

CAPE FLATS

DISTRICT PLAN

Integrated district spatial development framework
and environmental management framework

APPROVED - Vol. 3: Implementation Plan



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 integrated District Spatial Development Framework (DSDF) and Environmental Management Framework (EMF) and sub-district DSDF. The plan consists of the following key sections described and depicted in Figure 1.1 below.

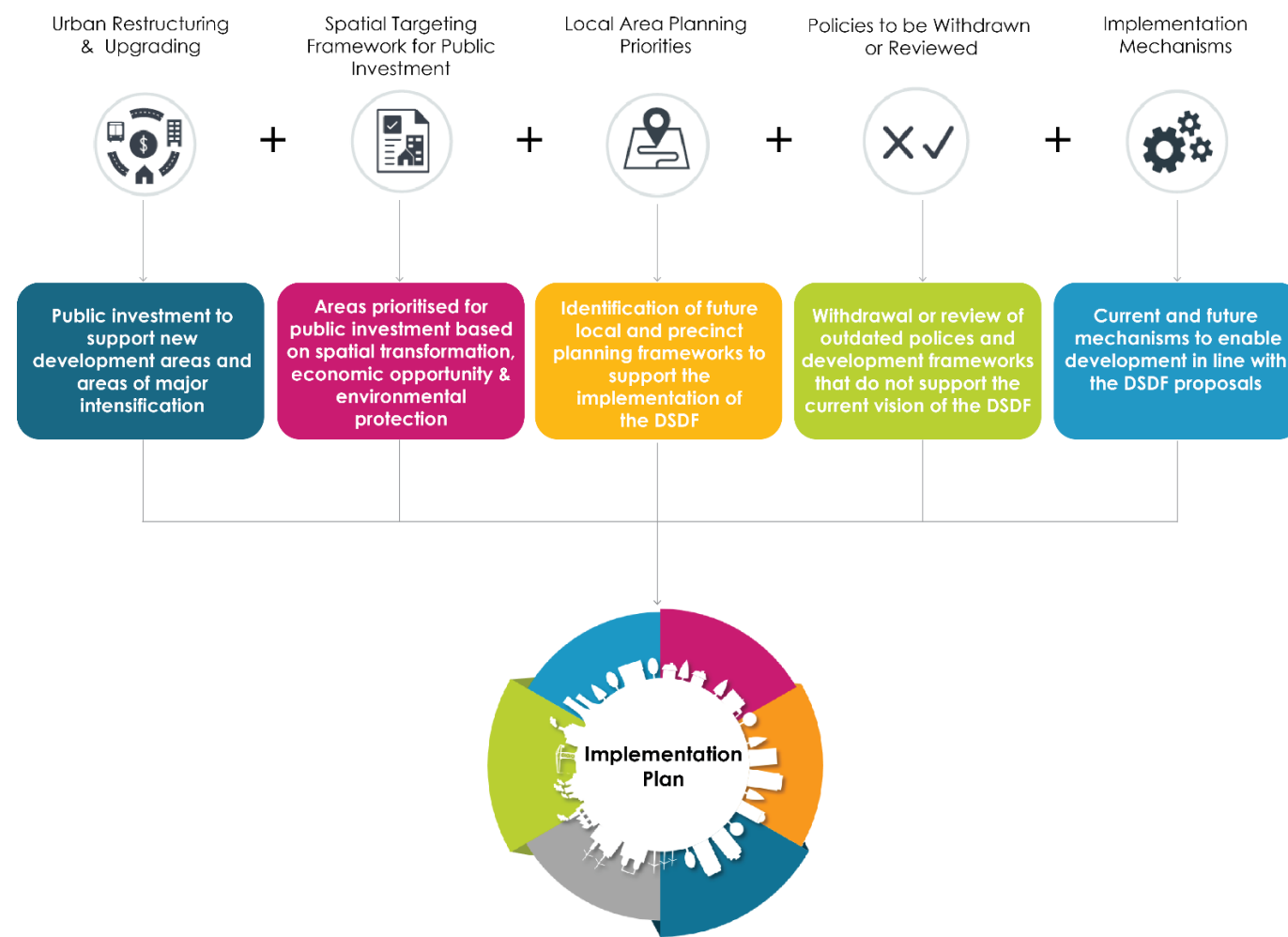


Figure 1.1: Implementation Plan Process Diagram

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 integrated DSDF and EMF 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).

- A.** 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).
- B.** Ease of Process: removing red tape and improving institutional efficiencies by withdrawing contradictory or overlapping local planning policy with the approval of the integrated DSDF and EMF (Section 1.5) or pursuing mechanisms to streamline processes such as development applications (Section 1.6) in line with strategic planning initiatives to provide certainty and transparency to developers and businesses.
- C.** Enabling Incentives: Development Mechanisms 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 1.2 below.

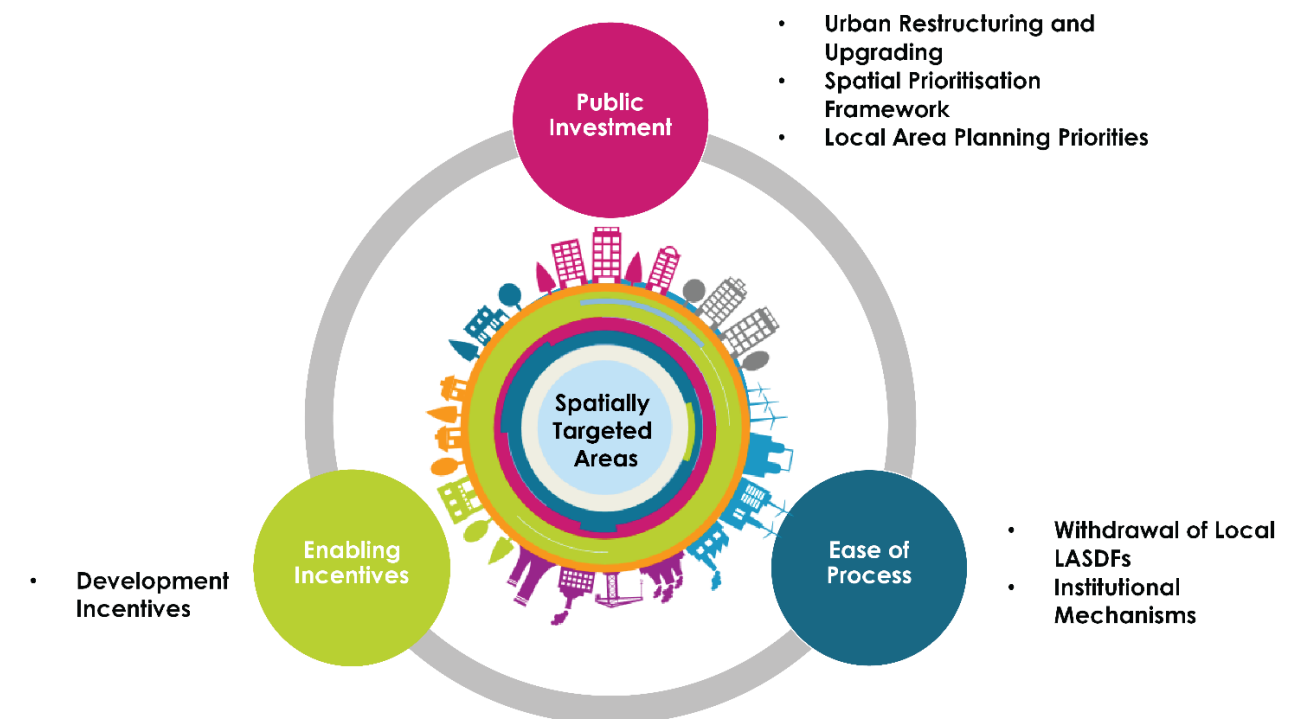


Figure 1.2: DSDF Approach to Implementation

1.2 Urban restructuring and upgrading proposals

Urban restructuring and upgrading deal with changes that need to occur within the existing urban footprint to reinforce the DSFS'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 integrated DSDF and EMFs.

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 integrated DSDF and EMF attempts to inform future development by:

- i. 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).
- ii. Providing some indication, where possible, of the quantum of development and likely phasing of development, which will be indicated in the integrated DSDF and EMF and land use model.

These areas for future development have been identified in the Cape Flats integrated DSDF and EMF Technical Report. These include areas for mixed-use Intensification and the New Development Areas (See Section 3.1.2.4 and 3.5 in Volume 2, respectively).

While the Cape Flats integrated DSDF and EMF 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:

- i. Gatesville Local Node along the intersection between Klipfontein Road and Jakes Gerwel Drive
- ii. Gugulethu Local Node along the intersection between Klipfontein Road and Steve Biko Street
- iii. Gugulethu Square along Steve Biko Street and Ny 3 /Terminus Road
- iv. Lotus River and Grassy Park along 5th Avenue

Significant New Development Areas (NDAs) in the Cape Flats District include:

- i. Ottery CBD

- ii. Youngsfield
- iii. Lansdowne Industrial
- iv. Wetton
- v. Vrygrond
- vi. Pelikan Park
- vii. Sites situated within the Weltevreden Wedge area
- viii. Oaklands Area
- ix. Strandfontein

Taking the above into account the following section deals with the capital investment that would be required to support the implementation of the integrated DSDF and EMF.

1.2.1 Transport & Access infrastructure

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

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

A. R300 Extension

Extension of R300 will 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. .

B. Sheffield Road Extension

- i. Extension of Sheffield Road 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,
- ii. 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),
- iii. The significantly higher cost associated with the implementation of the R300 extension.

C. Princessvlei Parkway

This new road link will provide 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.

D. Zandvlei Expressway

This new road link will provide a mobility connection between the M5 (Steenberg/Lavender Hill) and the proposed Princessvlei Parkway.

E. Baden Powell Extension / Re-alignment

Re-alignment of the existing Baden Powell Drive (east-west mobility route) further north will position it north (behind) frontal dune system.

F. Strandfontein Arterial

This new road link will provide a mobility connection between Mitchell's Plain (proposed Vanguard extension) and Pelikan Park.

G. Vanguard Drive Extension

This new road link will provide 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.

H. De Wet Road Extension

The extension of De Wet Road will provide 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

I. College Road:

An east-west route connection between Kromboom Road (at the intersection with Belgravia Road) to meet College Road will 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 1.2.1.a above indicates a number of new road links. In addition, a number of roads are prioritised for upgrading in the medium to long term to support future development in the Cape Flats district. These include:

A. Strandfontein Road upgrade (current)

The upgrade of Emerald Road, Pelican Park to 5th Avenue, Grassy Park - future upgrades from Spine Road to Emerald Road, 5th Avenue to Lansdowne Road are required to service existing and future Strandfontein and Pelican Park developments.

B. Spine Road (dualling)

Dualling of Spine Road –a connector between Weltevreden Road to Strandfontein Road – to service Mitchell's Plain & Strandfontein.

C. Jan Smuts Drive

Road upgrades on Jan Smut Drive required to link Govan Mbeki Road and Klipfontein Roads.

D. Klipfontein Road (NY108)

Upgrading of Klipfontein Road (Borcherds Quarry to Duinefontein Road) to service Nyanga, Gugulethu.

Other road prioritised for upgrading in the medium to long term, include:

- i. Old Strandfontein Road/New Ottery Road upgrade – to service proposed Ottery 44Ha site development and existing development.
- ii. Old Ottery Road – connecting Govan Mbeki Road and Road to Strandfontein Road – heavy duty vehicles due to expansion of Govan Mbeki Road/Philippi industrial area.
- iii. 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:

- i. Athlone (due to location within a node and proximity to Klipfontein Road, a future IRT Trunk route)
- ii. Heideveld (due to location within a high residential density area and proximity to Klipfontein Road, a future IRT Trunk route)
- iii. Lansdowne (due to proximity to Turfhall Road, a future IRT Trunk route)
- iv. 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:

- i. Developing public transport lanes on the abovementioned roads (inclusive of necessary road widening).
- ii. 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).
- iii. 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:

- i. 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. Pedestrian crossings at the two BRT stations in the Athlone CBD and pedestrianisation of the Klipfontein/Jan Smuts intersection.
- ii. 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).
- iii. 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. These include nature tracks for walking and biking. In the Cape Flats district, this should include linkages such Athlone stadium and Nantes precinct, Kanana Sports and Recreation Precinct, False Bay Nature Reserve, and Cape Flats Urban Park (Silica Sands site).
- iv. 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.
- v. 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.

