which informs the identification of Environmental Focus Areas is based on there being evidence of all 3 abovementioned criteria. Please refer to Table xx for further details on the EFAs.

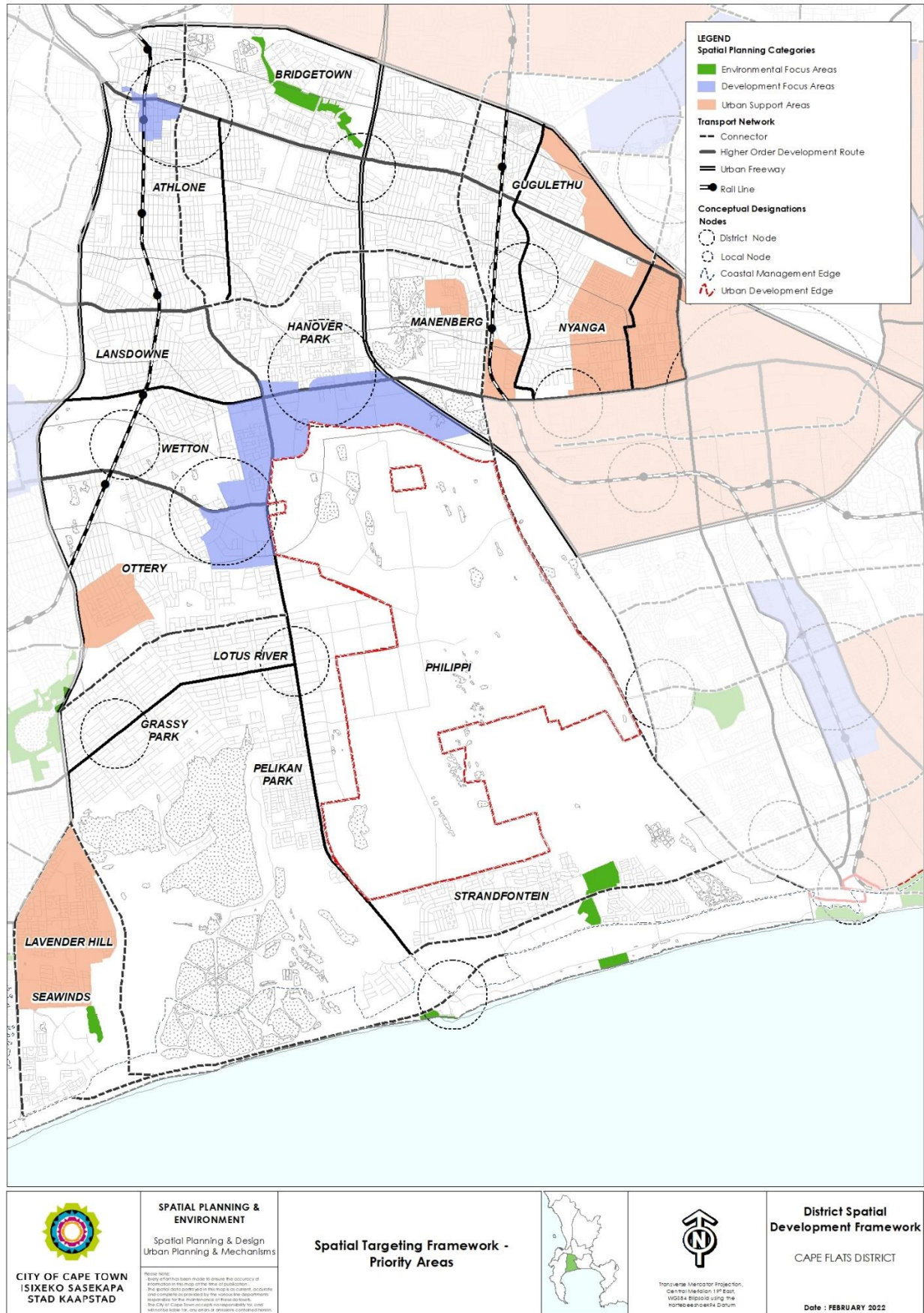


Figure 7: Spatial Targeting Framework: Priority Areas

### 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 DSD, 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.

**Error! Reference source not found.** below identifies key, high impact projects that will have a significant impact at a district scale while **Error! Reference source not found.** identifies specific local level projects that support the spatial planning proposals for the priority local areas in the district.

