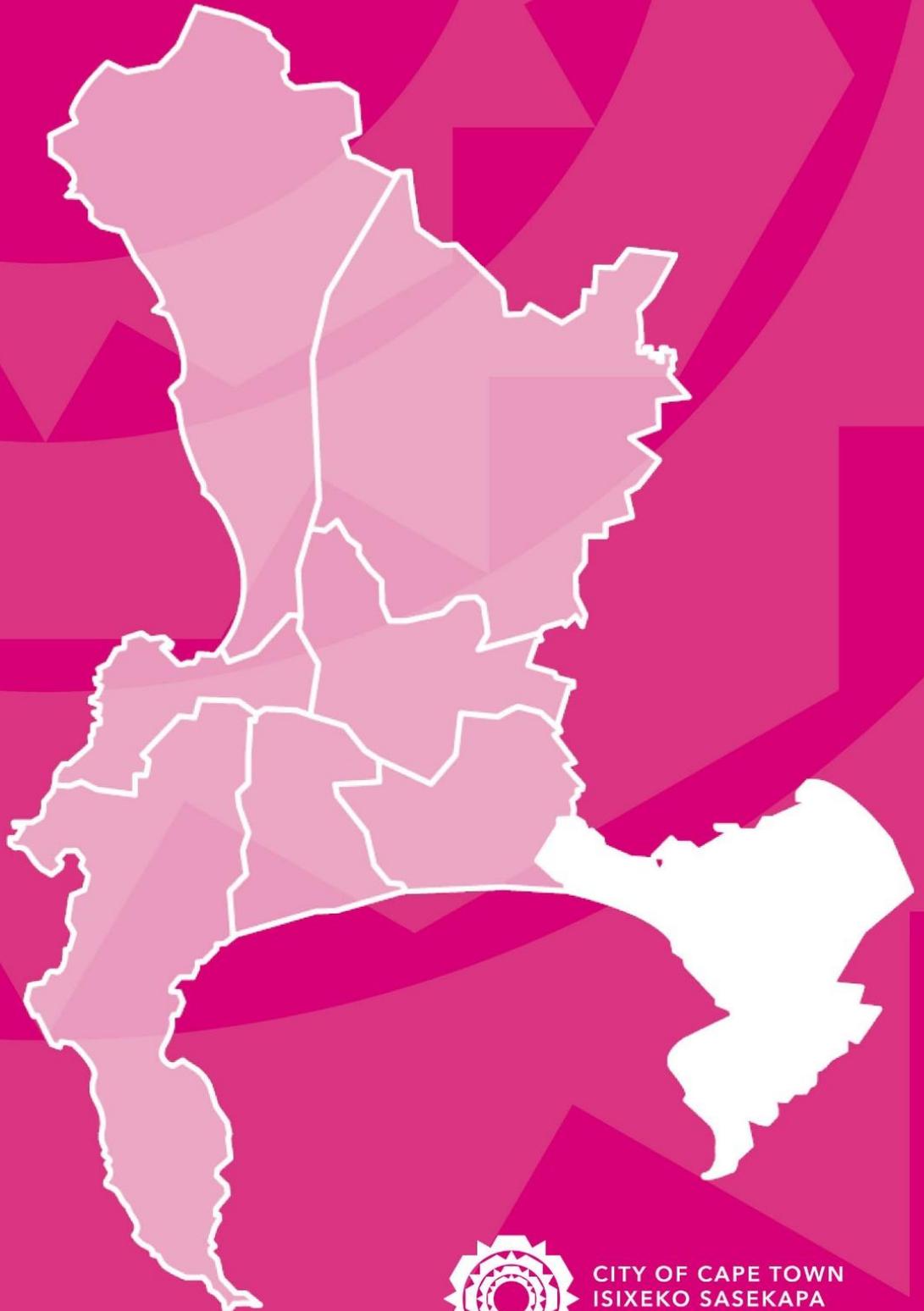


Helderberg

Integrated district spatial development framework
and environmental management framework

Vol. 3: Implementation Plan



MAY
2022



CITY OF CAPE TOWN
ISIXEKO SASEKAPA
STAD KAAPSTAD

Contents

1. IMPLEMENTATION PLAN	1
1.1. Approach to implementation.....	1
1.2. Urban Restructuring and Upgrading Proposals	3
1.2.1. Transport Infrastructure	4
1.2.2. Human Settlements	10
1.2.3. Bulk Infrastructure	12
1.2.4. Public Facilities and Public Space	14
1.2.6. Urban Management Areas.....	17
1.3. Spatial Targeting Framework for Prioritising Areas for Public Investment	19
1.3.1 Overview of priority local area identification	21
1.3.2. Capital Investment Prioritisation	27
1.4. Local area planning priorities	29
1.5. Local Policies to be Withdrawn or Amended	32
1.5.1. Policies to be withdrawn	32
1.6. Implementation Mechanisms	33
1.6.1. Categorisation of mechanisms.....	33
1.6.2. Available Mechanisms.....	34
1.6.3. Proposed mechanisms.....	35
1.6.4. Local Application Framework.....	37
1.6.5. Spatially Targeting (Review of ECAMP)	39
1.6.6. Mechanisms underway / for investigation in the Helderberg District	39
2. MONITORING AND EVALUATION FRAMEWORK.....	46
2.1. UP&D Framework for Spatial Data & M&E: An overview	46
2.2. Monitoring	47
2.3. Evaluation.....	48
2.4. Review.....	48
2.5. Action Plan	49

LIST OF FIGURES

Figure 1: Implementation Plan Process Diagram	1
Figure 2: DSDF Approach to Implementation	2
Figure 3: Link between Spatial Themes, Strategies, Scale and Policy Elements	19
Figure 4: Spatial Targeting Method	20
Figure 5: Vulnerable Areas	22
Figure 6: Opportunity Areas	24
Figure 7: Environmental Priorities	26
Figure 8: Prioritised Local Areas	31
Figure 9: Methodology for implementing mechanisms	38
Figure 10: Exclusions and Exemptions	41
Figure 11: Implementation Mechanisms – Incentives.....	44
Figure 12: Selection Criteria for Inclusionary Housing Areas	45
Figure 13: Focus of DSDF M&E Framework	46
Figure 14: Overview of the UPD Spatial Data & M&E Framework	47

LIST OF TABLES

Table 1: The district is served by the following public transport facilities	8
Table 2: Planned/ Proposed Housing Projects for the Helderberg District	10
Table 3: City of Cape Town Housing Pipeline.....	11
Table 4: CoCT Informal Settlements Planning and Pipeline Projects in Helderberg District	12
Table 5: Waste Water Treatment Projects	12
Table 6: Major Water Projects	12
Table 7: Scoping 2021 to 2030	13
Table 8: Electrical Major Projects.....	13
Table 9: Solid Waste Projects.....	14
Table 10: Public Facilities and Public Space Projects	14
Table 11: Pipeline Projects	15
Table 12: Cemetery Projects	16
Table 13: Major District Project Prioritisation.....	27
Table 14: Sub-district prioritisation per category	27
Table 15: District Prioritisation	28
Table 16: Local Area Planning Initiatives	29
Table 17: Policies to be withdrawn.....	32
Table 18: Available Mechanisms	34
Table 19: Proposed Mechanisms.....	35
Table 20: Key Milestones for M&E deliverables.....	49

1. IMPLEMENTATION PLAN

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

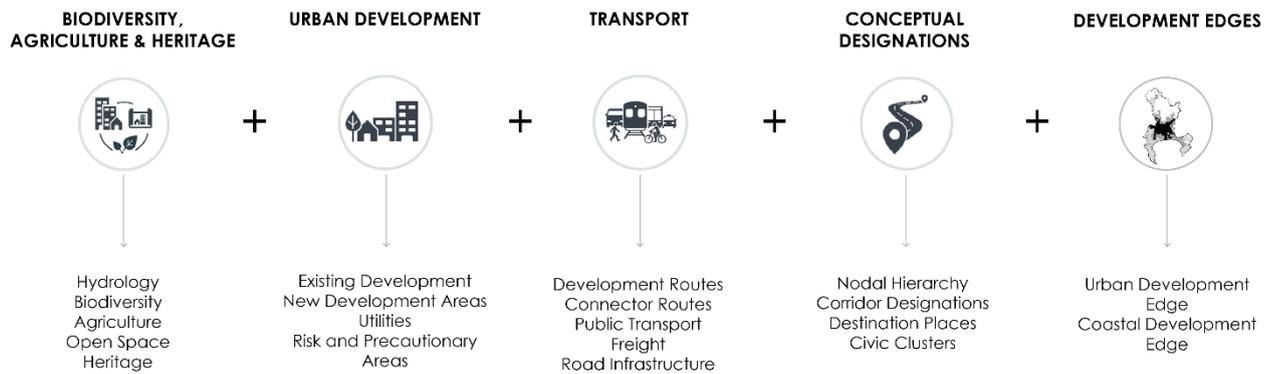


Figure 1: Implementation Plan Process Diagram

1.1. Approach to implementation

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

- **Public Investment:** Integrated and aligned public sector investment through Urban Restructuring and Upgrading (Section 1.2), the Spatial Targeting Framework (Section 1.3) and Local Area Planning Priorities (Section 1.4).
- **Ease of process:** Removing red tape and improving institutional efficiencies by withdrawing contradictory or overlapping local planning policy with the approval of the DSDF (section 1.5) in line with strategic planning initiatives to provide certainty and transparency to developers and businesses.
- **Enabling incentives:** Development Mechanisms (section 1.6) to stimulate private sector development and leverage public investment designed to change the behaviour of role-players in the property development process or influence their decisions in order to achieve specific outcomes.