A. 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 squares 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.

B. 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. This may 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.

1.2.2 Environmental Infrastructure and Open Space System

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

1.2.2.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 its spatial transformation potential. The following areas should be prioritised in terms of formalising management status:

In the Cape Flats district the following has been identified as possible projects:

- i. Refurbish and lower the Zeekoevlei weir slice gates
- ii. Refurbishment and rebuilding of the Rondevlei weir sluice gates
- iii. Building of the Vesuvius Way Environmental Education Centre
- iv. 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.

- v. 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.
- vi. Opportunities to include softening/SUDS in the design of the projects. Examples, include the upgrade of the Manenberg and Vygekraal Canals.
- vii. 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.

- i. 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.
- ii. 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.

- a. 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.
- b. 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.
- c. 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 Liveable 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.

1.2.3 Human settlements

In the context of the integrated DSDF and EMF, 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 integrated DSDF and EMF supports this process through:

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

1.2.3.a Planned/ Proposed Housing Projects

The following areas (Table 1) within the Cape Flats district have been identified as sites for the development of new human settlements projects.

Table 1: Planned proposed housing projects

Area	Lead / Programme	Timeframe (Short / Medium / Long)	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.b Site for Investigation

Further land has been identified specifically for investigation for publicly assisted housing projects. This is limited to publicly owned land/where investigations for acquiring land for publicly assisted housing and will be updated over time based on new information. This includes various portions of undeveloped or underutilised land. The area where land is being investigated for publicly assisted housing projects within the Cape Flats District is depicted on Figure 1.5. And includes

- 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.c 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 by the private sector. In the absence of policy, potential areas in close proximity to public transport, public amenities and employment opportunities (such as nodes, corridors and mix use development and/or intensification areas) should be considered for inclusionary housing.

1.2.3.d Informal Settlement Upgrade

The table below indicates the informal settlement areas that has been identified for upgrade.

Table 2: Informal settlement upgrading

Area	No. of units	Notes
Military heights	121	Detailed Engineering phase: Reservation approved, require roll over site - reservation for roll over site submitted.
Village Heights	651	Detailed Engineering phase
Kalbaskraal	19	Detailed Engineering phase
Kampies	-	land use planning underway, land circulation roads, underlining subdivision with improved services

Area	No. of units	Notes
		reservation outstanding from property services
Lotus park	1449	Super Blocking: circulation roads, underlining circulation roads, underlining subdivision with improved services subdivision with improved services
KTC1	1005	Super Blocking: circulation roads, additional for relocations
Sikonanathi	81	Super Blocking
Lqwarhasashe Street	-	Super Blocking
Pedestrian crossings at the 2 BRT stations in the Athlone CBD and pedestrianisation of the Klipfontein/Jan Smuts intersection.		

1.2.3.e National programmes for prioritised human settlement areas

The Priority Human Settlements and Housing Development Areas (PHSHDAs) Programme and the Social Housing Restructuring Zones (SHRZs) are an alignment and spatial transformation mechanism involving national housing programme funding and municipal implementation. The purpose of the City's Social Housing Programme is to deliver quality affordable rental housing in strategically located parts of the City (Restructuring Zones) and receive grant funding through the Social Housing Regulatory Authority (see Diagram 6.1 in the MSDF 2023, Volume 1).

The PHSHDAs is a national spatial transformation approach to build new, integrated, functional and inclusive settlements. It draws on cooperative and collaborative public sector investments with a view to leveraging private investment against defined targets and objectives within a designated geographical area in the district (Table 3).

The programme aims to use the delivery of housing for a broad range of housing typologies within integrated mixed-use developments in the declared PHSHDAs to address the following circumstances of priority:

- Areas of urgent housing need where there is an established high demand and low supply of housing opportunities;
- Areas requiring upgrading and/or redevelopment for purposes of delivering housing choices including subsidised housing; and
- Areas requiring improved access to infrastructure, amenities and services
- Areas that supports the integration of different housing typologies, land uses and economic development.

Table 3: Priority Human Settlements and Housing Development Areas

PHSHDAs in the Cape Flats District		Main places	Wards
Khayelitsha corridor		Gugulethu, Heideveld, Nyanga, Philippi, Sherwood Park, Vukuzenzele	30, 37, 38, 39, 40, 41, 42, 44, 45, 46, 47, 48 & 49

1.2.4 Bulk infrastructure

The following section deals with the current infrastructure capacities and pipeline projects identified for the short, medium and longer term which is necessary in order to support proposals in the integrated DSDF and EMF, infrastructure maintenance and upgrading.

1.2.4.a Waste Water Treatment Works (WWTW)

The section below highlights WWTW projects required to support future development in the Cape Flats district.

A. Athlone WWTW

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.

1.2.4.b Solid Waste

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.

1.2.4.c Water and Sanitation

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.

- i. 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.
- ii. 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.
- iii. 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.
- iv. 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).

1.2.4.d Stormwater

The focus of stormwater infrastructure investment in the Cape Flats District includes stormwater planning and upgrading for areas where new development is envisaged, as well as stormwater master planning in the areas of most significant pressure. 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 4).

Table 4: 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.e Electricity major projects

This section describes the major electricity projects of the City of Cape Town envisioned for the time period 2020 - 2030, exceeding R10 million in capital expenditure and which will be subject to the corporate stage-gate process. Projects discussed in this section (Table 5) can either comprise new bulk infrastructure, refurbishment, replacement, improvement, expansion or upgrade projects. Refurbishment and replacement projects, such as Philippi – Rosemead Ave and the Muizenberg oil cable replacement projects were mainly identified based on equipment age but project initiation is dependent on a thorough condition assessment at the time when the equipment reach end of life. Note that the Rosemead Avenue, Grassy Park and Muizenberg Main substation footprints overlap the border between the Southern District and the Cape Flats District and therefore projects pertaining to these footprints will be discussed in both district implementation plans. Note that the Spine Road, Weltevreden Valley and Gugulethu main substation footprints overlap the border between the Cape Flats District and the KMPGBD District and therefore projects pertaining to these footprints will be discussed in both district implementation plans.

Table 5: Major Electricity Projects

Project	Description
HV Switchgear control module Replacement	This project entails completion of the replacement of the remaining digital device controllers on the HV Gas Insulated switchgear (GIS) at Muizenberg and Newlands Switching Stations (SwStns), which has reached end of life and represents an operational and potential safety risk.
Grassy Park HV Rearrangement	Once Eskom's new Erica MTS is commissioned, the Gugulethu and Mitchell's Plain loads will be shifted to Erica MTS (refer to Mitchell's Plain Intake

Project	Description
	integration project in the KMPGBD District Implementation plan). This will reduce Eskom's Philippi Main transmission station (MTS) load to within the firm capacity of the MTS. When the Philippi MTS load grows thereafter, more load will have to be shifted to Erica MTS. This will require the Grassy Park 66 kV load to be transferred to Erica MTS. This project entails either extending existing Philippi 132kV switching station or an entire new 132kV switching station in the area. The detailed design of this project is still under investigation.
Pelican Park MS Transformer upgrade	Pelican Park MS will exceed its firm capacity due to future expected developments. 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 confirmed. Should these load transfers not be sufficient, the Pelican Park transformers will be upgraded to 2 x 50 MVA transformers.
Weltevreden Valley SwStn and Oakland City MS	Future developments are expected to exceed the 12 MVA and 22 MVA spare firm capacity of Weltevreden Valley MS and Spine Road MS respectively. A new main substation, proposed Oakland City MS, is therefore required. A new switching station is proposed at Weltevreden Valley MS, to supply the new Oakland City MS. The initiation of this project is development dependent and will be triggered once the Weltevreden Valley and Spine Road main substations are close to its firm capacities.
Muizenberg – Clovelly 3rd cable	The load forecast for Clovelly SwStn indicates that the load will exceed the firm capacity of the existing cables if a load increase of 14 MVA materialises due to new developments. This will require a third cable between Muizenberg and Clovelly SwStns, to ensure firm capacity.
Philippi – Rosemead Ave cable replacement	The 2 x Philippi – Rosemead oil cables are expected to reach their end of life (50 years) in 2025. These cables are fairly stable where oil leaks are concerned as the serving of these cables is still good. There are minor oil leaks, but these are usually easily detected and located. Condition assessment and monitoring will identify when replacement of these cables is required. It is provisionally estimated for the 2030/31 financial year, but needs to be confirmed by the financial motivation resulting from the condition assessment.

Project	Description
Muizenberg Oil Cables replacement	<p>The 2 x Grassy Park – Muizenberg 66 kV Oil cables are expected to reach their end of life (50 years) in 2025. Condition assessment and monitoring will identify when replacement of these cables is required.</p> <p>Additionally, the loading on these cables reached 88% of their firm capacity in 2020. The load on these cables should therefore be monitored to ensure the cables are replaced in time.</p> <p>The intention is to replace the cables with cables rated for 132 kV, to enable a future upgrade of the network to 132 kV. It will initially be operated at 66 kV.</p>
Spine Road Transformer Replacement	The transformers at Spine Road MS are expected to reach their end of life (50 years) in 2030. The transformers may need to be replaced by 2 x 50 MVA transformers subject to load density and forecasting at the time of replacement.

1.2.4.f Eskom electricity projects

Eskom's Philippi MTS from which the City receives 2 X 132kV intakes falls within the Cape Flats District. The Philippi MTS is equipped with 2 X 500MVA 400 / 132kV transformers and provide supply to the entire Southern Peninsula (refer to Figure 1.3**Error! Reference source not found.**). Philippi MTS have been over-firm for a number of years.

Eskom has initiated two TDP schemes in order to address the over-firm condition at Philippi MTS, with severe delays in the implementation of the TDP schemes between the 2010 and 2021 reports (Table 6):

Table 6: Eskom electricity projects

TDP Scheme	Project name	Expected Commercial Operation year ¹	Expected Commercial Operation year ²
Erica Substation (previously Mitchell's Plain 400 / 132kV substation)	Erica Substation (1 st and 2 nd 400 / 132kV 500 MVA transformers Philippi – Erica 400kV line	2015	2027
	Loop-in and out Pinotage – Stikland 400kV line		2028
Philippi Substation extension	Establish 400kV busbar Install third 400 / 132kV 500 MVA transformer as a hot standby	2013	2023

The third Philippi transformer will not be operated in parallel with the existing two transformers, but will be a standby unit in the event if one transformer at Philippi MTS fails. The transformer will be moved to Erica MTS when the TDP scheme materializes.

The proposed Erica MTS falls within the KMPGBD District. The proposed Eskom Philippi – Erica 400kV line route follows Jakes Gerwel Drive (M7) from Philippi MTS until it reaches Highlands drive, crossing over from Cape Flats District into the KMPGBD District. Eskom is in the process to purchase the last outstanding property and conclude three relocations before the entire future proposed Philippi – Erica 400kV line servitude have been secured.