Table 11: Major District Project Prioritisation

PROJECT	DESCRIPTION	TIMEFRAME Short: 1-2 years, Medium: 2-5 years, Long: 5+ years
Extension of the R 300 (Jakes Gerwel Drive/N7)	Refer to the above text	Medium-Long
IRT Ph2A:Trunk Stations-Clsd Med-Batch C	Refer to the above text	Medium-Long
Cape Flats Aquifer Recharge	Under the City of Cape Town (CoCT) New Water Programme, the Cape Flats Aquifer Management Scheme (CFAMS) was developed to supplement the bulk water supply for the CoCT. The CFAMS is designed to supply the city with up to 30 million m <sup>3</sup> /annum of groundwater through a series of production wellfields. A central part of the CFAMS is the planned injection of up to 25 million m <sup>3</sup> /annum of treated effluent into the aquifer through a Managed Aquifer Recharge (MAR) scheme.	Medium
The Schaapkraal Depot	This facility is one of four depots in the City and requires an infrastructure	Medium



PROJECT	DESCRIPTION	TIMEFRAME Short: 1-2 years, Medium: 2-5 years, Long: 5+ years
	upgrade to improve waste diversion services	
The Coastal Park landfill site	This is one of two landfill sites in the City, and it is approaching the end of its capacity. A replacement (transfer) facility and MRF similar to the KWMF is required.	Medium

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

Table 12: Sub-district Prioritisation per DSDF Priority Local Area

PRIORITY AREA	PROJECT	DESCRIPTION
<b>VULNERABLE AREAS</b>		
Nyanga	Nyanga Housing Project (PLF&UISP)	Upgrading of informal settlements and connection of basic infrastructure services in Nyanga
	Nyanga Upgrading Project	Nyanga is identified as an urban support area with a high degree of vulnerability in the population. Projects
	Nyanga CRU (Hostel Redevelopment)-Nyanga	Converting hostels to social and affordable housing opportunities.
	Nyanga Main Taxi Rank	The Station offers opportunities for the optimisation of public space. Maintaining the area is a priority.
	New Nyanga Regional Library	A regional public facility is an opportunity for the broader community.
	Nyanga Integrated Facility	The public and social facilities area requires an upgrade.
	Nyanga Clinic	An extension and upgrade of the current facility is required to meet the demands of the growing population and their health services needs
Gugulethu	Fezeka civic precinct upgrade	Precinct planning is required to incorporate the proposed MyCiTi Station and proposed housing infill projects in the area.
	Gugulethu Infill Project Erf 8448/MauMau	Develop high density low-cost, and affordable housing opportunities, and complete electrification projects
	Gugulethu: Airport Precinct Informal Set	Re-blocking of informal settlement to install basic infrastructure services and emergency access roads. The area is also within a PSHDA.

PRIORITY AREA	PROJECT	DESCRIPTION
	Gugulethu - Airport Precinct Land Rehab	Various housing projects are in the pipeline as part of the Southern Corridor Development Project, managed by WCGDHS. The former landfill site requires rehabilitation to upgrade informal settlements (KTC/Kanana/Barcelona)
	IRT Phase 2A: Stations	The MyCiTi Phase 2A Major Stations (24 and 30) require local area planning to facilitate high transfers between rail, MyCiTi, other public transports as well as pedestrian walkways.
Hanover Park	Urban Upgrade	Implement Public Investment Framework (PIF); Youth Lifestyle Centre, a Media Centre and an Aqua centre. Focus on safety and security measures; NMT and concrete road upgrade, ShotSpotter, and Ceasefire phase 2.
Vrygrond/Seawinds/Lavender Hill	Greater Retreat - IRDP	The area is on the district's urban support areas. Integrated housing projects must be supported, and sufficient land should be reserved for public facilities.
<b>OPPORTUNITY AREAS</b>		
Ottery	District Node Development	There is an opportunity for medium and high-density residential new development and new mixed-use along Ottery Road and within the district node. Support the implementation of the proposed Sheffield Road extension and MyCiTi IRT along Strandfontein Road and Ottery as a focal point that connects Wynberg and Plumstead from the west, Strandfontein from the south and the PHA and Mitchell's Plain from the east.
Lansdowne	Expansion of Industrial Area (identified NDAs for new industrial development)	New industrial areas are proposed to expand and intensify the existing industrial area. Consider the impact of the proposed MyCiTi Phase 2A route and stations on both pedestrian and goods movement in the area. Ensure a positive interface with the PHA. Further investigation would be required to ensure appropriate interfaces between industrial and residential/commercial uses.