This process is conceptualised in **Figure 2** below.



Figure 2: DSDF Approach to Implementation

1.2. Urban Restructuring and Upgrading Proposals

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

Two considerations are important in terms of planning for services (public facilities, parks) and infrastructure (transport, bulk infrastructure/utility services). First, there is a need to address backlogs based on the existing demands and secondly a need to plan for new demand. In terms of the latter the DSDF attempts to inform future development by:

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

These areas for future development have been identified in the Helderberg DSDF Technical Report. These include areas for intensification, the Mixed-Use Intensification Areas and the New Development Areas.

While the Helderberg DSDF promotes general intensification across the district and in particular along the Main Road corridor, Broadway Boulevard, further specific areas identified for mixed use intensification include:

- Macassar area including Kramat Avenue, N2, Old Main Road, Baden Powell Drive (taking account of urban conservation areas and historically significant buildings).
- Strand CBD including, Broadway Boulevard T2, Faure Marine Drive (from intersection of Strand Main Road to Beach Road), Main Road (through Somerset West CBD to Strand CBD), Victoria Road and T2 to Gordon's Bay (the north-west of the Sir Lowry's Pass corridor).
- Gordon's Bay CBD include, Faure Marine Drive, Victoria Road and T2 to Gordon's Bay (the north-west of the Sir Lowry's Pass corridor).

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

1.2.1. Transport Infrastructure

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

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

1.2.1.a. New road links

There are a number of existing new road link proposals in the district. While these are all important to the overall (eventual) integration and functioning of the district, in terms of the stated shift in focus for transport infrastructure in the city and in the Helderberg district, the most important new road links required in the district are the proposed N2 Freeway realignment upgrade and Broadway (R44) through Strand/ Gordon's Bay. 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.

- **N2 Upgrade**

Saun Dyers to update the 2012 wording: The N2 Freeway realignment upgrading and construction is planned to start in the next 2 to 3 years, with new interchanges planned in the Victoria Street and Onverwacht Road, according to latest feedback from SANRAL. The impact it may have on the existing network is still questioned with regard to accessibility (Main Road and Fabriek Street as examples). The upgrade of the T2 is almost complete, and will address congestion problems in the area. This upgrade is believed to also accommodate the upgrade of Main Road 108 (Gordon's Bay/ Sir Lowry's Pass Rd.).

- **Other Planned Road Upgrades and New builds**

There has been significant road construction in the district in recent years. Recently completed roads, as well as possible new or upgraded connections can be seen on the plan below, and are not listed separately. However, due to budget constraints, construction is usually dependent on the development contributions from new developments. Where this is not possible, or insufficient, construction will be in accordance with city priorities (for example the congestion management strategy).

The completion of Broadway through Strand/ Gordon's Bay remains a priority, as well as the dualling of Broadway from Strand Golf course to Main Road, Strand.

A number of road proposals have been made to strengthen connectivity and general mobility in the District. These can be seen on the map below.

- **Proposed activity route through Paardevlei site a link from Macassar Road**
From the west crossing the R44 through the Somerset West Mall triangle to Victoria Road to the east to facilitate an east-west linkage. The proposed linkage is a long term requirement aimed at providing increased accessibility within the district and promoting spatial integration as well as optimising development opportunities within the Heartland development area.
- **Road Upgrades: Development Routes:**
 - Broadway (R44) through Strand/ Gordon's Bay. This road link which forms part of a development route, will provide for increased accessibility and allow development at appropriate intersections along the routes.
 - Broadway from Strand Golf course to Main Road, Strand. The upgrade of Broadway into a dual carriage-way is also required to increase the carrying capacity of the route from Strand Main Road to the Victoria Road intersection.
 - Main Road 108 (Gordon's Bay/ Sir Lowry's Pass Rd. The upgrade of Sir Lowry's Pass (MR108) from T2 to Gordon's Bay as a dual link will provide for increased traffic movement volumes.
- **Connector Routes:**
Bloubos Road (Gordon's Bay) will establish a much needed link between Faure Marine Drive and the Somerset West/ Sir Lowry's Pass Road (M9). The link road will not only address congestion on the T2, but will also alleviate dangerous situations such as the interchange from Sir Lowry's Pass Village onto the T2.
- **Other structuring routes:**
 - Existing De Beers Road link, which provides direct linkage for the station to Heartland site, requires upgrade in order to provide a safe and attractive pedestrian linkage. This road is also prioritised as a pedestrian route and class proposed bicycle route in terms of the NMT conceptual plan.
 - Proposed secondary road link from the proposed activity route in Paardevlei onto the N2 and Old Main Road and further onto the Main Road to Somerset West CBD, will increase accessibility to and from the surrounding urban fabric, and also alleviate the increasing pressure on the R44 (Broadway/Main Rd) intersection.
 - Other identifies structuring new links associated with the Broadlands/ Gordon's Bay Development are include, the proposed Vlakteplas link and extension of Gustrouw road.
- **New Urban Freeways**
 - N2 Freeway realignment. Proposed N2 realignment with transport interchanges (i.e. off-ramp) planned at DeBeers/Broadway (i.e. R44 and N2) Victoria Street, Onverwacht Road, and Firlands (i.e. Sir Lowry's Pass and N2 intersection) Two Toll Plaza are also proposed along the freeway (i.e. Sir

Lowry's Pass Toll Plaza, East –side Ramp Plaza).

- Prioritise the investigation for the establishment of a transport interchange (e.g. hyphen-bend) via N2 to Kramat Ave to facilitate increased local accessibility to the Macassar area and surroundings.
- **New roads**
 - Extension of R44 Dualling;
 - N2 Bypass
 - Sir Lowry's Pass Village RD (Dualling)
 - Onverwacht DR
 - Baden Powell Dr (Dualling)

1.2.1.b. 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:

- Strand Station

High Order Public Transport

- There is a passenger railway line running from Strand through the south-west part of the district, to Bellville and on to the CBD. It includes a Business Express service, on the Northern line. The need has been identified for a new railway station between Van der Stel and Strand stations. Plan for & implement links between, and the active integration of, these routes and adjacent / accessible roads, public transport, and parking to support pedestrian access to and utilisation along the NMT.
- Investigate the provision of new station north of T2 near Chris Nissen Park to serve nearby communities of Lwandle, Nomzamo and Asanda. Currently people in these areas walk long distances to Van der Stel and Strand stations.
- The proposed new railway line and associated stations from Khayelitsha through Macassar is a long vision which is dependent on PRASA funding, to improve public transport connections between Khayelitsha and Helderberg.

Bus Rapid Transit (BRT)

- The rail line, which is well-located to serve the district, is seen as the trunk service in an integrated public transport system, as it serves the CBD, and Bellville. Hence this district is not targeted for any BRT trunk services in the near future. No feeder services exist in the district.

Rail

- There is a passenger railway line running from Strand through the south-west part of the district, to Bellville and on to the CBD. It includes a Business Express service, on the Northern line.
- The need has been identified for a new railway station between Van der Stel and Strand stations.

Taxi Ranks:

- Two Public Transport Interchanges have been identified in the district which are to be located in Nomzamo and Somerset West.

Low Order Public Transport

- The main activity is centred on the Somerset West public transport interchange, and to a lesser extent at Macassar, Nomzamo and Strand station. To support greater localisation and walkability (& less need for longer intra and inter-district trips) associated with more integrated urban development and progressive climate mitigation.

1.2.1.c. Non-motorised transport (NMT)

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 Helderberg district, interventions should focus on:

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

property developers, etc.) along identified NMT routes to assist with NMT legibility, safety, and attractiveness, while progressively contributing to urban heat generation mitigation by effectively narrowing asphalt exposure to the sun.

- Most NMT (cycling) facilities are still in planning, except for existing routes in Macassar and Broadway Boulevard. There is a strong presence of commuter cyclists around Nomzamo, which should be supported in the roll-out of the NMT plans, and as roads in the area are maintained and upgraded.
- Safe movement spaces should be created for both pedestrians as well as cyclists along roads such as:
 - De Beers Avenue, which provides a direct link between a station (Somerset West) and the Heartlands development area as well Somerset West Triangle regional node.
 - Faure Marine Drive, which fulfils as well major mobility function between Strand and Gordon's Bay.
 - A portion of the road from Strand Main Road intersection to Beach Road has been identified as an activity route and provision should also be made for safe pedestrian / non- motorised movement along the road by the example introducing cycle lanes.
 - Onverwacht Road, Broadlands Road and Faure Marine Drive 9 as main access to/from Gordon's Bay coastal amenities such as Harmony Park, Hendon Park and Harbour Island.
 - Somerset West and Strand Main Road, where adequate provision should be made for pedestrian movement along these activity routes.
 - Macassar, where a foot path should be prioritised over the N2 via Macassar Road to facilitate safe pedestrian movement to the nearby train station in Firgrove.

Most NMT (cycling) facilities are still in planning, except for existing routes in Macassar and Broadway Boulevard. There is a strong presence of commuter cyclists around Nomzamo, which should be supported in the roll-out of the NMT plans, and as roads in the area are maintained and upgraded.

Minibus Taxis and GABS, and related PTIs

The main activity is centred on the Somerset West public transport interchange, and to a lesser extent at Macassar, Nomzamo and Strand station. There is no clear public transport "routes", apart from the dominant service along the N2, taking commuters in and out of the district.