¹ Source: TDP Report 2010 - 2019

² Source: TDP Report 2021 - 2030

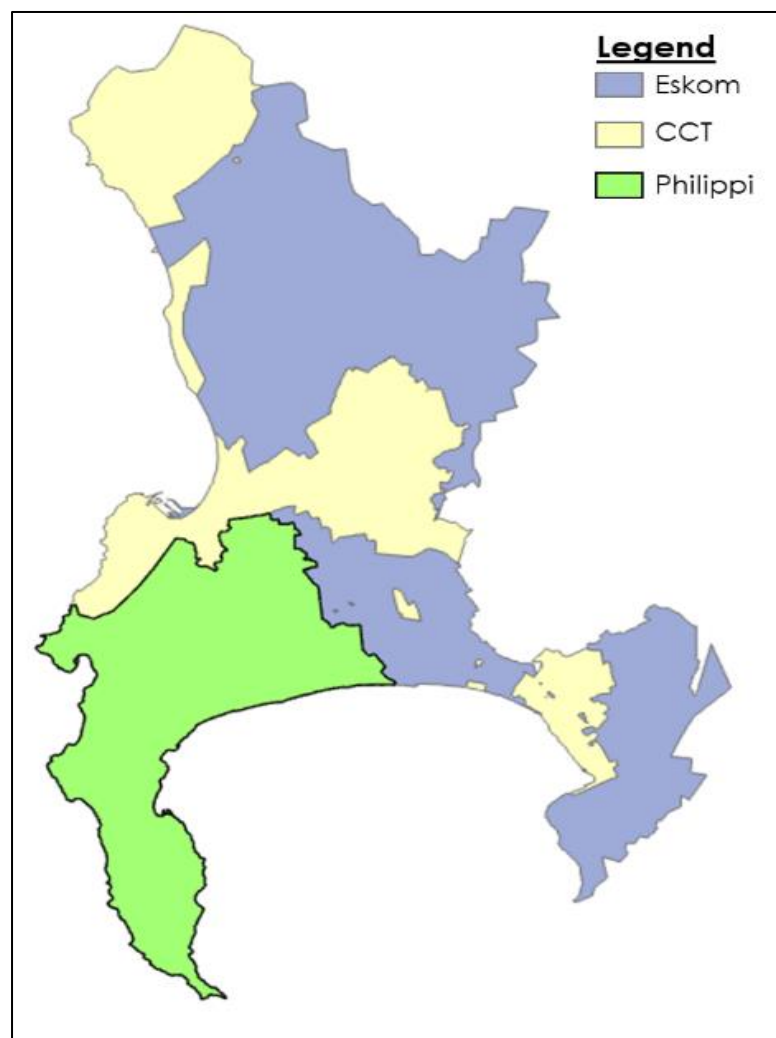


Figure 1.3: Philippi MTS supply areas

1.2.5 Public facilities and public space

The City takes an integrated precinct planning and development approach to providing civic and community facilities. This includes upgrading /expanding capacity within existing facilities and developing new facilities in areas of need, following a co-location and clustering of facilities approach in order to leverage City investment and resources.

A hierarchy of nodes (depicted by circles and size of circle) has been identified as illustrated in Figure 1.4 with facilities operating at different scales (ranking depicted by number in the circle) and this forms the basis of a development framework for community facilities. As such, 24 precincts across the City have been identified as backlog or optimisation precincts and prioritised for investment to drive spatial transformation. The prioritisation of precincts was informed by

modelling that identifies sufficiency and insufficiency (understand areas of need) in light of the different facility standards and population projections. The results generated by the modelling exercise are a data driven support tool used to inform strategic planning, budgeting and implementation of community facilities.

Investment of community facilities are planned and implemented through key programmes for the following line departments: Recreation and Parks, Social Development and Early Childhood Development (SDECD), Libraries and information System (LIS) and City Health.

- i. The Recreation and Parks programme includes:
 - a. Integrated Recreation Facilities Programme, which involves the clustering of sports and recreation and parks facilities within identified areas at a community scale,
 - b. Regional Recreation Hubs Programme that involves developing and facilitating organised, formal sport, informal recreation and play at a regional scale. These are multi-code & multi-use facilities that include soccer, athletics, cricket, netball, rugby, hockey, swimming, cycling and tennis, that meet federation standards.
- ii. The SDECD programme includes the homeless shelter programme and the implementation of community facilities (ECDs and play areas) within informal settlements.
- iii. The LIS programme is the optimisation of services and expansion of libraries while City Health programmes include the National Core and Ideal Clinic Standards.
- iv. IT Modernisation is a programme that cuts across all line departments, leveraging technology to enhance key aspects of service delivery (e.g. clinic appointment, records systems and facility booking systems).

It should be noted that the proposed facilities as set out in the Community Services and Health Infrastructure Plan(CSHIP) remain a key capital investment priority with regards to community facilities. Table 7 should be read in conjunction with Figure 1.4. It highlights the areas of need in order of priority (ranking) as well as the key facility development priorities within specific catchment areas (and nodes) resulting from the modelling exercise. It should be noted that the table is a guide in terms of the type of facilities of highest need within the specified catchment area and also indicates the ranking of the specific node at district level as well as at metro scale e.g. Hanover Park is ranked 1st in the Cape Flats District context and 9th at a City wide scale in terms of need.

Regional Recreation Hubs should be prioritized at metro scale as they would provide a clustering of large multi-code formal and informal sport and recreation facilities that serves the local communities but also the wider metro region. Figure 1.5 shows the Vygieskraal (Athlone) sport complex which has been identified as a regional recreation hub located within the Tygerberg district.

At a more local scale targeted investment into these nodes and facility types is key to addressing the existing service shortfalls and providing access to these communities where those facilities are required most e.g. The Hague should be prioritised in terms of investment, particularly for sports grounds, neighbourhood parks as well as schools. In addition to the above, the enhancement and/or upgrading of facilities as identified in the areas including Nyanga, Gugulethu, Manenberg, Philippi, Seawinds and Pelican Park should also be prioritised as the development of facilities at these locations would align with concept of creating Integrated Recreation Facilities (See Figure 1.5).

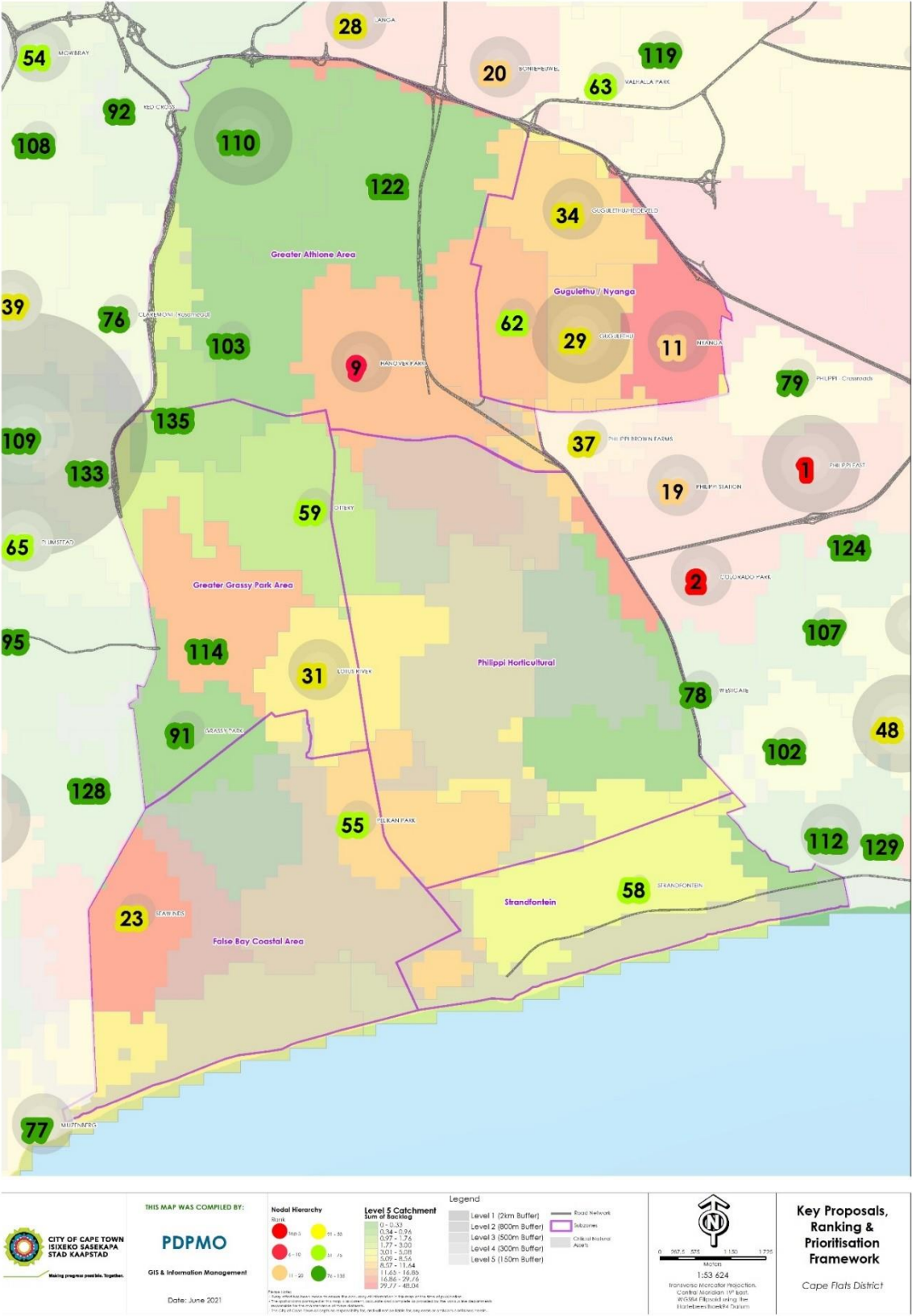


Table 7: 2020 Top areas of Need in Cape Flats district

Catchment Node	& Rank in District	Rank City Wide	Facilities of greatest need	Sub-district
Hanover Park	1	9	1 Community Park	Manenberg/Gugulethu/Nyanga
			9 Sports Grounds	
			3 Secondary Schools	
			1 Primary School	
Nyanga	2	11	2 Community Parks	Manenberg/Gugulethu/Nyanga
			3 Sports Grounds	
			3 Secondary School	
			26 Neighbourhood Parks	
Seawinds	3	23	2 Primary School	Muizenberg East/Pelican Park
			4 Sports Grounds	
			5 Secondary Schools	
			3 Neighbourhood Parks	
Gugulethu	4	29	4 Primary Schools	Manenberg/Gugulethu/Nyanga
			2 Regional Libraries	
			2 Regional Park	
			1 Community Park	
Lotus River	5	31	3 Neighbourhood Parks	Grassy Park/Ottery & Environments
			3 Sports Grounds	
			3 Community Parks	
	6	34	2 Secondary Schools	
			1 Community Park	

Catchment Node	& Rank in District	Rank City Wide	Facilities of greatest need	Sub-district
Gugulethu/Heideveld			1 Sports Grounds	Manenberg/Gugulethu/Nyanga
			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.

Key:

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

Table 8 highlights the pipeline of projects (excluding education facilities) across the line departments within the Community Services and Health departments as well as the estimated timeframes for implementation.