PRIORITY AREA	PROJECT	DESCRIPTION
Athlone	Athlone LSDF	As a district node, an investment focus on economic and affordable residential opportunity is required in Athlone. Capitalise on identity as a development focus area (DFA); an LSDF is required.
Sand Industrial/Hanover Park	Rehabilitation Project	As this sand mine is close to reaching its lifespan and has been identified for rehabilitation, there is a good long-term opportunity to serve surrounding high social vulnerability areas and need with a regional scale public amenity.
Capricorn Park (Muizenberg)	Land acquisition for municipal purposes	Additional land is required to expand City asset (Princessvlei Parkway)
<b>ENVIRONMENTAL FOCUS AREAS</b>		
False Bay Nature Reserve	Coastal Park landfill rehabilitation	The landfill facility is approaching the end of its capacity. It is to be replaced with a transfer facility and MRF similar to the KWMF set up. In future, it will need to be rehabilitated for other uses such as sports and recreation.
Strandfontein Coastal	Blue Waters Resort upgrade	The asset requires an upgrade to and ensure safety and visibility for tourism.
Philippi Horticultural Area	Cape Flats Aquifer Recharge	This recharge requirement is part of the Department of Water and Sanitation's license conditions and over time will increase the yield and improve water quality within the aquifer.

NOTE: final project selection is dependent on a number of detailed economic, financial and operational assessments 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 1.3.1, 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 Southern district are detailed in the following table.

Table 13: Local Area Planning Initiatives

Area	Description and Motivation	Planning Product	Status	Timeframe (S: 1–2yr, M: 2–5yr, L: 5+yr)	Lead Department
Athlone CBD	<u>Description:</u> Athlone CBD <u>Motivation:</u> of the portfolio of level two Catalytic TOD precincts, Athlone Station is being accelerated through the City's participation in the C40 Reinventing Cities initiatives. The area is also identified as DFA.	Precinct Plan	Pipeline / Initiation	Short	UCI
Fezeka	<u>Description:</u> Fezeka civic precinct upgrade <u>Motivation:</u> Precinct planning is required to incorporate the proposed MyCiTi Station and proposed housing infill projects in the area. The station is within proximity of Steve Biko street (Fezeka Precinct). It is the primary north-south link to Nyanga train station, resulting in high transfers from rail to MyCiTi. An existing City facility is directly adjacent to this grossly underdeveloped station and could be redeveloped to support TOD. Existing commercial activity and future proposals for commercial development to the south of Govan	Precinct Plan	In Progress	Short	UD

	Mbeki presents the opportunity to encourage and strengthen a mix of land uses.				
Lotus Park	<p><u>Description:</u> - Nyanga / Gugulethu NUNU Transport Interchange Precinct, Lotus Park</p> <p><u>Motivation:</u> This is Mayoral Urban Regeneration Programme (MUPR) aims to uplift areas that have been identified as neglected and dysfunctional through the maintenance of public infrastructure and facilities in order to stabilise areas and provide a platform for more effective public and private investment.</p>	Precinct Plan	In Progress	Medium	MURP
Ottery / Lansdowne	<p><u>Description:</u> the area along Govan Mbeki Rd and Stranfontein Rd between Lansdowne Industrial and Ottery CBD.</p> <p><u>Motivation:</u> The highest concentration of new and existing mixed-use and industrial activity in the district is in Lansdowne Industria. This opportunity require planning to facilitate effective access in and around the area, while ensure a positive interface with the PHA south of the proposed Sheffield Road extension.</p>	LSDF	Pipeline / Initiation	Long	DP&M
Seawinds/ Vrygrond	<p><u>Description:</u> Social Facilities Project</p> <p><u>Motivation:</u> This area is part of the Greater Retreat IRDP. The district's urban support areas. Integrated housing projects must be supported, and sufficient land should be reserved for public/social facilities. A broader Seawinds Precinct plan is required.</p>	Precinct Plan	In Progress	Medium-Long	UD