Table 1: The district is served by the following public transport facilities

No	Name	Formal/ Informal	Any plan for upgrading
1	Gordons Bay Minibus-taxi Rank	Informal	
2	Lwandle	Formal	
3	Macassar Minibus-taxi Terminus	Formal	Scoping
4	Nomzamo Minibus-taxi Terminus	Formal	New asset completed (2015)

No	Name	Formal/ Informal	Any plan for upgrading
5	Somerset Mall Public Transport Interchange	Formal	
6	Somerset West Public Transport Interchange	Formal	Procurement phase
7	Somerset West Station Transport Interchange	Informal	
8	Strand Station Transport Interchange	Formal	
9	Firgrove	Informal	

1.2.1.d. Road Schemes

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

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

It is proposed that an urgent (and thereafter regular) review of the road schemes is undertaken by the Transport Department to inform urban development processes in the respective areas. The identified schemes should be assessed from a spatial development perspective to assist urban development processes in the short term, as well as act as an informant into the Transport Departments more detailed review.

1.2.2. Human Settlements

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

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

1.2.2.a. Planned/ Proposed Housing Projects

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

Table 2: Planned/ Proposed Housing Projects for the Helderberg District

Area	Lead / Programme	Timeframe (Short / Medium / Long Term)	Notes (Anticipated Yield, etc. if available)
Paardevelei		Long term	± 15 700 units
Rusthof Infill Project (ex. Beverley Hills/ Erf 5822 (Traffic Site Development)/ Erf 13501)	BNG	Long term	387 units
Farm 920 & Bloubos Road	BNG	Long term	754 units
Vlakteplaas	BNG	Long term	4 300 units
Vuyolwethu	PHP	Short term	400 units
Macassar	BNG	Short term	2 469 units
Morkel's Cottage (Strand)	BNG	Short term	562 units
Lourensia Park (10ha site)	BNG	Short term	150 units
Sir Lowry's Pass Village	BNG	Short term	307 units

1.2.2.b. Site for Investigation

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

- Macassar
- Firgrove
- Sir Lowry's Pass
- Vlakteplaas

1.2.2.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 housing¹ by the private sector. In the absence of policy, potential areas in close proximity to public transport, public amenities and employment opportunities (such as nodes, corridors and mix use development and/or intensification areas) should be considered for inclusionary housing.

1.2.2.d. Informal Settlement Upgrade

The following projects have been identified for informal settlement upgrading within the Helderberg District:

Table 3: City of Cape Town Housing Pipeline

USDG and HSDG projects for MTREF 2020-2023					
#	Project Name	Programme	Opportunity (units)	Completion Date	Project Stage
1	10 Ha Somerset West Hsg Project	BNG	150	2021	Project on site
2	Macassar BNG Housing Project	BNG	2469	2023	Project on site
3	Sir Lowry's Pass Village	BNG	307	2023	Contraction Tenders
4	Vlakteplaas	BNG	4300	2023	Planning
5	Morkel's Cottage	USDG	562	2021/2022	Project on site

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

Informal Settlements Planning and Pipeline in Helderberg District

Table 4: CoCT Informal Settlements Planning and Pipeline Projects in Helderberg District

#	Project Name	Programme	Beneficiaries	Budget	Project Stage
1	Deep Freeze: Services Formal Area-Macassar	UISP	171	2020/21	Planning
2	Electrification: Nomzamo	UISP Service sites	6000	2020/21	Planning

1.2.3. Bulk Infrastructure

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

1.2.3.a. Waste Water Treatment Works

The following were identified:

Table 5: Waste Water Treatment Projects

Waste Water Treatment Project	
Project	Description
Helderberg Major Drop Off	Gordons Bay Drop-off Upgrade Waste Min

1.2.3.b. Water

Steenbras 100 M³ storage reservoir: to provide for strategic storage in the vicinity of Steenbras WTW and the Helderberg basin, the buffering capacity of which will allow the Steenbras WTW to be operated at an even rate, thereby providing operational relief and avoid major operational problems at the Steenbras WTW, to increase flexibility of the subsystem it is proposed to provide a cross-connection between the 810 and 840 mm Ø pipelines.

Table 6: Major Water Projects

Water Major Projects	
Project	Description
Harmony Park: New Water & Sewer Infrastructure	Upgrade asset
Water Supply At Baden Powell Dr To Khayelitsha	Expand/develop city/asset
Water Supply At Baden Powell Dr To Khayelitsha	Expand/develop city/asset
Helderberg/Faure Scheme	New replacement

1.2.3.c. Stormwater (projects above R5 million)

LOURENS RIVER PHASE 2: Flood alleviation project for the Lourens River. Phase II of the project entails the design and construction of a bypass channel around the Somerset West CBD, which will protect the CBD and the vulnerable residential areas and communities along the river corridor from flooding during the 1 in 100 year flooding event. This project will free-up development land (thereby creating economic opportunities) and prevent potential loss of life, damage to property and infrastructure, and economic loss due to flooding.

Table 7: Scoping 2021 to 2030

Water major projects	
Project	Description
Harmony park: new water & sewer infrastructure	Upgrade asset
Water supply at Baden Powell Dr to Khayelitsha	Expand/develop city/asset
Water supply at Baden Powell Dr to Khayelitsha	Expand/develop city/asset

1.2.3.d. Electricity major projects

This section identifies critical projects envisioned for the next 10 years, exceeding R10 million in capital expenditure and which will be subject to the corporate stage-gate process. Projects discussed in this section can either comprise new bulk infrastructure, refurbishment, replacement, improvement, expansion, or upgrade projects. Refurbishment and replacement projects

Table 8: Electrical Major Projects

Electricity Major Projects	
Project	Description
Gordon's Bay	The development will consist of residential, commercial and industrial components, to be implemented in three phases.
Paardevelei	Initial plans indicate that the area will be used for mixed use development, comprising residential, commercial and industrial components. The area has been split into numerous zones, with each zone being predominantly residential, commercial or industrial.
Nomzamo	The project involves the electrification of 6627 households.
Somerset Mall	Somerset Mall's load is currently supplied by Eskom and forms a pocket within the City of Cape Town's supply area. It is therefore recommended that the load is transferred from Eskom's network to the City of Cape Town's network.

1.2.3.e. Solid waste

The following solid waste projects were identified:

Table 9: Solid Waste Projects

Solid Waste Major Projects	
Project	Description
Helderberg Major Drop Off	Gordons Bay Drop-off Upgrade Waste Min

1.2.4. Public Facilities and Public Space

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

Table 10: Public Facilities and Public Space Projects

Project	Description	Timeframe (S: 1-2yr , M : 2-%yr, M/L 5+yr)
Lourens River	Lourens River Flood Alleviation Measures – Horticultural Works, Phase 1H	2019/03/01
Paardevelei, Strand	Paardevelei Outfall Stormwater Works Phase 1A, Strand	2019/04/26
Lourens River Flood	Construction of Lourens River Flood Alleviation Measures Phase 1J, Strand	2019/05/17
Sir Lowry's Pass River Upgrade.	Construction for Sir Lowry's Pass River Upgrade.	2020/04/01
Gordons Bay Beach Front Sewer	Improvement/ expansion- PRP	2020/21
Gordon's Bay Firlands Sewerage Services	Improvement/ expansion-PRP	2022/23
Gordon's Bay Sewer Rising Main	Improvement/ expansion-PRP	2022/23
Gordon's Bay Firlands Sewerage Services	Improvement/ expansion	2022/23 - 24
Gordon's Bay Sewer Rising Main	Improvement/ expansion	2022/23-24
Sir Lowry's Pass River	2.7 Km River Upgrade From The N2 To False Bay, Gordon's Bay- Detail Design	2021/2025
Soet River (Upstream Detention Pond)	Detention pond within the Soet River upstream of Nomzamo and Lwandle to reduce flood risk. Conceptual Design	2023/2027

Strand - Asanda Village	Distribution system development MV network improvement.	
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Top 10 Areas of Need (2020)			
Nodes	Node Level	Planning District	Total Facilities Needed
Philippi East	2	Khayelitsha/Mitchells Plain	25
Colorado Park	3	Khayelitsha/Mitchells Plain	22
Wallacedene	2	Northern	18
Delft - The Hague	3	Tygerberg	16
Bonaweni	2	Khayelitsha/Mitchells Plain	15
Harare	3	Khayelitsha/Mitchells Plain	15
Delft CBD	2	Tygerberg	13
Mfuleni	3	Khayelitsha/Mitchells Plain	13
Hanover Park	3	Cape Flats	13
Makhaza	3	Khayelitsha/Mitchells Plain	13

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

Three areas namely Nomzamo, Macassar and Somerset West have been identified as backlog areas in the district.

- Nomzamo has been prioritized as one of the areas to invest in community facilities and the principle of co-location and integrated precinct planning is being pursued. Owing to the extreme pressures on resources (budget and human resources) line departments should consider optimisation of facilities.

The table below indicates the pipeline projects within the district.

Table 11: Pipeline Projects

Facility Type	Pipeline Projects		Time Frame Short/Medium/Long-term
	New/Replacement	Upgrade/Expansion	
Libraries		Lwandle Community Library Upgrade	Short/Medium
City Health		Macassar CDC	Medium
		Somerset West clinic	Medium-Future
		Sir Lowry's Pass clinic	Medium-Future
		Gordon's Bay clinic	Medium-Future
Social Development	ECD centers of excellence are to be explored where need arises and subject to budget availability.		

Sports		Nomzamo/Lwandle Sports field upgrade	Medium
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Where new facilities are required the approach should be to implement the principle of co-location and clustering of facilities within the prioritized nodal points/civic clusters that include in pursuit of Transit Oriented Development principles ensuring that facilities are located close to public transport particularly capitalizing on the MyCiTi bus and other transport networks. It is also important to note the recommended sizes for the facilities for each node and these are outlined in the Community Services & Health Guidelines and Standards, 2020 document.

1.2.4.a. Educational Facilities

No new educational facilities are proposed for areas in Helderberg District.