Table 8: Pipeline/proposed projects for public facilities

Facility Type	Pipeline Projects		Timeframe
	New/replacement	Upgrade/expansion	Short/Medium/Future
Libraries	Manenberg Regional Library*		Medium
	Seawinds Community Library		Future
		Gugulethu Regional Library	Future
	Nyanga Regional Library		Short
	Pelican Park Community Library		Short-Medium
		Hanover Park Community Library	Future
Recreation and parks	Nyanga Integrated Facility		Short
	Manenberg Integrated Project		Short
		Elukhanyisweni S & R Centre	Future
	Pelican Park Integrated Rec Facility		Short-Medium
	Hanover Park Integrated Rec Facility		Short-Medium

Facility Type	Pipeline Projects		Timeframe
	New/replacement	Upgrade/expansion	Short/Medium/Future
City health	Gugulethu IRF		Medium
		Athlone Pool	Short
	Hanover Park CHC		Short
	Gugulethu CDC 1		Short
	Gugulethu CDC 2 (to incorporate the dental clinic. Land has been requested from the City)		Short
		Gugulethu CHC	Medium
	Vanguard CHC		Medium
		Nyanga CDC	Medium
		Inzame Zabantu CDC	Future
		Seawinds clinic	Future
		Grassy Park CDC	Future
		Strandfontein Clinic	Medium-Future
		Parkwood	Future
		Klip road clinic	Medium-Future
		Lavender hill clinic	Medium-Future
	Philippi Clinic		Short-Medium
		Westlake Clinic	Medium-Future
	Lotus River CDC		Medium

Facility Type	Pipeline Projects		Timeframe
	New/replacement	Upgrade/expansion	Short/Medium/Future
	Klipfontein Regional Hospital		Medium-Future
Sports	An Integrated Recreation Facility is planned in Manenberg . An extensive public engagement process was undertaken as part of the precinct planning process in Manenberg. There is a need to relocate and expand the community library and develop high order recreation park facilities. and includes the following: -Community park upgrade (Marico Park) -Pedestrian and NMT route -Outdoor gym -Multi-purpose courts -Play areas		Medium
		ORIO precinct planning is currently underway, it relates to a previously completed precinct plan that highlighted the need for facility development. A Draft Site Development Plan	Short

Facility Type	Pipeline Projects		Timeframe
	New/replacement	Upgrade/expansion	Short/Medium/Future
		for the Nyanga Integrated Recreation Facility commenced in 2019 and includes the development of the following; -Upgrade of library into a Regional Library, -Upgrade of Clinic	
	A precinct planning approach has been undertaken in Gugulethu and Gugulethu library, Vulindlela pool and park were identified for improvement and upgrading in the medium term. Several other Sports Grounds need to be considered as part of a larger concept for the future of the area. There is a need to consider the redevelopment of Fezeka along MyCiti Phase 2A trunk route.		Medium
	Phillippi has been prioritised for investment as a catalytic project to drive spatial transformation. Land invasions resulted in the		Future

Facility Type	Pipeline Projects		Timeframe
	New/replacement	Upgrade/expansion	Short/Medium/Future
	need to revisit existing spatial visions. An Integrated Precinct planning process is to be embarked upon and facilities to be implemented are yet to be determined.		
	The future of the existing Integrated Recreation Facility in Seawinds is unknown and there is a potential for Optimisation and Rationalisation of the facility for new human settlements.		Future
	An Integrated Recreation Facility has been planned and developed in Pelican Park with the following facilities: -informal running track -multi-purpose courts -kick about space -lighting -gym -play areas		Future
ECD / Social Development	ECD centres of excellence is to be explored where the need arises and subject to budget availability.		

1.2.5.a Educational facilities

The WCED is responsible for provision of education facilities and base their needs on 'Equitable Access to Education'. The following area-based priorities have been identified:

A. Short –Term Need (1-3 years)

- Recent completions:* No new growth besides replacement of Woodlands Primary (Heideveld)
- Manenberg:* The need for a School of Skills has previously been recognised and the WCED is currently pursuing this project.

B. Medium-Term Need (3-5 year)

N/A

C. Long-Term Need (> 5 years)

- Ottery/Grassy Park/Lotus River:* These areas are assessed from a utilisation perspective and opportunity to rationalise schools is being explored. The WCED's aim is to also promote skills development in the Ottery area which can be accessed by neighbouring communities.
- Pelican Park:* While learners in this area has been able to access schools in adjacent communities, the WCED still continues to monitor the area recognising the growth that has taken place over the past 10 years.
- Retreat/Steenberg:* These and surrounding areas is constantly monitored in terms of education provisioning and utilisation rates.
- Capricorn:* An area that is monitored and will require high school accommodation for the wider area. The current mobile primary school is also nearing its capacity threshold.

Table 9: Education pipeline projects

WCED Pipeline projects		Time frame
		Short/Medium/Future
New(N)/Replacement(R)	Expansion(E)/Upgrade(U)	
New Philippi PS(R)		Medium
	Spine Road HSPS(E)	Short

Willows PS(R)		Short
Perivale PS(R)		Short
Sonderend PS(R)		Short
Mvula PS (R)		Medium
Surray PS/Primrose Park PS (Merger) (R)		Medium
Montagu's Gift PS /Parkwood PS Merger(R)		Medium
Thomas Wildschutt PS(R)		Medium

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:

1.2.6.a City Improvement Districts (CIDs)

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

- i. Athlone CID
- ii. Zeekoevlei Peninsula CID

1.2.6.b Mayoral Urban Regeneration Programme – Mayoral Visible Service Accelerated Programme (MURP – MVSA)

These programmes aim 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. The MVSA programme relies on the collective efforts made by various line departments in order to fast-track efforts to improve

the quality, safety and the environment of communities in the 23 identified precincts across the metro. Precincts relevant to the Cape Flats district include:

- i. Gatesville CBD (MSEIZ);
 - a. Athlone; Community Action Plan
 - b. Athlone/Gatesville; Proposed Shared Services Centre
- ii. Gatesville; Community Action Plan Manenberg, Hanover Park (MSEIZ);
 - a. Hanover Park; Public Investment Framework (PIF) (will include planning for the development of a Youth Lifestyle Centre, a Media Centre and an Aqua center)
 - b. Hanover Park Urban Upgrade; Town center upgrade and implementation of the PIF over the next 5 years
- iii. 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 (MVSA) 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)

1.2.7 Urban Restructuring and Upgrading Plan

Figure 1.5 below synthesises the key sector specific capital investment projects described in this section that need to occur within the existing urban footprint to reinforce the Cape Flats District SDF and its associated development proposals, in particular new development areas and areas where major intensification is proposed.

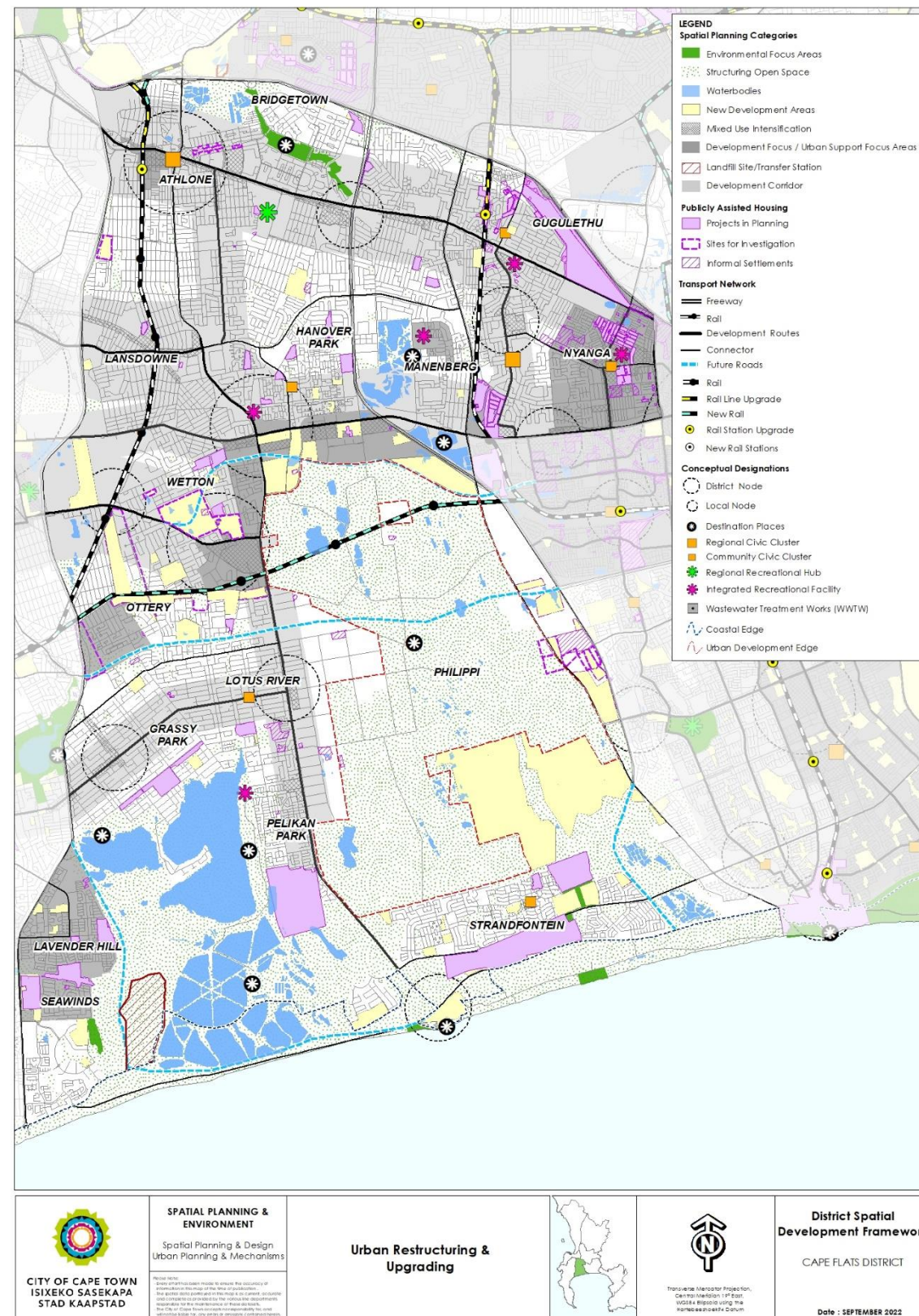


Figure 1.5: Urban restructuring and upgrading

1.3 Spatial targeting framework for prioritising areas for public investment

The purpose of the DSDF spatial targeting framework is to identify and prioritise specific areas within each district for public investment and / or incentives in the short-medium term in order to implement the spatial vision and objectives reflected in the integrated DSDF and EMF. Areas are prioritised based on the rationale and emphasis for growth management and investment set out by the MSDF 2023. The DSDF Spatial Targeting Framework consolidates the relevant spatial structuring elements that best reflect the City's spatial strategies & priorities at each scale of planning (see Figure 1.6 and Figure 1.7 below).

The key informants at the metropolitan level of planning, taken from the MSDF's Spatial Prioritisation and Investment Framework, are the Spatial Transformation Areas (STAs) and structural anchors (nodes and development corridors). These inform investment-focus and strategic development potential and form the basis for spatial prioritisation of public investment and incentives in the city. These have been refined and delineated through the DSDF.

The District SDF Spatial Targeting Framework expands upon the MSDF's Spatial Prioritisation and Investment Framework through the designation of, new district / local level spatially targeted areas, the Priority Local Facilitation Areas. At this scale, greater attention is placed on local elements that should inform and direct implementation, public investment decisions, budgets and planning focus. The three Priority Local Facilitation Areas identified are the Development Focus Areas, the Urban Support Focus Areas, and the Environmental Focus Areas