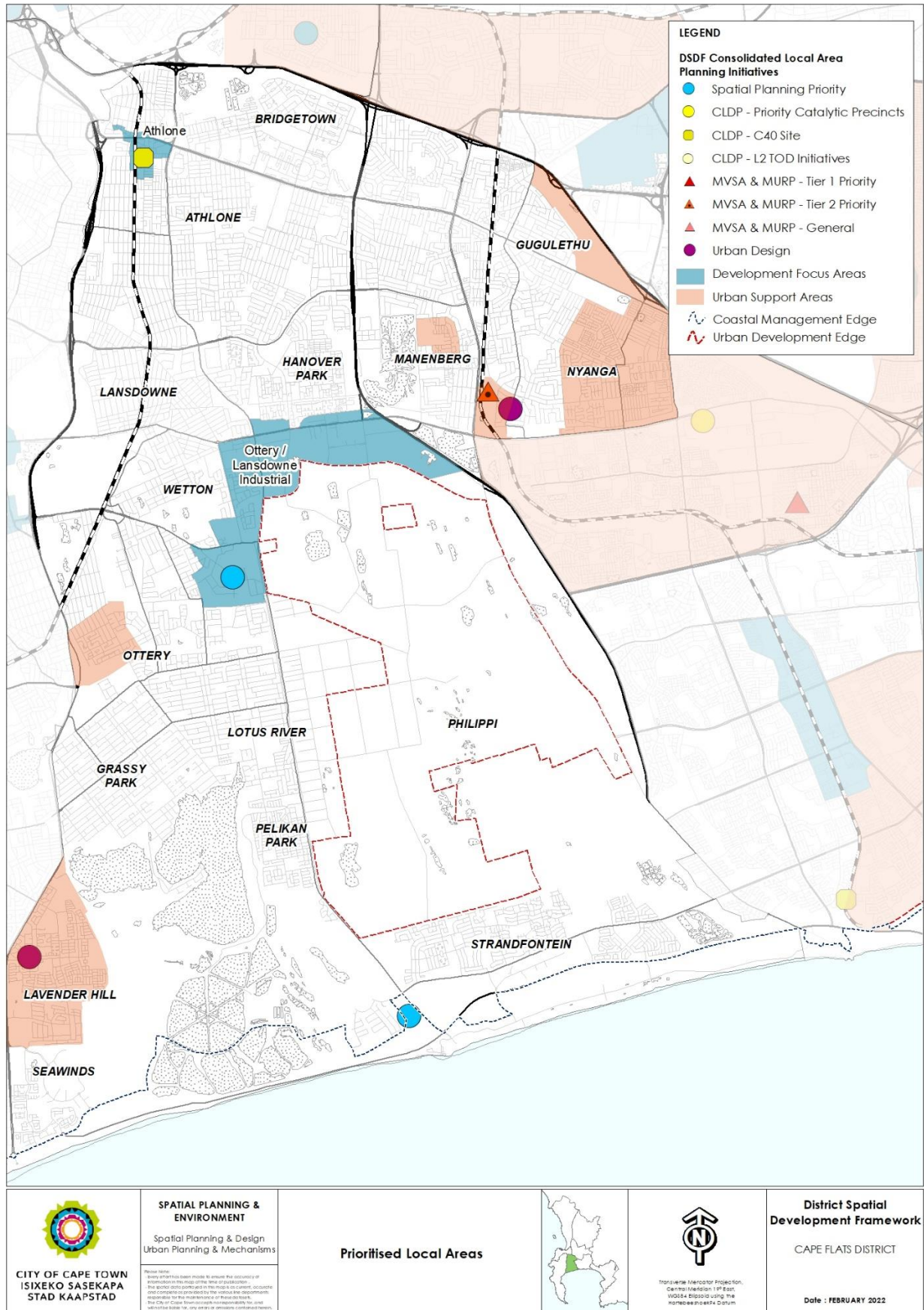


Figure 8: DSDF Prioritised Local Areas

## 1.5 Local policies to be withdrawn or amended

Applicable/approved policies recommended to be withdrawn in association with the approval of the revised Cape Flats 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 Cape Flats DSDF, once approved. The specific motivation for withdrawal or amendments are describe in the tables below.

Table 14: Policies to be withdrawn

Policy or Plan	Motivation
Weltevreden Road Wedge Spatial & Urban Design Framework (2011)	This policy remains an unapproved draft to date. It Contains valuable LUMS guidelines for development applications & rezoning. Key relevant spatial planning and development guidelines have been incorporated into District SDF and deleted from the list.
Schaapkraal Area Urban Edge & Development (2013)	This policy is referred to in the MSDF 2018 as a relevant decision-making tool for the Schaapkraal Area/ PHA and has played an instrumental role in doing so; however, it remains an unapproved draft to date. It Contains valuable LUMS guidelines for development applications. The policy has been incorporated into District SDF and will be deleted from the list.
Belgravia Road, Athlone Land Use Management Policy (2005)	This plan no longer reflects City's current spatial planning policy emphasis; the area has seen rapid growth and changes since 2005, necessitating a review. The area has a high TOD relevance; it is within the Urban Inner Core (MSDF 2018); it intersects with major development corridors (Klipfontein Rd and Turfhall/Race Course Drive); there is an emphasis on densification in the broader area. And it is situated in the Social Housing Restructuring Zone. Relevant guidelines have been incorporated into the DSDF and will later be repealed.
Kromboom Road, Athlone Land Use Management Policy (2005)	The area has undergone spatial changes since 2005, and no longer reflects spatial development objectives as set out in the MSDF 2018 and the various Sector Plans (as in 2021). The role Kromboom Road in connecting the Cape Flats and Southern Districts needs to be recognised in its context within