1.2.4.b. Health Facilities

A public clinic is planned to be located in Somerset West, Macassar CDC, Sir Lowry's pass and Gordon's bay, but no further detail is available.

1.2.4.c. Parks and Recreational Facilities

Somerset West has been prioritized as one of the areas to invest in Regional Park.

1.2.4.d. Cemeteries

Urban development in the district in areas of Macassar, Somerset West, Strand, Nomzamo, Sir Lowry's Pass Village and Gordon's Bay has resulted in the Somerset West, Lwandle, Goedehoop and Strand cemeteries reaching capacity. Only Rusthof in Gordon's Bay and Sir Lowry's Pass cemeteries are operational, although both have limited remaining capacity. Such limited capacity together with significant identified urban infill (i.e. Heartland property), and green-fields development in the Somerset West area requires a new cemetery. Vaalfontein cemetery is being planned, however, identification and establishment of other interment options to supplement or compliment the traditional in-ground burial must be prioritised to address cemetery constraints in the district.

Table 12: Cemetery Projects

Cemeteries Project	
Project	Description
Vaalfontein Cemetery Development	Expand/Develop City/Asset
Upgrade of Rusthof Cemetery	Upgrade Asset

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.

- Somerset West

1.2.6.b. Mayoral Urban Regeneration Programme - Mayor's Visible Service c. Accelerated Programme

- Macassar

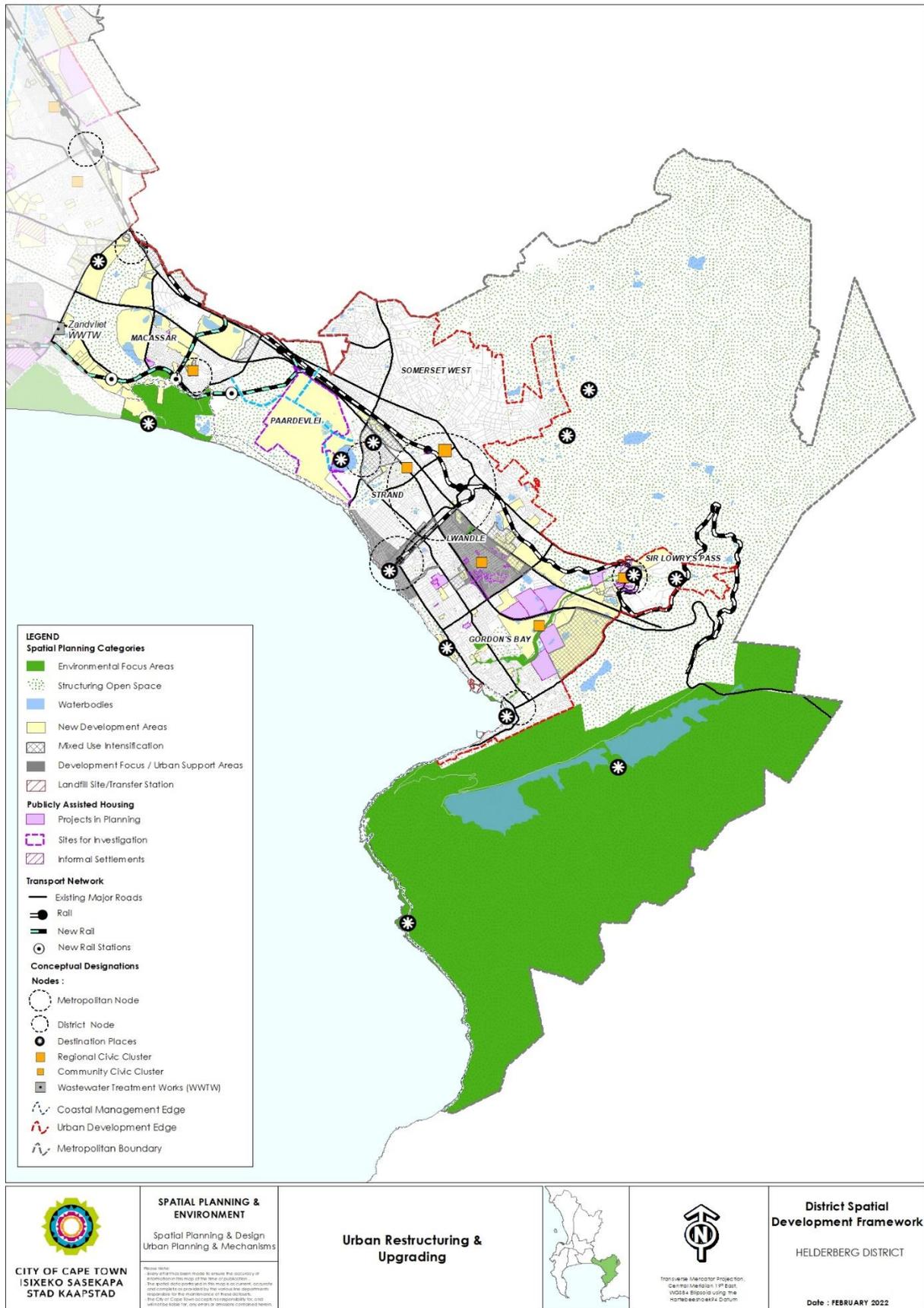


Figure 5: Urban restructuring

 <p>CITY OF CAPE TOWN ISIXEKO SASEKAPA STAD KAAPSTAD</p>	<p>SPATIAL PLANNING & ENVIRONMENT</p> <p>Spatial Planning & Design Urban Planning & Mechanisms</p> <p><small>Please Note: Every effort has been made to ensure the accuracy of information in this report at the time of publication. The reader should be aware that the data, statistics and content are provided by the various line departments responsible for the municipalities of the district. The City of Cape Town accepts no responsibility for any information that is only correct at the time of publication.</small></p>	<p>Urban Restructuring & Upgrading</p>		 <p>Transverse Mercator Projection, Central Meridian: 18° East, WG84 Spheroid using the HOTELLING 194 Datum</p>	<p>District Spatial Development Framework</p> <p>HELDERBERG DISTRICT</p> <p>Date : FEBRUARY 2022</p>
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1.3. Spatial Targeting Framework for Prioritising Areas for Public Investment

The purpose of the spatial targeting framework is to identify and prioritise specific areas within the district for public investment. Areas are prioritised based on various informants related to the City's key spatial transformational themes, strategies and policy elements at the metropolitan, sub-metropolitan and district scales. The informants, each of which are detailed below, aim to emphasise the key components of the various strategies relevant to identifying and selecting areas in which to prioritise public investment, which are depicted in Figure 3.

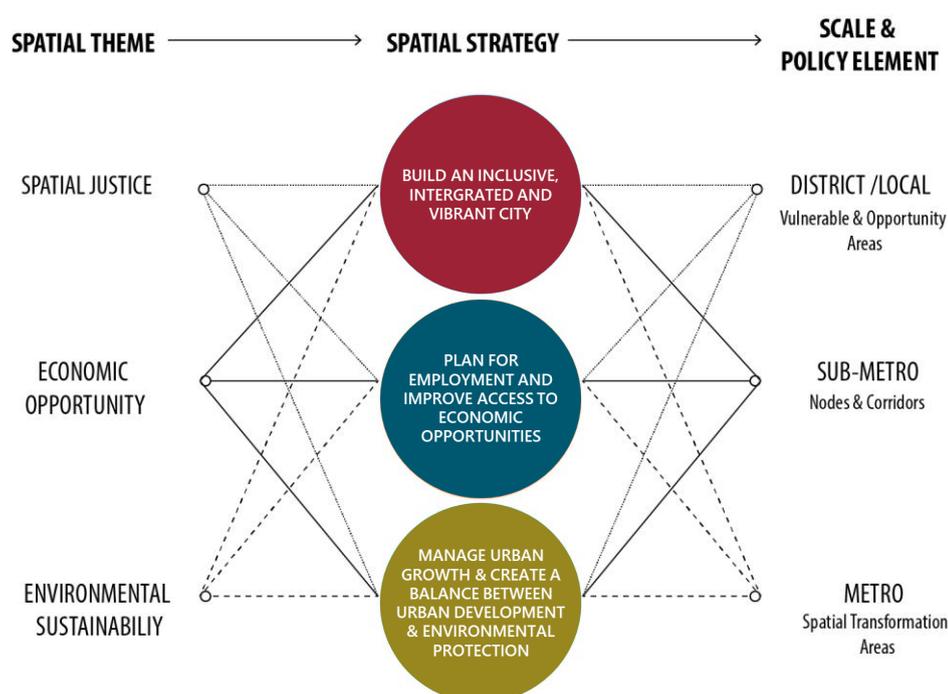


Figure 3: Link between Spatial Themes, Strategies, Scale and Policy Elements

Figure 4 depicts the various elements that inform the spatial-targeted areas per scale of planning. The key informants at the highest (metropolitan) level of planning are the STAs adopted by the MSDF, which form the basis for prioritisation of public investment and incentives. These have been refined and delineated through the DSDF review. At the sub-metro level, the structural elements that are key areas of investment-focus and strategic development potential are the city's nodes and development corridors. These have been informed by the structuring corridors in the MSDF and the City's approved integration zones. Lastly at the lowest scale of planning, greater attention is placed on district and local elements that should inform and direct public investment decisions in order to implement the spatial vision and objectives reflected in the DSDF plan. These are categorised broadly as opportunity areas and vulnerable areas and are described in more detail in the sections that follow.