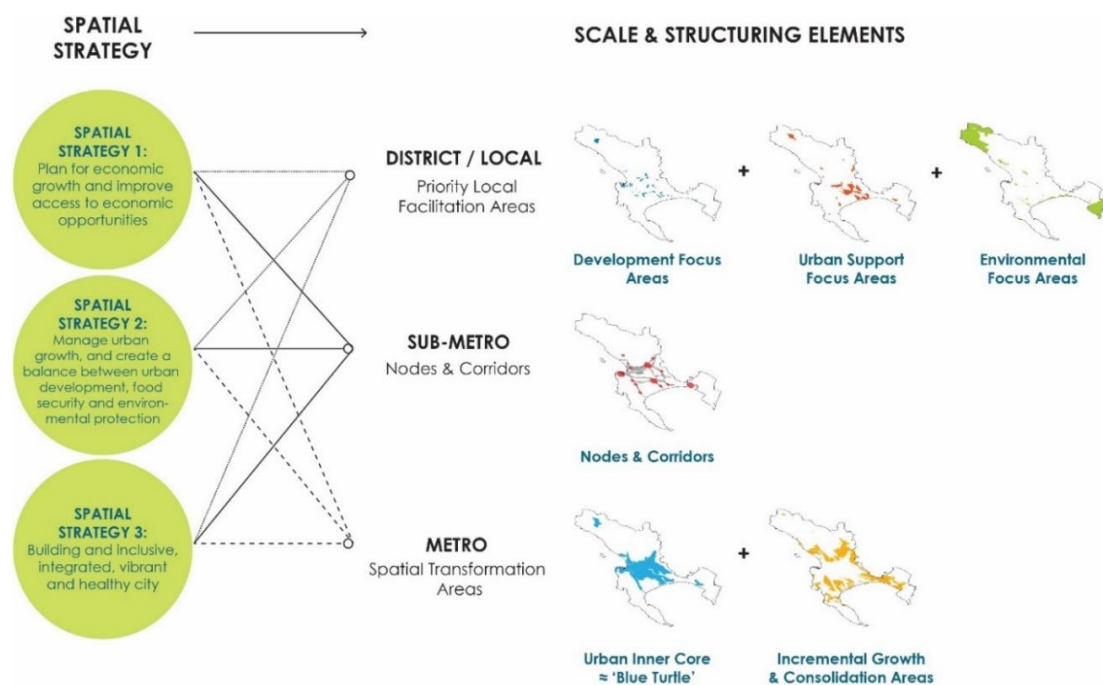


Figure 1.6: Link between spatial strategies, scale and policy elements

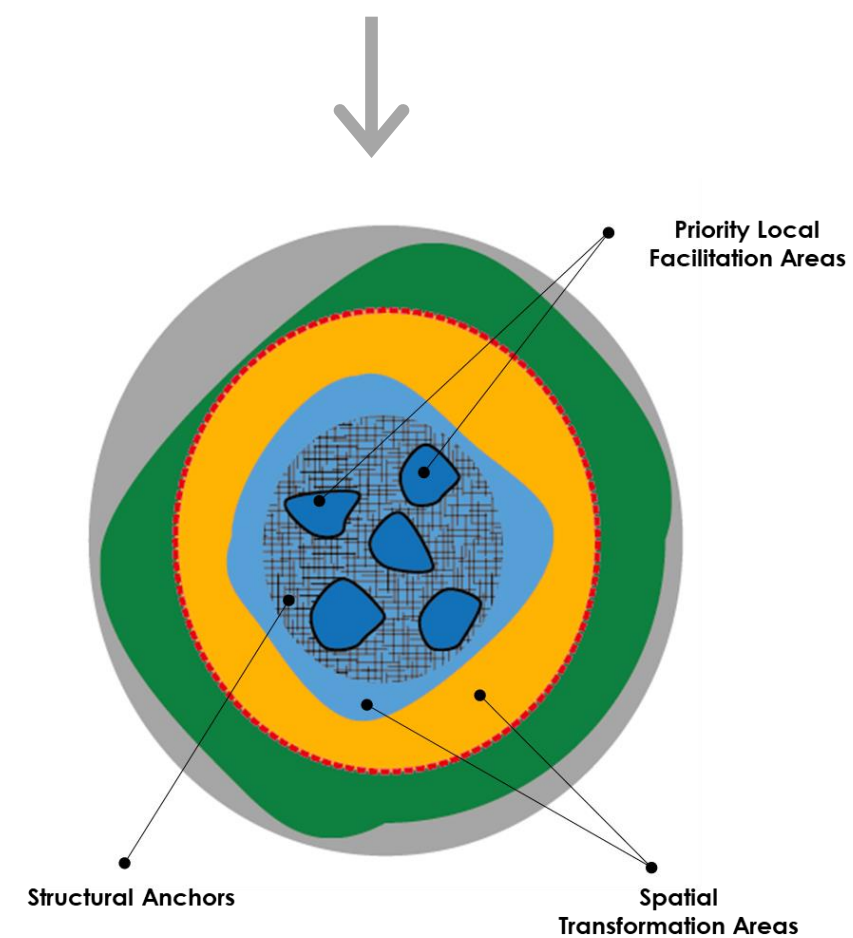
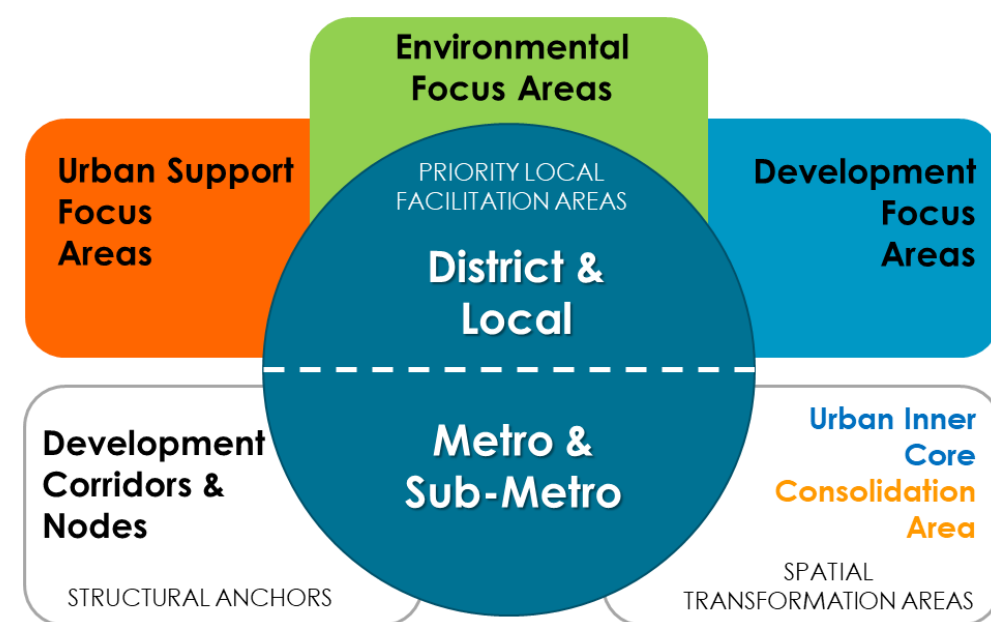


Figure 1.7: DSDF Spatial Targeting Framework Methodology

1.3.1 Overview of Priority Area Identification

The Priority Local Facilitation Areas provide the district level basis for spatial prioritisation and aim to guide implementation through directing public investment, incentives, budgets and planning focus for the short to medium term (i.e. the lifespan of the DSDF). These include the Development Focus Areas (DFAs), Urban Support Focus Areas (USFAs) as well as Environmental Focus Areas (EFAs). The identification criteria and rationale behind each of these areas is discussed below.

While several priority local facilitation areas for the district are identified, and illustrated in Figure 1.7; the framework is intended to be flexible and other local areas may be identified as areas of priority for during the 5 year review of the integrated DSDF and EMFs.

1.3.1.a Development Focus Areas

The Development Focus Areas (DFAs) are targeted areas for urban restructuring and planning focus in the short - medium term that have the highest potential spatial transformative impact with dedicated budget, planning or investment to facilitate development.

The DFAs 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) These are areas that have high potential to attract private sector investment.

The DFAs are to be prioritized for redevelopment, further intensification and public investment based on the following criteria:

Areas where the focus is 'urban restructuring' and exhibit the highest location potential linked to the goals of Spatial Transformation.

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. Planned LSDFs, Precinct Plans, etc.

- ii. Priority Areas of Opportunity as identified in CLDP, Integration Zones and Economic Areas / Employment Concentrations that would serve as catalysts to unlock the potential for integrated development with cross-cutting benefits.
- iii. Other high profile integrated projects under investigation.
- iv. 5 -10 year frame - Planning work at least to commence within the lifespan of the DSDF.
- v. Areas with highest levels of accessibility in line with the City's MSDF and Transit Oriented Development (TOD) objectives.
- vi. Potential to attract private sector investment.

Investment in DFAs should focus on maintaining and improving public services that are required to unlock public and private-sector driven residential and economic development potential (new development and opportunities for redevelopment or further intensification of existing land uses) and maintain existing economic growth. This would include, inter alia, increasing infrastructure capacity, maintaining and investing in new recreational and social amenities, improving connectivity and access through reliable transportation services and infrastructure and enhancing the safety and overall quality of the urban environment through effective urban management.

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

1.3.1.b Urban Support Focus Areas

The Urban Support Focus Areas (USFAs) are areas faced with a combination of challenges including but not limited to infrastructure failure and service delivery challenges; high socio-economic need and crime rates and require a co-ordinated public investment and planning approach in the short to medium term.

The Urban Support Focus Area designation aims to identify areas requiring support over and above the regular processes available. This designation recognises areas characterised by a combination of the following elements: uncertainty of what should be done, how and by whom; informality and overlapping challenges; 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 identification of USFAs for public investment and support was guided by the following criteria:

- i. High socio-economic need/vulnerability (SEVI 2020)
 - a. WPG Socio-Economic Vulnerability Index
 - Informality high density in informal settlements and backyard shacks
 - Density household and population densities per km^2
 - Poverty income-based segmented classification (NLIs), which classifies areas according to their income and various lifestyle characteristics
 - b. Crime Levels (SAPS 2020/21)
 - c. Social Facility Backlogs
- ii. Areas with a combination of service delivery challenges / built environment need.
 - d. Urban Management Walking the Streets Dataset 2021
 - e. Infrastructure Capacity Backlog (Waiting on Update)
- iii. Areas with a need for greater co-ordination
 - f. Qualitative Input from District Planner
 - g. Alignment with MURP/MVSA programmes
 - h. Confirmation with UISP

Investment in USFAs should focus on restoring dignity to the most vulnerable as an effort to contribute toward the vision of creating a city of hope as articulated in the City of Cape Town's Integrated Development Plan. This would include, inter alia, targeted infrastructure and social development investment to support SMMEs and the informal sector, delivery of state-subsidised and affordable housing, adequate infrastructure services (including reliable public transport) and community facilities to improve people's overall well-being and crime-prevention services and public realm improvements to enable safer and secure communities.

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

1.3.1.c Environmental Focus Areas

The Environmental Focus Areas (EFAs) are areas with critical environmental significance (in terms of national conservation targets) outside of formally protected areas which have been identified as priority areas for investment and/or protection over the lifespan of the DSDF, given its environmental significance but are not within designated DFAs and USFAs and hence require equivalent focus.

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.

To identify and prioritise environmental focus areas, a set of criteria was used to select environmental projects and programmes which are/or have:

Catalysts for integrated development with cross-cutting benefits:

- i. Supports environmental priorities as well as enhance the economic potential and social amenity of the area.
- ii. Reduce biophysical risk to communities
- iii. Areas under threat from urban development

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.

Priority Area Alignment (i.e. DFAs, USFAs, 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 8 for further details on the EFAs.

Figure 1.8 depicts the Prioritised Local Facilitation Areas (i.e. the DFAs, USFAs and EFAs) for the Cape Flats District.