	the Urban Inner Core. The relevant planning and development guidelines have been incorporated into the DSDF and will later be repealed.
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## 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 the 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 landowners 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 enable 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 have 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 a 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 the 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 list of mechanisms are approved and 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 7.

Table 15: 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 16: 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"> <li>• Section 34 (NHRA)</li> <li>• Section 38 (NHRA)</li> </ul> <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	C

	government modifies zoning codes and increases bulk to facilitate development.	
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
<b>Income generation</b>		
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
<b>Institutional</b>		
Streamlined land use application process for priority areas	Unified and streamlined land development processes where proposals and applications supportive of TOD (density, intensity, design and location) are fast-tracked and development and investment are valued within the parameters of the City's stated transformation objectives. This typically require major investment into infrastructure.	B
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
<b>Public sector investment</b>		
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 Framework

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 Annexure B.

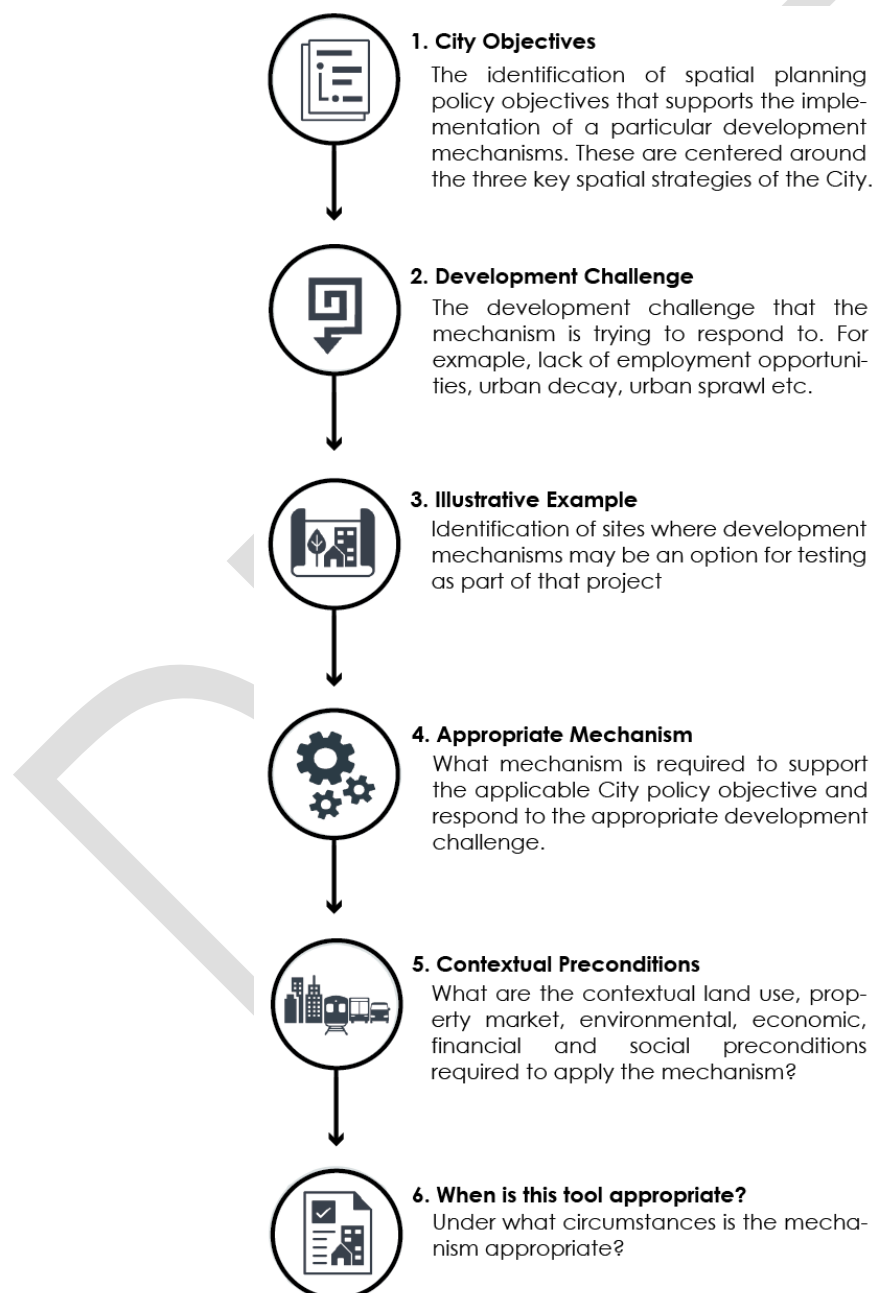


Figure 9: Methodology for implementing mechanisms

### 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 which 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** indicator measures 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, and provide the evidence base for pursuing the implementation mechanisms described in this report.

### 1.6.6 Mechanisms underway / for investigation in the Cape Flats 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.

At present, the areas identified for investigation as HEAs are depicted in Figure 10 below.

#### *1.6.6.c 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, Lansdowne 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.d 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 **Error! Reference source not found..** It is important to note t

that they are currently not operational and is anticipated to undergo public participation from 29 October 2021 – 22 January 2022.

#### *1.6.6.e 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. In the Cape Flats District, these include Athlone CBD, Ottery CBD and the Lansdowne/Wetton Corridor.

##### **Heritage Protective Overlay Zones (HPOZ)**

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

- Proposed areas for inclusion: Philippi Horticultural Area
- Areas for Extension?

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 Athlone CBD and Lansdowne Industrial are identified as DFAs (a spatial targeted area for spatial transformation – see section **Error! Reference source not found.**), 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.f 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.