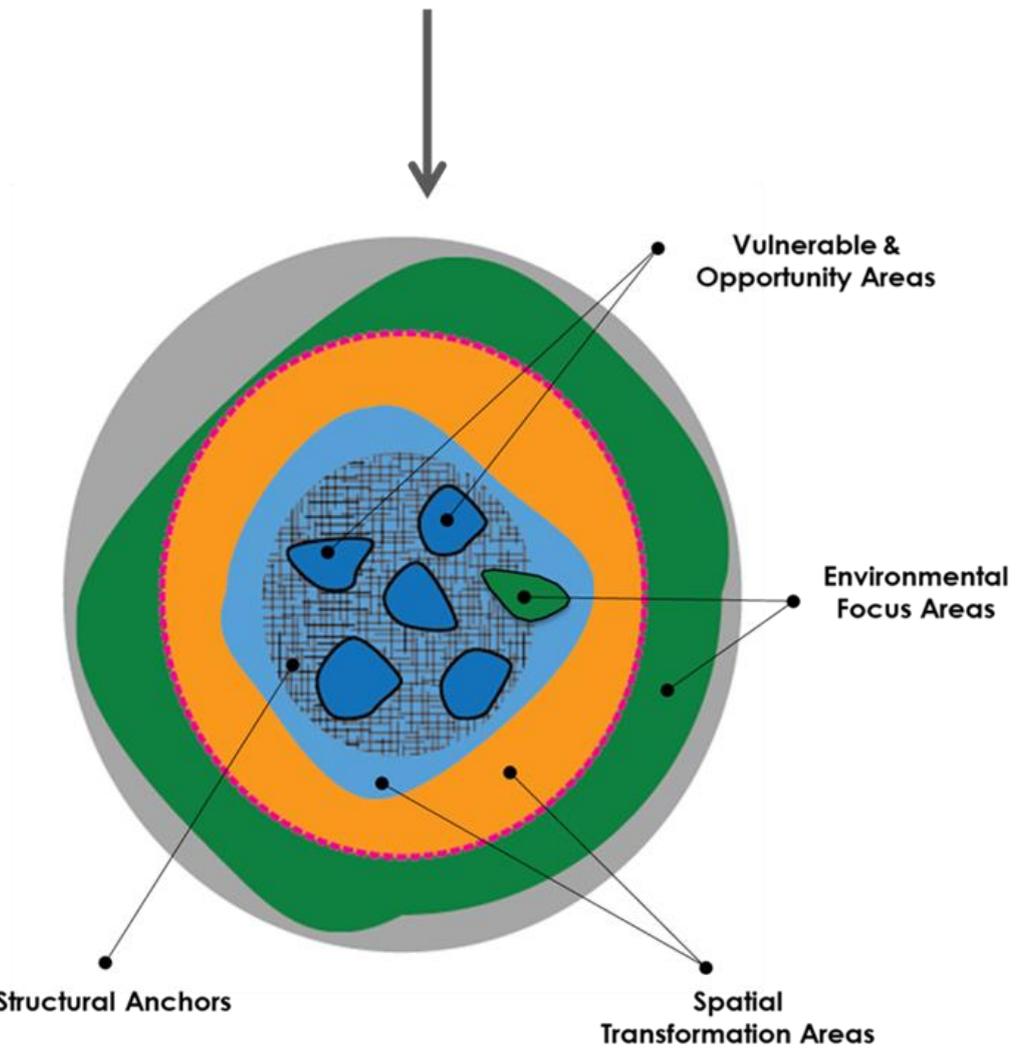
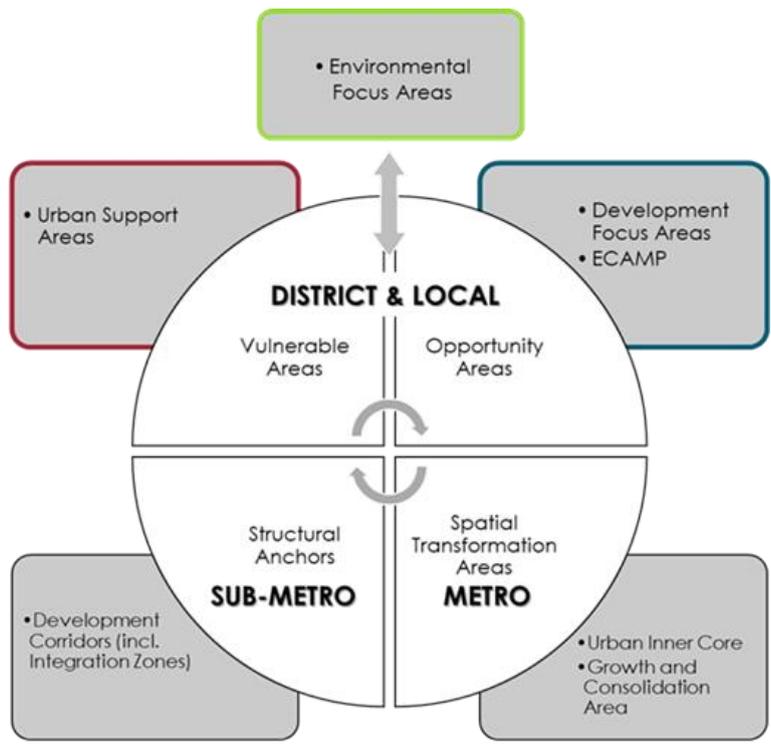


Figure 4: Spatial Targeting Method

1.3.1. Overview of priority local area identification

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

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

1.3.1.a. Vulnerable areas

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

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

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

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

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

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

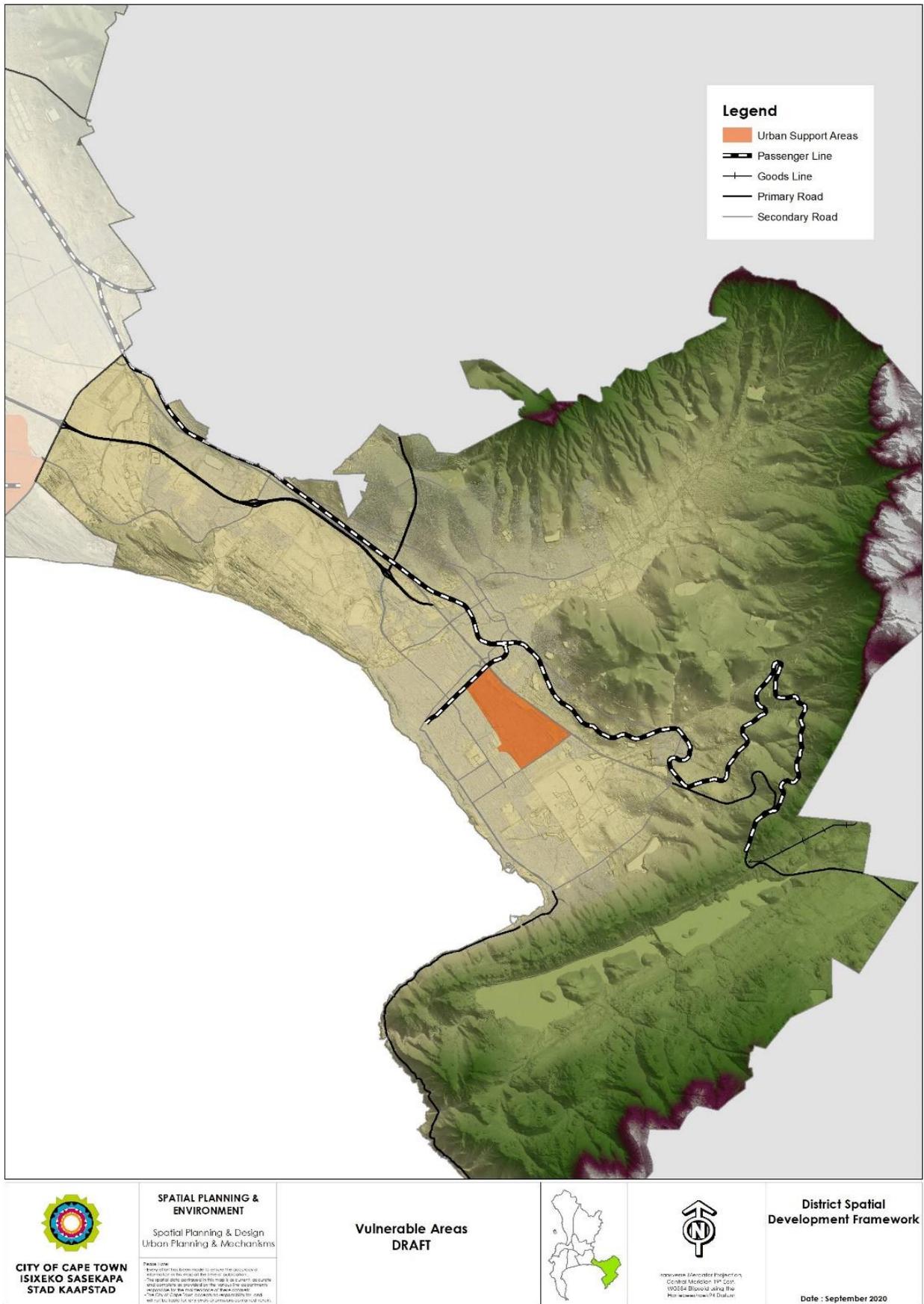


Figure 5: Vulnerable Areas

1.3.1.b. *Opportunity areas*

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

Informants included in the layered analysis are the:

1. Development focus areas

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

2. Economic Areas Management (ECAMP) Areas (ECAMP, 2017)

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

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

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

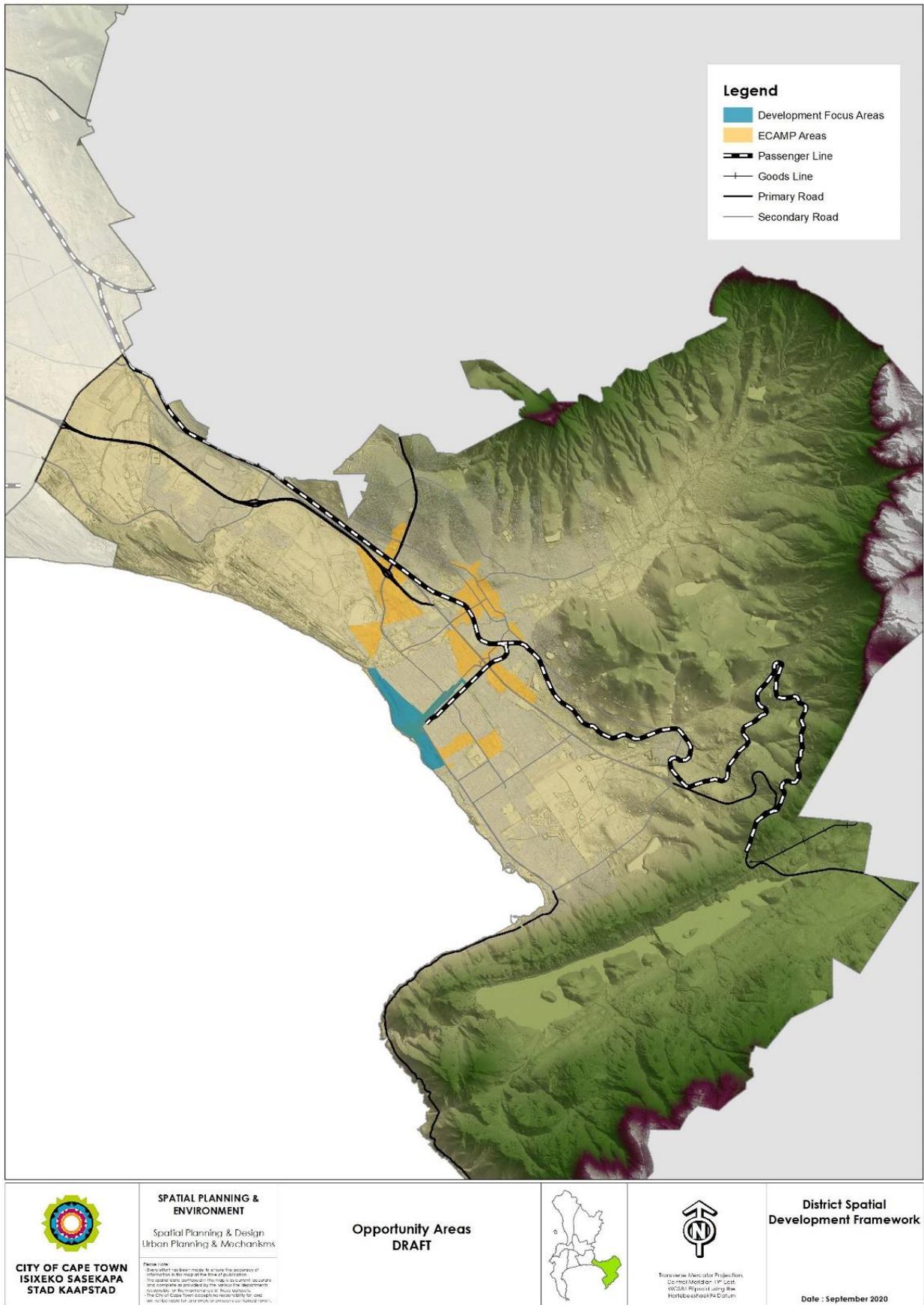


Figure 6: Opportunity Areas

1.3.1.c. Environmental Prioritisation

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

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

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

The final selection of projects which informs the identification of Environmental Focus Areas is based on there being evidence of all 3 abovementioned criteria.

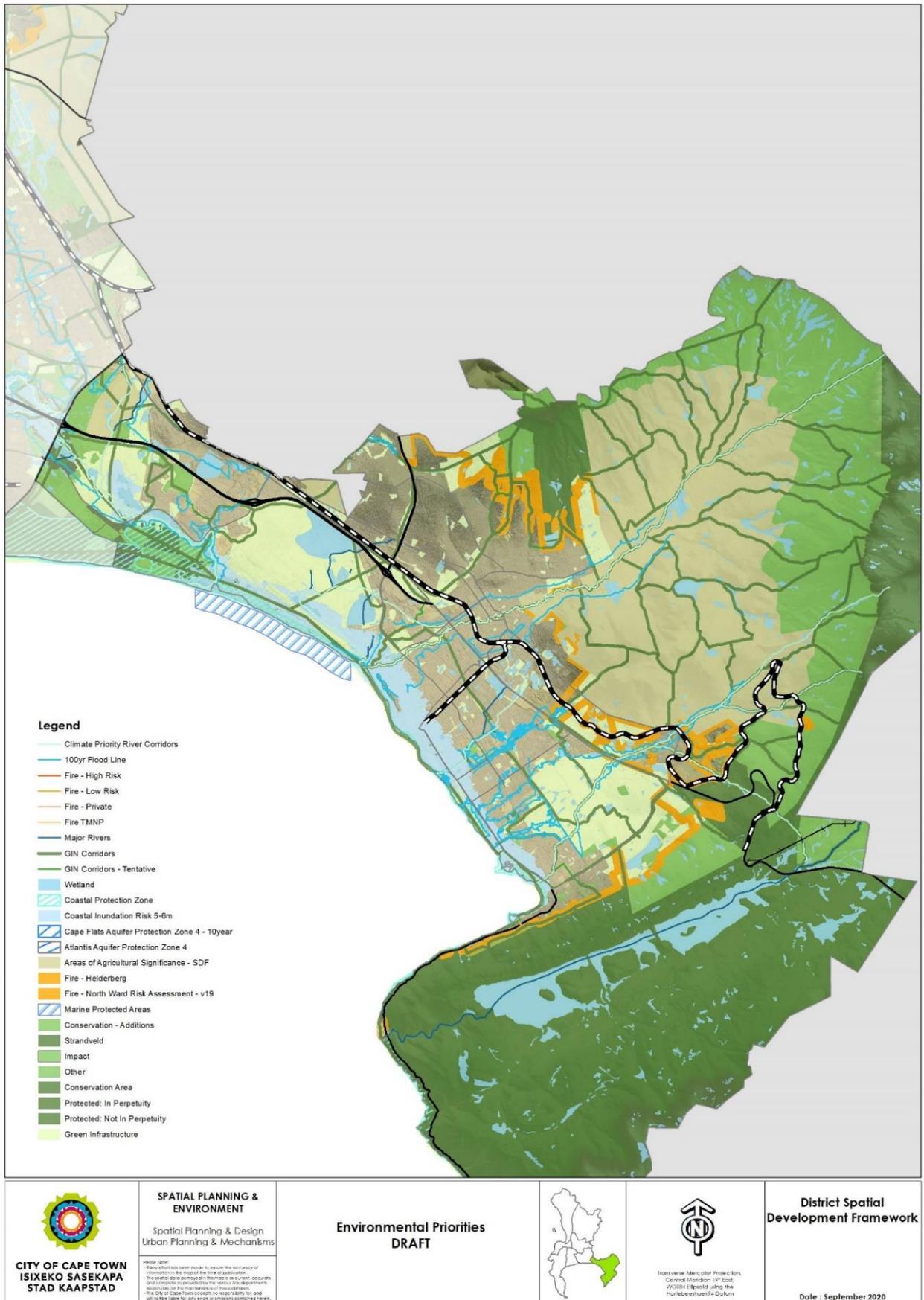


Figure 7: Environmental Priorities

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 DSDP, 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 13 below identifies key, high impact projects that will have a significant impact at a district scale while Table 14 identifies specific local level projects that support the spatial planning proposals for the priority local areas in the district.

Table 13: Major District Project Prioritisation

Project	Description	What needs to happen	Timeframe (S: 1-2yr; M: 2-5yr; M/L: 5+ yr)
N2 Realignment		Expropriation Planning Construction	+5 years

Table 14: Sub-district prioritisation per category

Priority area	Project	Description	Timeframe S: 1-2yr, M: 2-5yr, M/L: 5+yr
Vulnerable Areas			
1. Lwandle	Lwandle SG - Synthetic soccer pitches	Upgrade-asset synthetic pitch replacements	
2. Asanda Village	Asanda Village Wetland Rehabilitation	Rehab/refurbish asset	
3. Nomzamo	Nomzamo Pedestrian Foot bridge - Strand NMT	Expand/develop city/asset	
	Nomzamo SF - Artificial Turf	Upgrade asset	
	Nomzamo Public Transport Facility	Upgrade	
Opportunity Areas			
1. Somerset CBD	Somerset West Fire Station	Expand/develop city/asset	
	Rehab of Irene Avenue, Somerset West	Rehab/refurbish asset	
2. Strand Halt			

3. West Business Park			
4. Soet River Upgrade, Somerset West	Soet River Upgrade, Somerset West	Upgrade asset	
ENVIRONMENTAL PRIORITY AREAS			
5. Sir Lowry's Pass River Upgrade	Upgrade Onverwacht Rd: T2 Lwandle/Nomzamo	Roads: Rehabilitation	

[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.]

1.3.2.a. District Prioritisation

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 district prioritisation 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.** This is based on projects required at the sub-district for more than one area (i.e. a major Infrastructure upgrade project like Heartland Beach Road Precinct and Heartland Historical Precinct.)