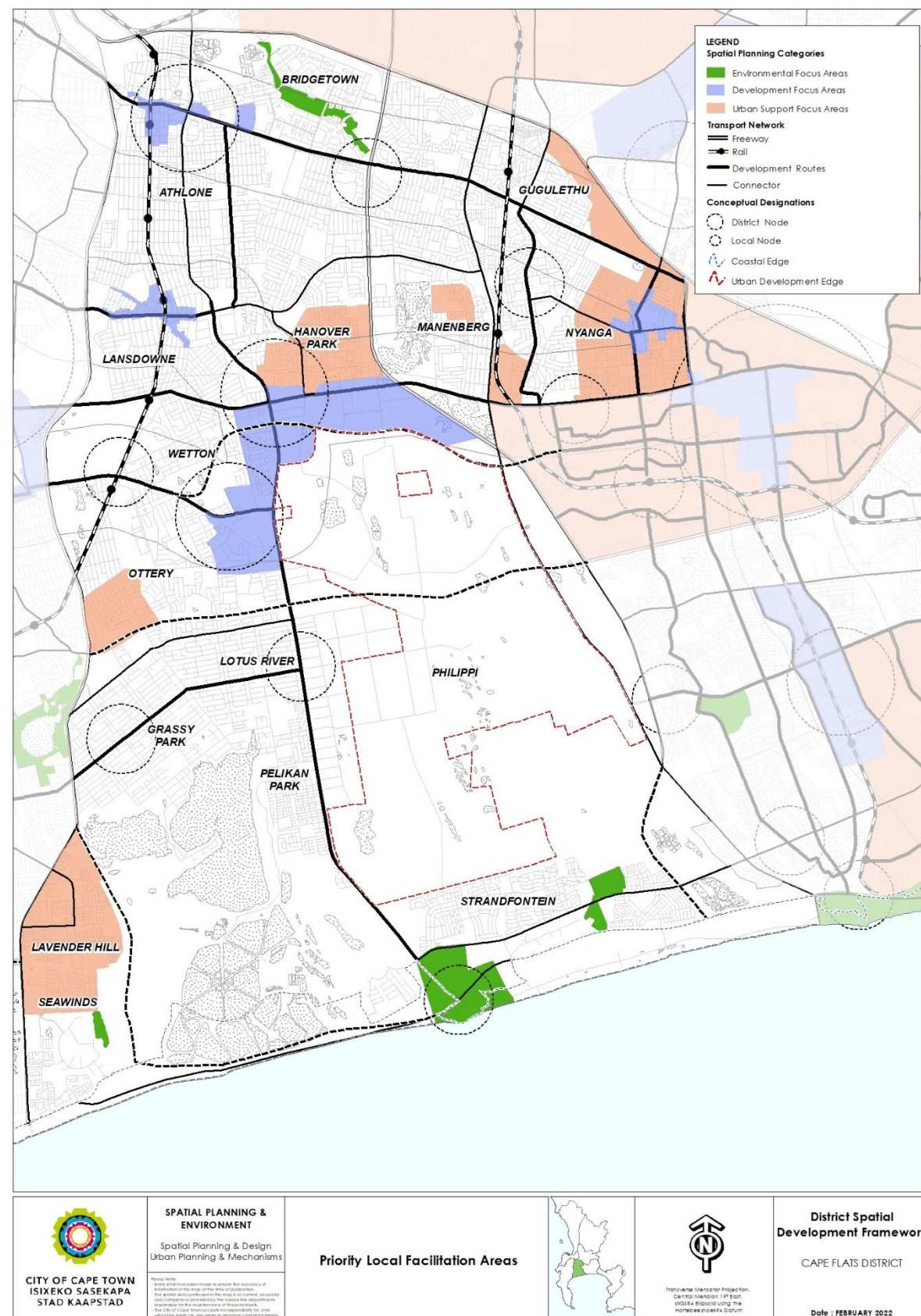


Figure 1.8: Spatial Targeting Framework - Priority Areas

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 integrated DSDF and EMF, and more specifically the development of these targeted areas can be developed.

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

Table 10 below identifies key, high impact projects that will have a significant impact at a district scale while Table 11 identifies specific local level projects that support the spatial planning proposals for the priority local areas in the district.

Table 10: District prioritisation

Project	Description	Timeframe (S: 1–2yr, M: 2–5yr, M/L: 5+yr)
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 m3/annum of groundwater through a series of production wellfields. A central part of the CFAMS is the planned injection of up to 25 million m3/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 upgrade to improve waste diversion services	Medium
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
Collection: Retreat	Drop off with chipper – space available	Medium

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

Table 11: Sub-district prioritisation per DSDF Priority Local Area

PRIORITY AREA	PROJECT	DESCRIPTION	TIMEFRAME
Urban Support Focus Areas			
Nyanga	Nyanga Housing Project (PLF&UISP)	Upgrading of informal settlements and connection of basic infrastructure services in Nyanga	M/L
	Nyanga Upgrading Project	Nyanga is identified as an urban support area with a high degree of vulnerability in the population. Projects	M/L
	Nyanga CRU (Hostel Redevelopment)- Nyanga	Converting hostels to social and affordable housing opportunities.	M/L
	Nyanga Main Taxi Rank	The Station offers opportunities for the optimisation of public space. Maintaining the area is a priority.	M
	New Nyanga Regional Library	A regional public facility is an opportunity for the broader community.	M
	Nyanga Integrated Facility	The public and social facilities area requires an upgrade.	M

	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	M/L
Gugulethu	Fezeka civic precinct upgrade	Precinct planning is required to incorporate the proposed MyCiTi Station and proposed housing infill projects in the area.	M
	Gugulethu Infill Project Erf 8448/MauMau	Develop high density low-cost, and affordable housing opportunities, and complete electrification projects	M
	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.	M
	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.	M
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.	M
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.	M
Development Focus Areas			
Athlone CBD and surrounds	Athlone CDB Precinct Planning	The Athlone CBD and surrounds have experienced decline and urban decay for many years. This area has great development potential given the large amount of public facilities located within the focus area. The area is one of the most strategically located / connected sites within the metro, and has well-developed bulk infrastructure capacity (transport infrastructure: Road and rail access; bus and taxi transport hubs). The Athlone CBD should be regarded as the core of potential in the district for intensification, redevelopment and upgrade. The Athlone C40 project should form the base and be the catalyst for redevelopment of the Athlone PTI and CBD to provide guidance on future function of the CBD. There is an opportunity to promote Athlone CBD as an urban development zone (UDZ) where higher intensity of development is encouraged, supporting urban regeneration. The Athlone stadium is a world-class sporting facility that is underutilised and offers the opportunity to be developed through appropriate investment in commercial, residential and recreation uses to ensure the stadium/space around it are optimally utilised and to turn the Athlone Stadium precinct into a Centre of Sporting excellence. 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-focused role should be reinforced.	M/L
The Lansdowne Industrial Area and Ottery CBD area	Expansion of residential, mixed-use and industrial development (identified NDAs)	There is an opportunity for mixed-use intensification to front Govan Mbeki and Strandfontein Road, connecting the Ottery and Lansdowne Nodes. 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.	M/L

		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.	
Nyanga CBD and surrounds	Nyanga Urban Node Upgrade Plan	Nyanga is part of the Philippi Opportunity Area (POA), which the Nyanga area east of Emms Drive / Nhlangano Crescent, and a large extent covers the Philippi East Metropolitan Node within the KMPBD District area. The wider Nyanga area is also identified as an Urban Support Focus Area. The position of the Nyanga urban node within a development corridor and its proximity to the Philippi East Metropolitan Node; higher-order corridors (Klipfontein Road and Govan Mbeki Road), and freeways (N2/Settlers Way, R300; the PHA (farm produce and employment opportunities); and the Philippi Industrial Area (KMPBD District)) presents a growth and investment opportunity. The draft POA LSDF May 2022 seeks to support the redevelopment of underdeveloped sites and buildings and encourage high intensity mixed-use development as well as street trading around the Nyanga PTI- supporting the implementation of the Nyanga Urban Node Upgrade (NUNU), Nyanga Junction Upgrade Project and the Informal Trading Plan.	S/M
Lansdowne / Nerissa Estate Area	MyCiti Phase 2A Station; Precinct Planning - Flamingo Urban Design Focus Area	The Lansdowne Corridor Zone consists predominantly of low-density residential development with an established industrial area at the intersection of Turfhall Road and Jan Smuts Drive. The corridor includes Lansdowne railway station as well as the planned IRT Flamingo minor station. There is also a precinct plan underway for the Flamingo Station, which seeks to leverage planned infrastructure (Phase 2A) and to integrate existing neighbourhoods into the overall structure of the City. The proposed precinct strategy encourages densification along movement network and identifies new parks where density has increased. Density and intensity of use is concentrated along the IRT route and opposite the minor train terminal. The precinct is broken down into 4 focus areas, each characterised by a specific built form and urban characteristics. Overall the strategy proposes higher residential and commercial / mixed use densities for the precinct and is therefore moving closer towards achieving the TODC targets	S/M
Environmental Focus Areas			
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.	M
Strandfontein Coastal	Strandfontein Pavilion & Blue Waters Resort upgrade	The asset requires an upgrade to and ensure safety and visibility for tourism.	M
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.	M

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 integrated DSDF and EMF 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 integrated DSDF and EMF. 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 (2023) and the integrated DSDF and EMF through the spatial targeted areas (DFAs and USFAs etc.) in section 1.3.2 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 Cape Flats district are depicted in Figure 1.9 detailed in Table 12 below.

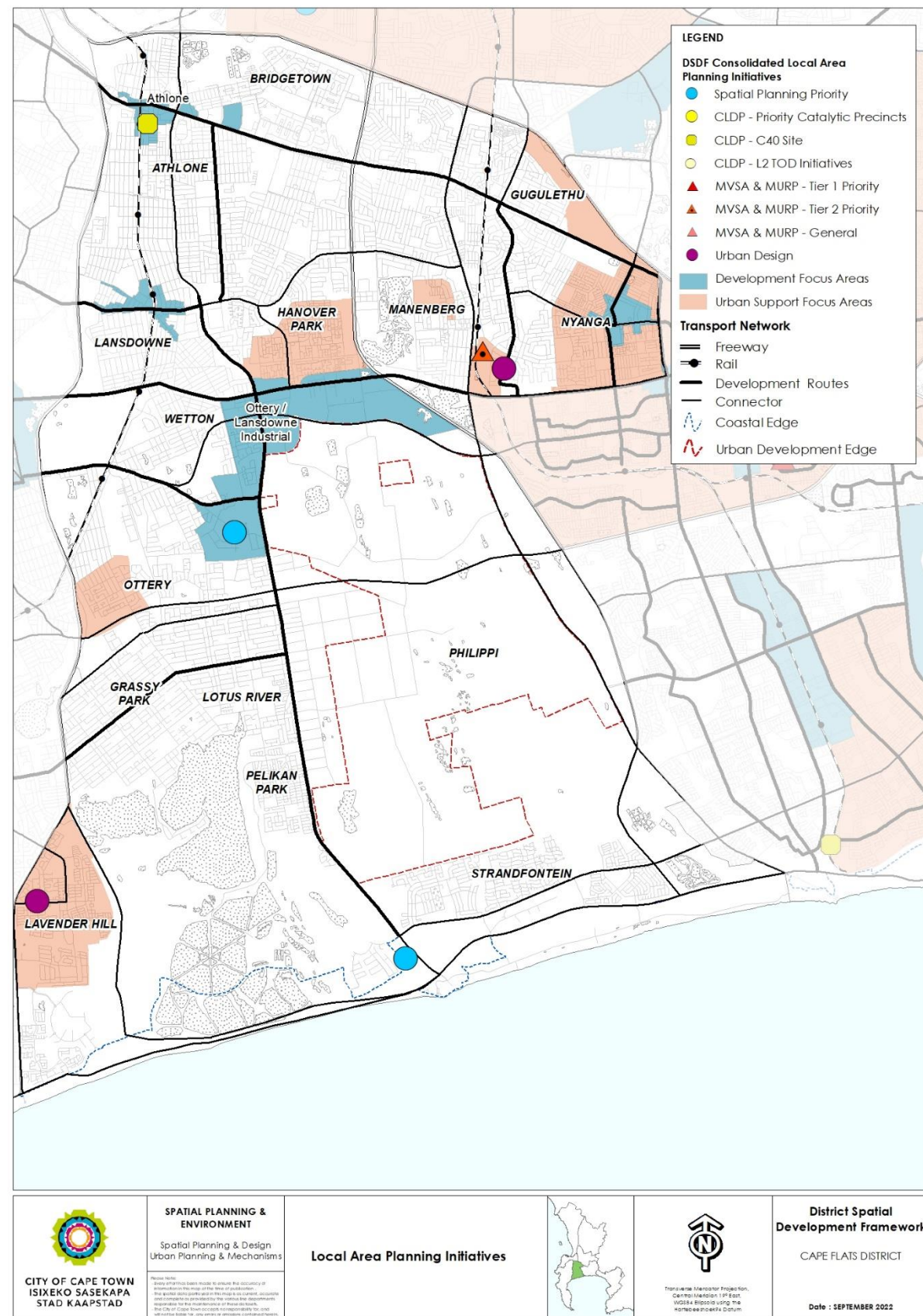


Figure 1.9: Prioritised Local Area

Table 12: Prioritised Local Area Planning Initiative

PLAN	DESCRIPTION AND MOTIVATION	PLANNING PRODUCT	STATUS	TIMEFRAME	LEAD DEPARTMENT
Athlone CBD	<u>Description:</u> Athlone CBD Motivation: 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 Mbeki presents the opportunity to encourage and strengthen a mix of land uses.	Precinct Plan	In Progress	Short	UD
Lotus Park	<u>Description:</u> - Nyanga / Gugulethu NUNU Transport Interchange Precinct, Lotus Park <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.	Precinct Plan	In Progress	Medium	MURP
Ottery / Lansdowne	<u>Description:</u> The area along Govan Mbeki Rd and Stranfontein Rd between Lansdowne Industrial and Ottery CBD. <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.	LSDF	Pipeline Initiation /	Medium-Long	DP&M
Seawinds/ Vrygrond	<u>Description:</u> Social Facilities Project Motivation: 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.	Precinct Plan	In Progress	Medium-Long	UD
Strandfontein Coastal Node	<u>Description:</u> Strandfontein Coastal Development Framework Motivation: A development options report was completed in June 2022 and supported by the Sub-council, community representatives, and Mayor's Office to proceed to the next stage - environmental & land uses processes (prior to packaging& tendering to a developer/s).	Precinct Plan	In progress	Short	DP&M

(S: 1-2YR; M: 2-5YR; M/L: 5+YR)

1.5 Local policies to be withdrawn or amended

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

Table 13: 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 was referred to in the MSDF 2018 as a relevant decision-making tool for the Schaapkraal Area/ PHA and played an instrumental role in doing so; however, it remained an unapproved draft. It Contained valuable LUMS guidelines for development applications. The draft policy guidelines are incorporated into District Plan 2023.
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 2023); 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 District Plan 2012. 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.