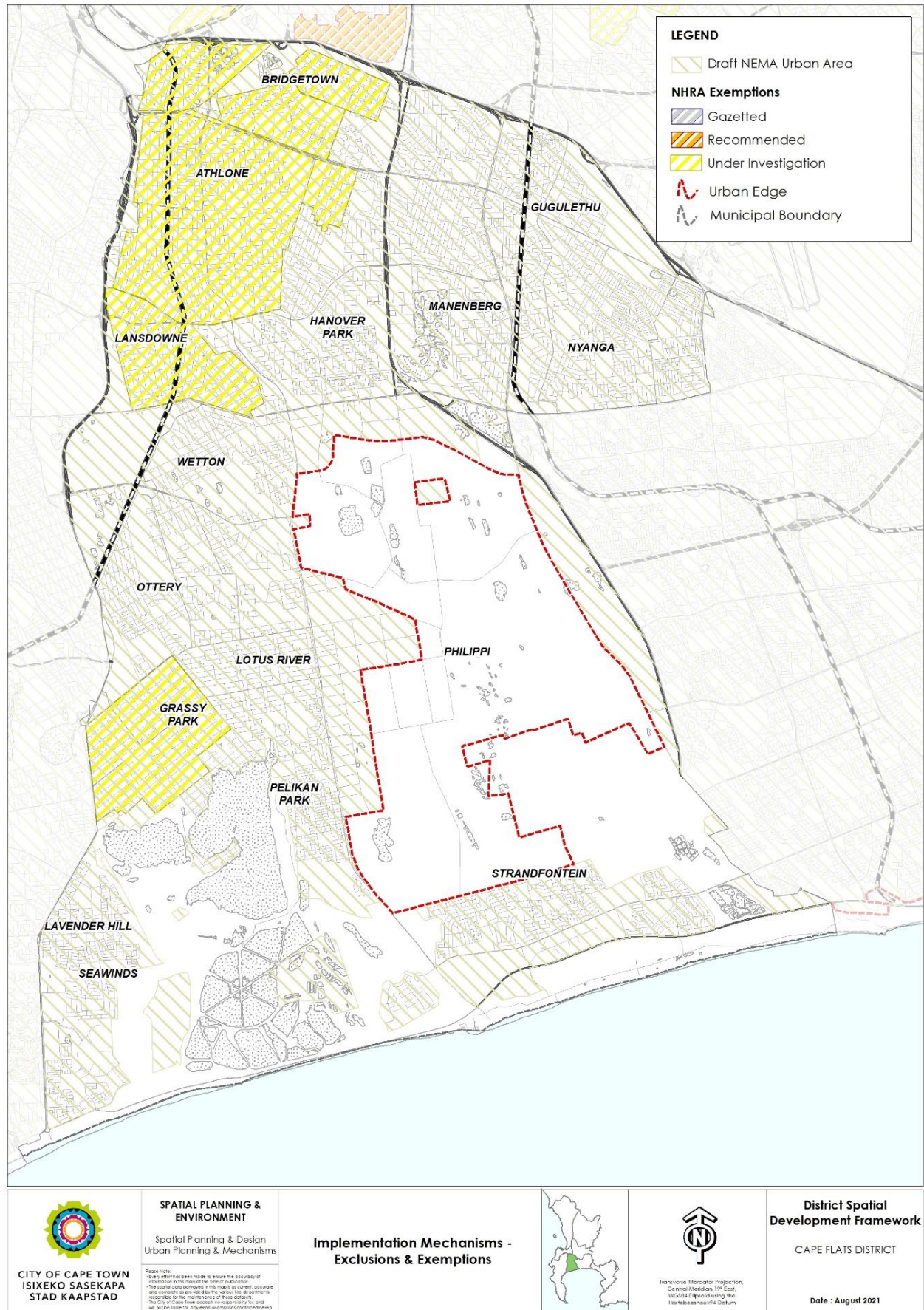


Figure 10: Proposed Heritage Exemption Areas



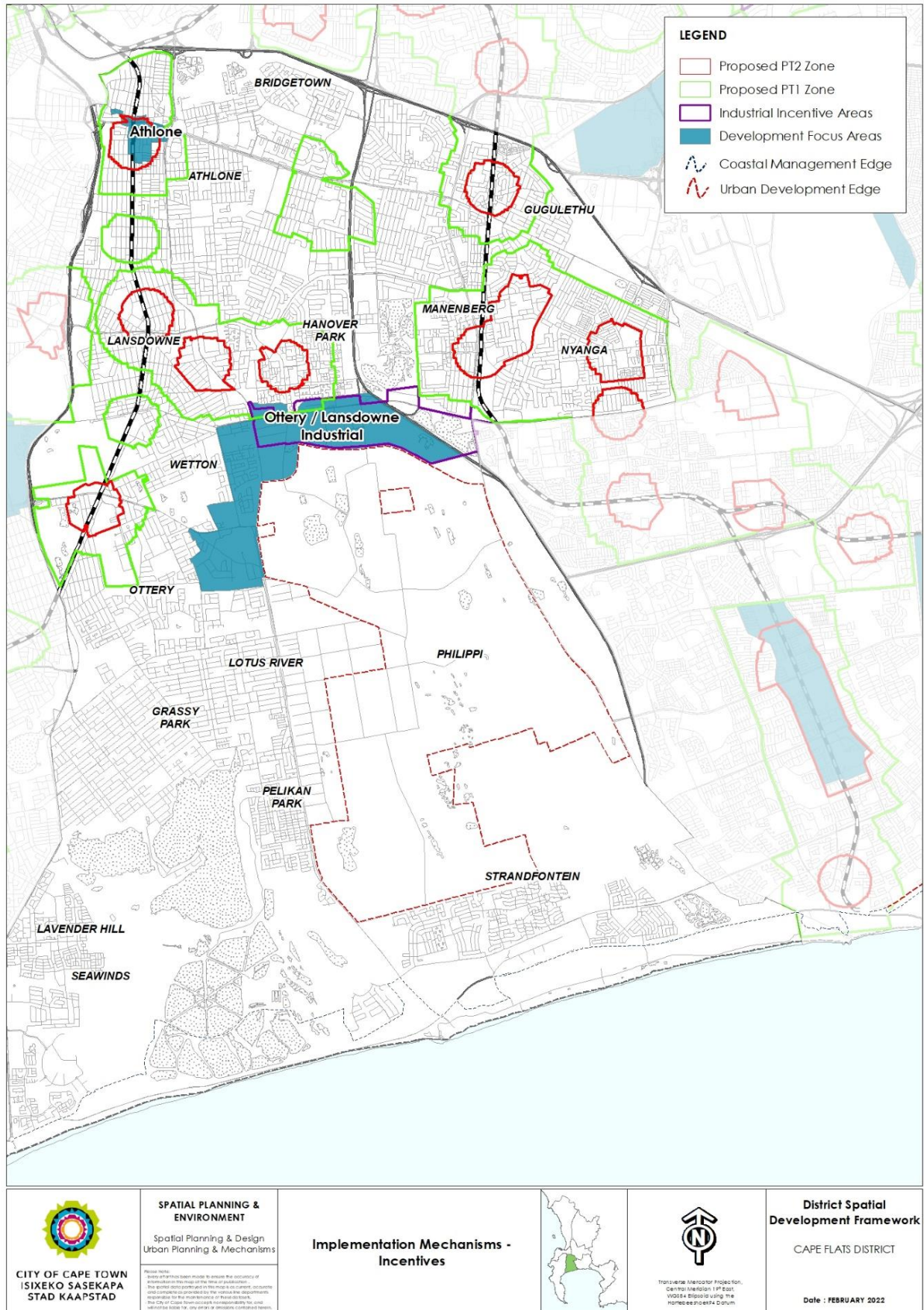


Figure 11: Implementation Mechanisms - Incentives

## 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.

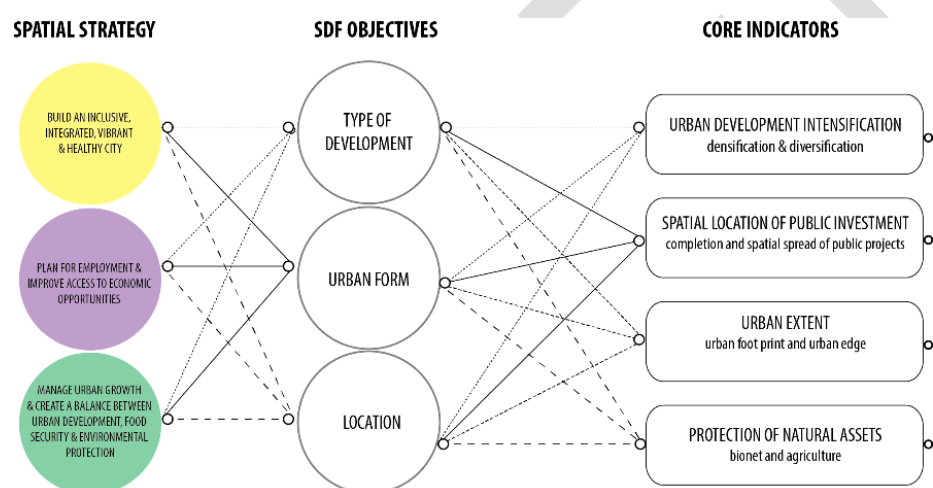


Figure 12: Focus of DSDF M&E Framework