Table 15: District Prioritisation

PROJECT	DESCRIPTION	WHAT NEEDS TO HAPPEN	TIMEFRAME (S: 1-2yr, M: 2-5yr, M/L: 5+yr)
Heartland Beach Road Precinct and Heartland Historical Precinct,	Catalytic precinct planning Integrated mixed use intensification.	Planning	M/L: 5+yr

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

1.4. Local area planning priorities

While the District SDF gives direction at a district scale, Local Area Planning Initiatives such as Local Spatial Development Frameworks (LSDFs), Precinct Plans and Public Investment Frameworks (PIFs) are required to provide a greater level of planning direction in strategic locations and stronger focus on implementation. Several priority local planning and investment areas are identified in order to implement the vision of the DSDF. Inputs from the public engagement process have been an essential part of this process. These inputs have been balanced with the need to be strategic in focussing on projects with maximum impact and highest alignment with the spatial strategies of the MSDF (2018) and the new DSDF through the spatial targeted areas (opportunity and vulnerable areas) in section 0, 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 Helderberg district are detailed in the following table.

Table 16: Local Area Planning Initiatives

Area	Description and Motivation	Planning Product	Status	Timeframe (S: 1–2yr, M: 2–5yr, L: 5+yr)	Lead Department
Strand Beachfront / CBD	Development plan for the area that will serve as a platform for investment in the area, with a set of logical interventions aimed at enhancing the functionality and desirability of the area. Community driven planning process to be explored in this regard.	LSDF	Pipeline / Initiation	M	DP&M
Lwandle		Precinct Plan	In Progress	S	UD
Gordons Bay CBD	The business centre of Strand and Gordon's Bay is deteriorating due to poorly maintenance of public infrastructure and due to the lack of safe and security for business. There has been a trend in businesses relocating to newer office space in Paardevlei that is more accessible and a larger agglomeration of economic activity. Urban design	LSDF	Pipeline / Initiation	M	DP& M

	guidelines/framework with landscaping proposals are necessary to improve the character of the area.				
Sir Lowry's Pass Village	Description: Motivation:	LSDF	Pipeline / Initiation	M	DP&M

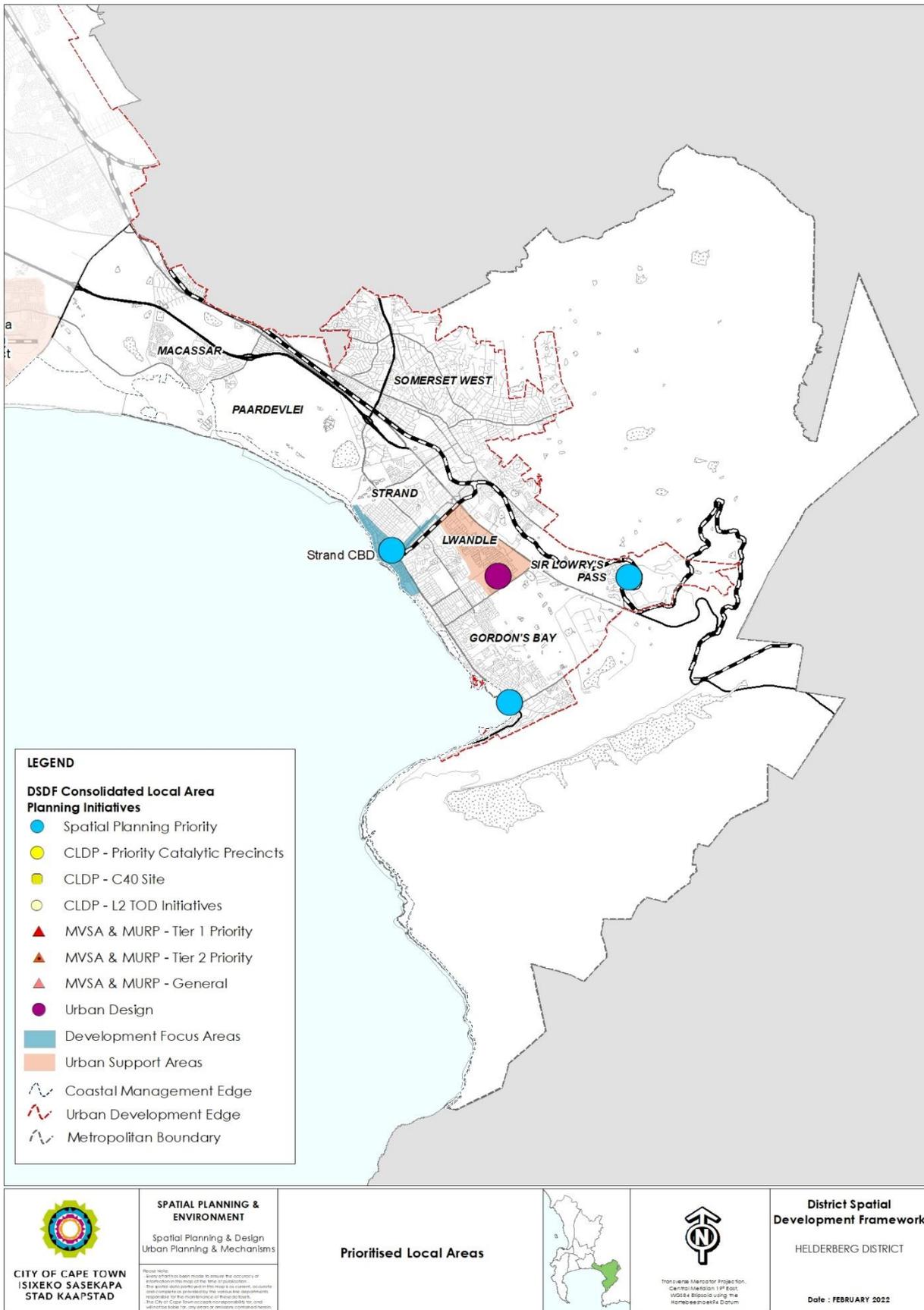


Figure 8: Prioritised Local Areas

1.5. Local Policies to be Withdrawn or Amended

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

1.5.1. Policies to be withdrawn

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

Table 17: Policies to be withdrawn

Policy or Plan	Motivation
Sir Lowry's Pass Structure Plan (1997)	To formulate a policy promoting future development within the study area, and the general well-being of the community.
Gordon's Bay Local Structure Plan (1989)	To lay down development guideline and objectives that will stimulate and regulate future development.
Scenic Drive Network Management Plan (Vol 3,2003)	The need to update the Scenic Drive Network Management Plan (Vol. 3, 2003) to increase alignment where necessary on policy guidelines of the Draft Scenic Drive Network Management Plan, dated 15 May 2013.

1.6. Implementation Mechanisms

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

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

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

1.6.1. Categorisation of mechanisms

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

1.6.1.a. *Development incentives*

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

1.6.1.b. *Income generation*

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

1.6.1.c. Institutional

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

1.6.1.d. Public sector investment

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

1.6.2. Available Mechanisms

The following list of mechanisms are approved and available to prospective development agents and property owners in Cape Town. A more detailed description of the mechanism, including its main objective, how it works, qualification criteria and the application process can be found in Annexure 7.

Table 18: Available Mechanisms

Development incentives
Discounted development contributions
Development application fee waivers
Discounted electricity tariffs
PT Zones (current not operational, is expected to undergo public participation from 29 October 2021 – 22 January 2022).
Urban Development Zones (UDZs)
Income generation
Development contributions
Land disposals and lease

Institutional
Streamlined land use application process
Special rating areas
Public sector investment
Catalytic Land Development Pipeline (CDLP)
Mayoral Urban Regeneration Programme (MURP)
Precinct management model
Land acquisition including land banking and assembly

1.6.3. Proposed mechanisms

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

Table 19: Proposed Mechanisms

Mechanism	Description	Timeframes: A: 1-2 years B: 2-5 years C: 10 Years
Development incentives		
Integrated incentive overlay zone	A regulatory tool that refers to a zoning, in addition to the base zoning, stipulating the purposes for which land may be used and the development rule which may be more or less restrictive than the base zoning.	A
Inclusionary housing	Inclusionary housing is one of many different kinds of housing delivery programs. It is usually a government-driven programme to promote mixed-income housing delivery through regulations and/or incentives that require or encourage property developers to include a proportion of housing units for low and moderate-income households.	A

Density bonus	A zoning tool that permits developers to increase height and/or bulk above those permitted in terms of the zoning scheme, in exchange for a public or social good. It is intended to compensate the developer with additional revenue from the sale of additional dwellings to make up for inclusion of below-market units or unprofitable amenities. This tool does not generate direct revenue. It is intended as an in-kind payment in exchange for the development of a public good.	A
Proactive rezoning/upzoning	Proactive rezoning is the process where a municipality, of its own accord, changes the existing zoning of land parcels in its jurisdiction. A municipality may do this for many reasons, but generally the aim is to encourage development in a specific area and/or to control the nature of that development	A
Heritage exemption areas	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): <ul style="list-style-type: none"> • Section 34 (NHRA) • Section 38 (NHRA) 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).	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