1.6 Implementation mechanisms

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

- Identify pragmatic mechanisms that can be implemented within the lifespan of integrated DSDF and EMF 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 integrated DSDF and EMFs.

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 integrated DSDF and EMF. 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 the 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 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 Technical Annexure 12, contained in Vol. 4 of the integrated DSDF and EMF .

Table 14: Available mechanisms

Development incentives
Discounted development contributions
Development application fee waivers
Discounted electricity tariffs
PT Zones (currently under review)
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 Technical Annexure 12 in Vol. 4 of the integrated DSDF and EMF , 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 Technical Annexure 12 in Vol. 4 of the integrated DSDF and EMF. 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 15: Proposed mechanisms

MECHANISM	DESCRIPTION	TIMEFRAMES
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	A

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

Institutional		
Streamlined land use application 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
Public sector investment		
Aligned public sector plans	Sector Planning is intended to ensure that the City prepares bankable, viable and appropriate capital public investment pipelines to meet the City's future growth, which is aligned to the City 2040 Land Use Model and District Spatial Development Framework.	A

A: 1-2 years; B: 2-5 years; C: 10 Years

1.6.4 Local Application Framework

Figure 1.10 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 integrated DSDF and EMF baseline analysis and the detailed analysis of each mechanism located in Technical Annexure 12 in Vol. 4 of the integrated DSDF and EMF. This should be applied to all eight district and associated sub-districts to identify a suite of mechanisms to support the implementation of the integrated DSDF and EMF – some of which has be done in section 1.6.6 . A detailed description of the method can be found in Technical Annexure 12 in Vol. 4 of the integrated DSDF and EMF.

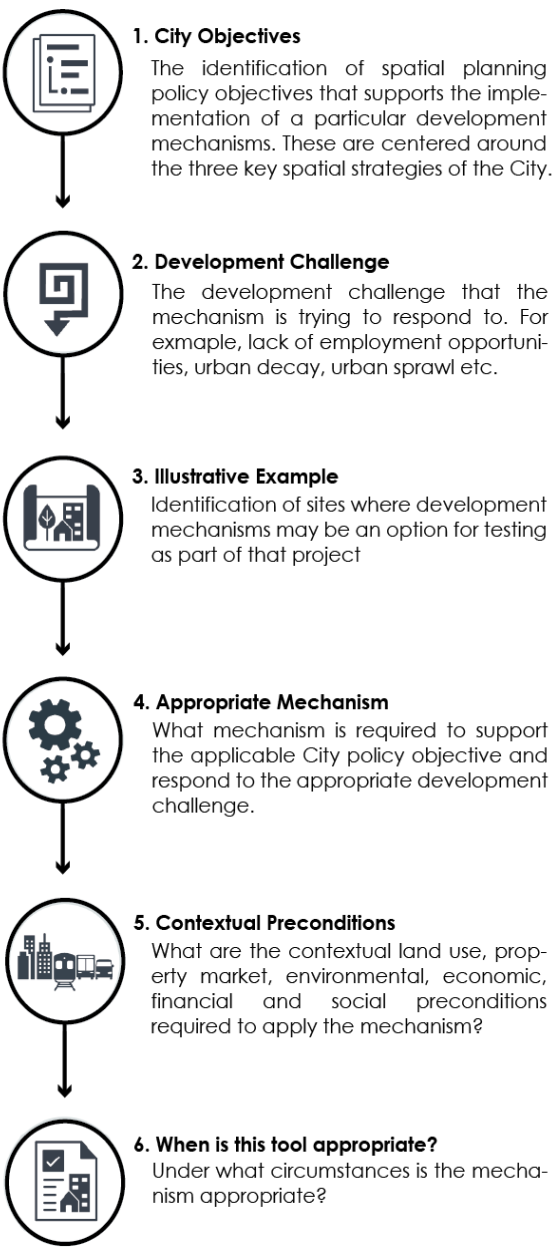


Figure 1.10: Local Application Framework

1.6.5 Spatially targeting (review of ECAMP)

The city is currently in the process of reviewing ECAMP (Economic Areas Management Programme). ECAMP is a research and policy support initiative that tracks and routinely assesses the market performance and long-term growth potential of over 70 business precincts across the metropolitan region; on this basis, local interventions are identified which help ensure that each business precinct performs optimally given its particular locational assets. The **development performance** indicator reflects the current level of market confidence in an area by measuring short-term price signals (i.e. sales, building work, rentals and rental growth, vacancies, etc.). **Location potential** 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 Technical Annexure 9 in Vol. 4 of the integrated DSDF and EMF.

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 legislative exemption from section 34 and 38 of the Heritage trigger activities, of the National Heritage Resources Act, Act 25 of 1999.

At present, the following areas in the Cape Flats district have been identified for investigation as HEA as depicted in the map below (Figure 1.11):

- Bridgetown
- Athlone
- Lansdowne
- Grassy Park

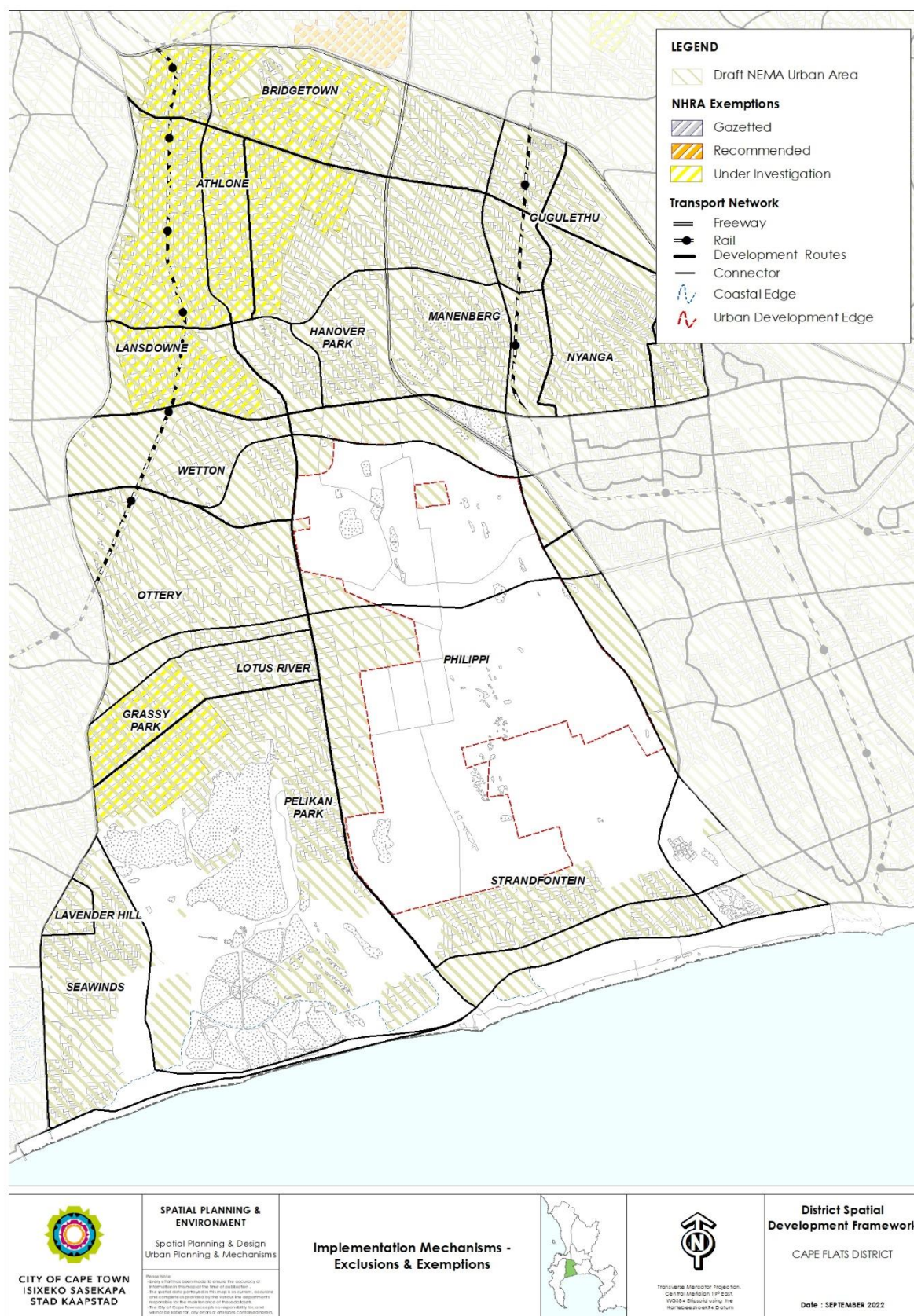


Figure 1.11: Exclusions and exemptions

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 Technical Annexure 12 in Vol. 4 of the integrated DSDF and EMF).

- 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 12 (Atlantis Industria, Triangle Farm, Parow Industria, Sacks Circle, Lansdowne Industrial (known as Philippi North in ECAMP) and Elsie's 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 in Figure 1.12. It is important to note that they are currently under review.

1.6.6.e *Overlay Zones*

A. Integrated Incentive Overlay Zone for DFAs

The purpose of the IOZ is to allow for desired densities, land use types, and economic sector types of development in certain strategic priority areas of the city, through enhancement of development rights and as by-product reduce timeframes for approval. This is in pursuit of a more efficient, just and sustainable city through encouraging intensity of development in well-located areas with the greatest levels of proximity-based or public-transport-based access. This requires the establishment of clear development rules linked to concessions in the development management scheme of the Municipal Planning By-Law (MPBL) which will aim to remove onerous administrative requirements that create uncertainty and often hinder development in spatially aligned areas. The City is currently undertaking an investigative project to action this mechanism.

The objective of the IOZ project is to investigate and provide technical components required for its establishment, to be considered in a future adhoc review of the MPBL. The IOZ is already contained within the MPBL, however there are no general or specific provisions attached to it (see Part 1, Items 155 – 156 of the MPBL). The project aims to provide these provisions and associated conditions, in support of realising the spatial vision and land use management guidelines for strategic priority areas as articulated within Volume 2 of the 8 District SDFs. This could be done by allowing for desired densities and types of development in certain strategic priority areas of the city, specifically the Development Focus Areas (DFAs), through for instance the establishment of enhanced development rules and use rights. Guiding principles for the IOZ are as follows:

- Easy to understand for public and private stakeholders alike
- Practical to implement and ensure that an administrative burden is not created
- Do no harm and maintain an emphasis on promoting the desired development in spatial targeting areas without leading to market distortions and other unintended consequences
- Be flexible, relevant and pragmatic and provide an incentive which is desirable for property owners, developers and investors.