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.

### 2.1 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 Figure 13 **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.

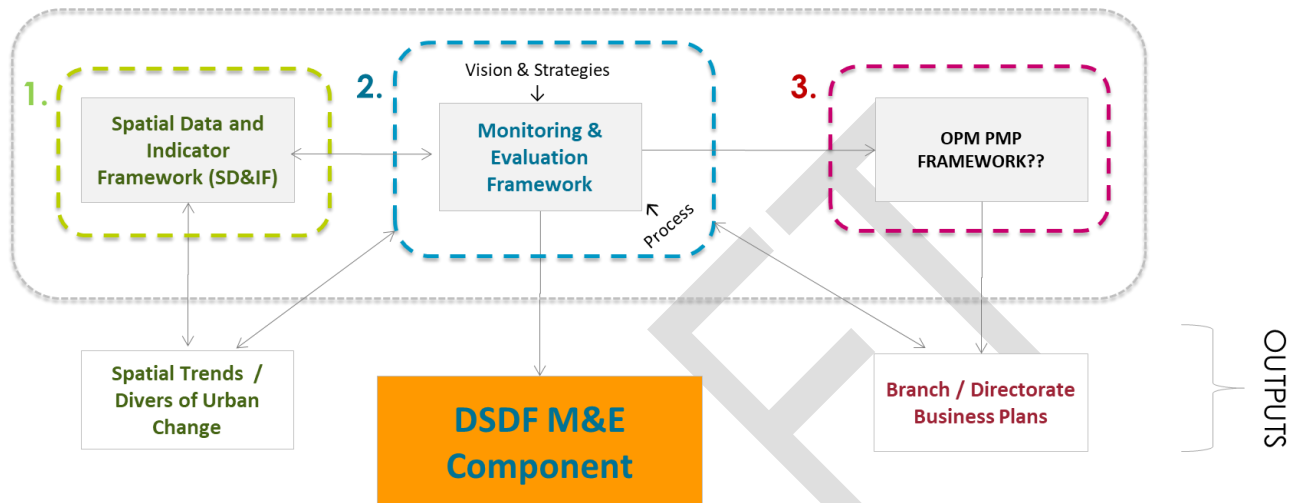


Figure 13: Overview of the UPD Spatial Data & M&E framework

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

## 2.2 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.

## 2.3 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

## 2.4 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.

## 2.5 Action plan

The table 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 17: 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.					

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