D. Heritage Protective Overlay Zones (HPOZ)

The heritage grading and associated development guidelines for each of the areas are 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, 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. The following areas are recommended to be included or extended in the HPOZ:

- i. Proposed areas for inclusion: Philippi Horticultural Area

E. Small Scale Rental Unit Overlay Zone (SSRU Overlay Zone)

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

1.6.6.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.

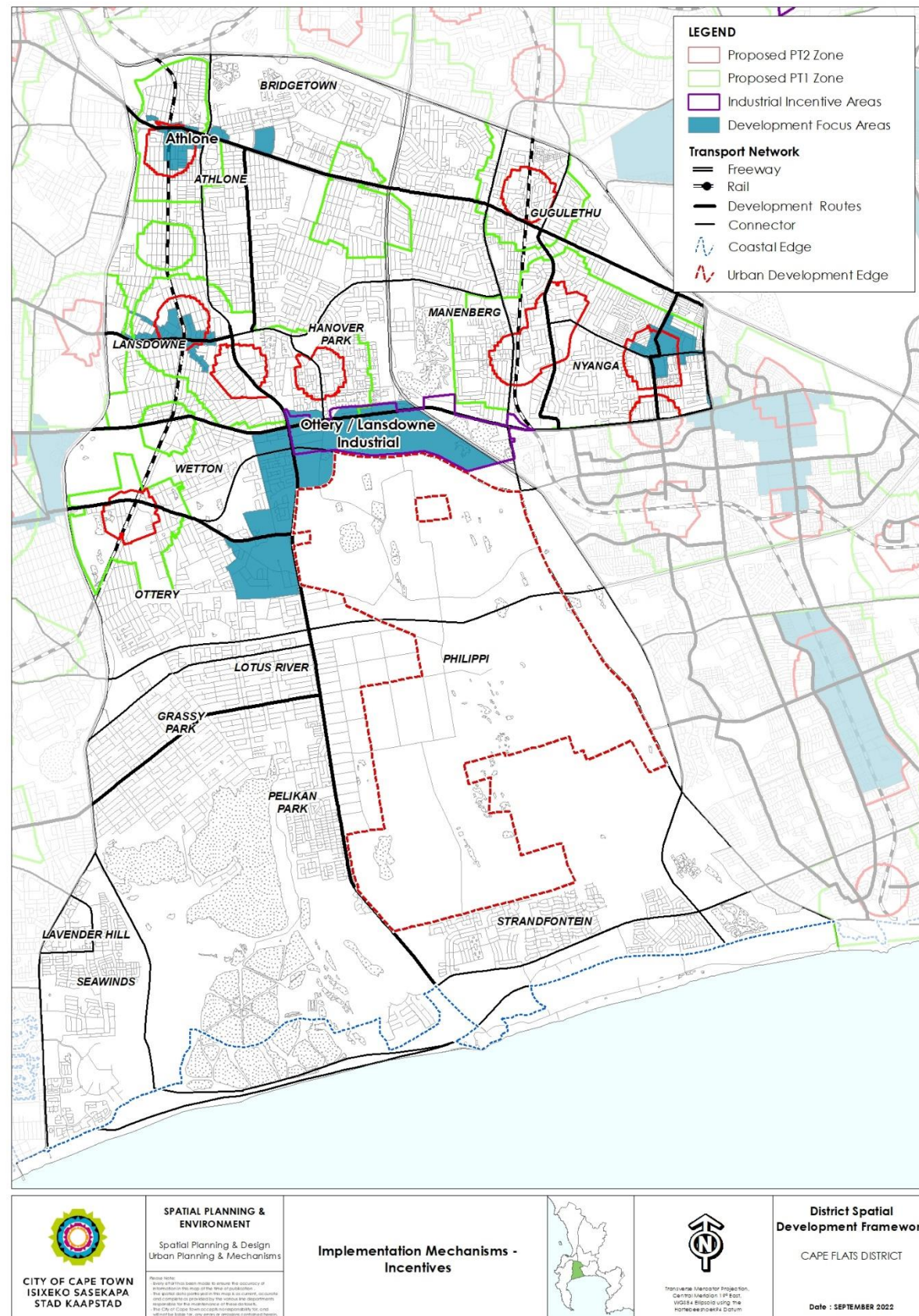


Figure 1.12: Incentives

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 and natural environment - see Figure 2.2. A further component of the proposed M&E framework pertains to process-related aspects of policy implementation, in terms of the DSDFs.

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 2.1.

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 – see Figure 2.1.
3. **Performance Management** – cognisance was taken of the department's performance management requirements.

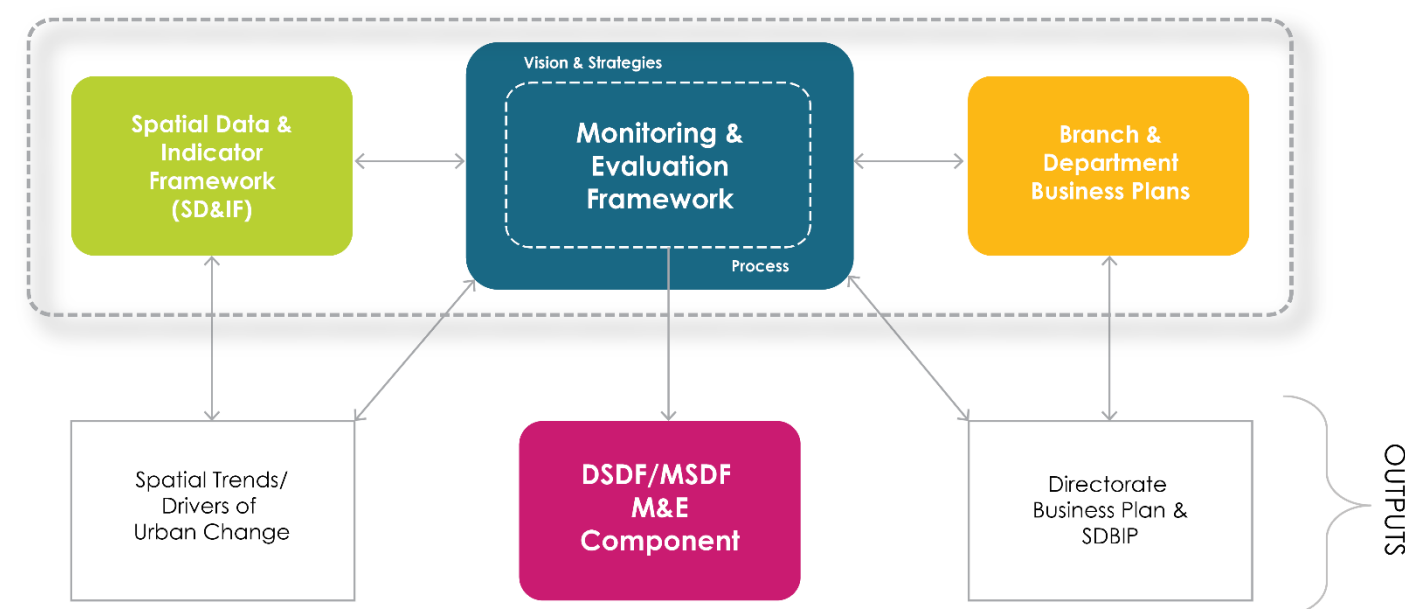


Figure 2.1: Overview of the UPD Spatial Data & M&E framework

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):

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

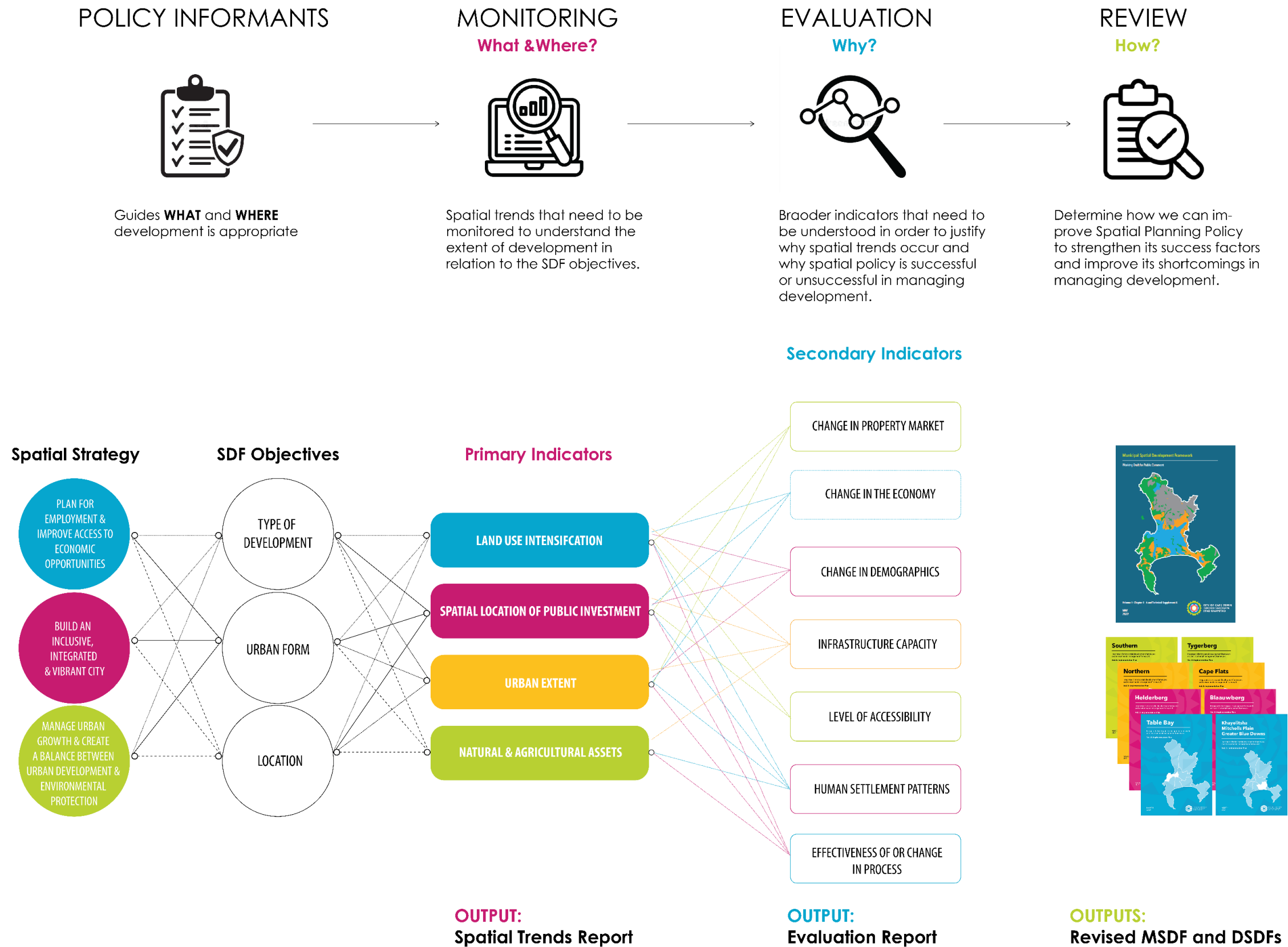


Figure 2.2: Focus of DSDF/MSDF M&E Framework

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:

- i. Development Focus Areas
- ii. Urban Support Areas
- iii. Mixed Use Intensification Areas
- iv. 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 15 below sets out key milestones/timeframes for M&E deliverables based on a proposed five-year review cycle (milestones for year 1 to 5).

Table 16: 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.					