1.6.4. Local Application Framework

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

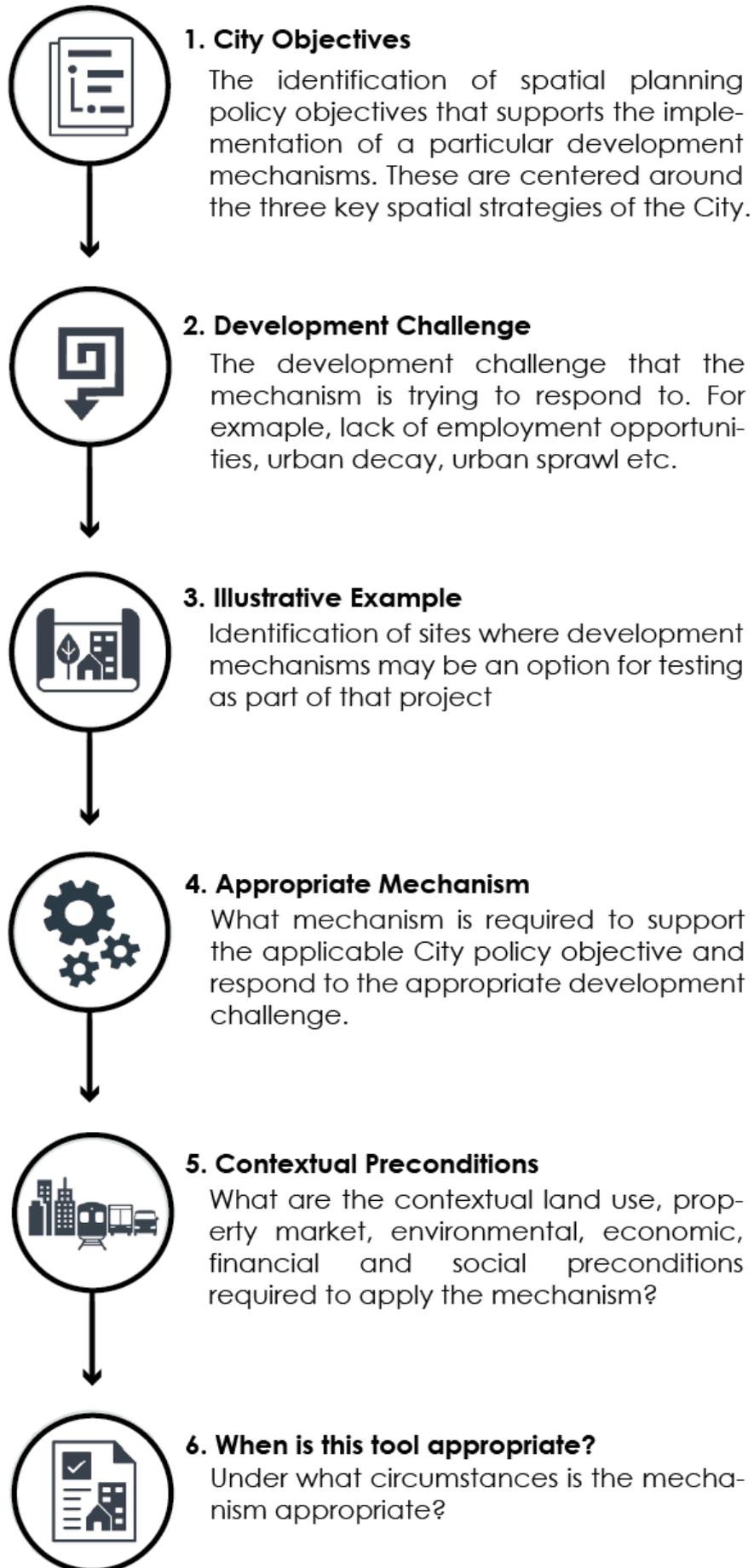


Figure 9: Methodology for implementing mechanisms

1.6.5. Spatially Targeting (Review of ECAMP)

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

1.6.6. Mechanisms underway / for investigation in the Helderberg District

1.6.6.a. *Environmental exclusions*

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

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

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

1.6.6.b. *Heritage exemptions*

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

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



Figure 10: 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 Annexure B).

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

Manufacturing within six defined industrial geographic areas depicted in Figure 11 (Atlantis Industria, Triangle Farm, Parow Industria, Sacks Circle, Landsdowne Industrial (known as Philippi North in ECAMP) and 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 even. It is important to note that they are currently not operational and is anticipated to undergo public participation from 29 October 2021 – 22 January 2022.

1.6.6.e. *Overlay Zones*

Integrated Incentive Overlay Zone for DFAs

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

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.

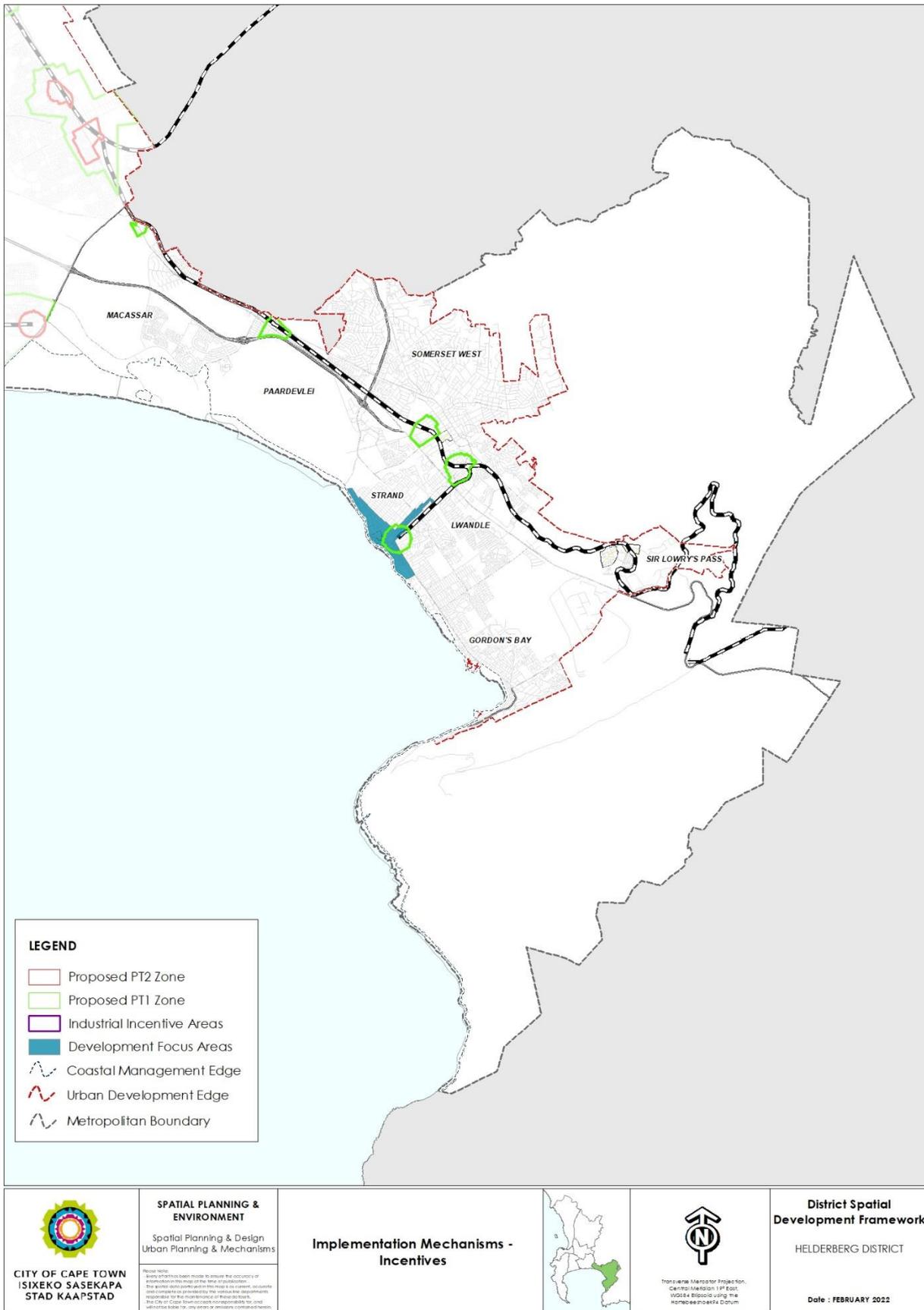


Figure 11: Implementation Mechanisms – Incentives

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. Potential areas for this incentive **currently under investigation** in the Helderberg District is generally located in an around main road corridor. These areas were selected based on a spatial analysis of property market performance and locational potential criteria. Final areas for selection in the Inclusionary Policy will undergo further investigation and engagement with the public through the relevant public participation process for said policy.

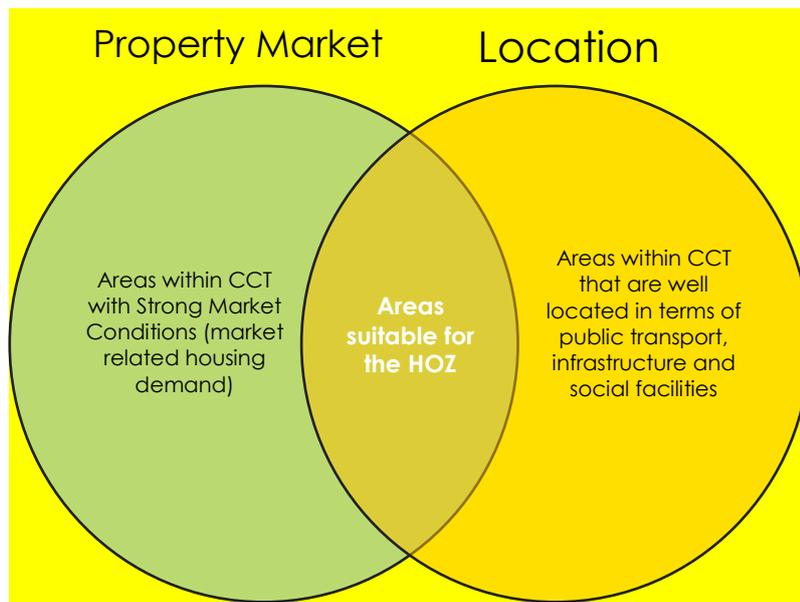


Figure 12: Selection Criteria for Inclusionary Housing Areas

2. MONITORING AND EVALUATION FRAMEWORK

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

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

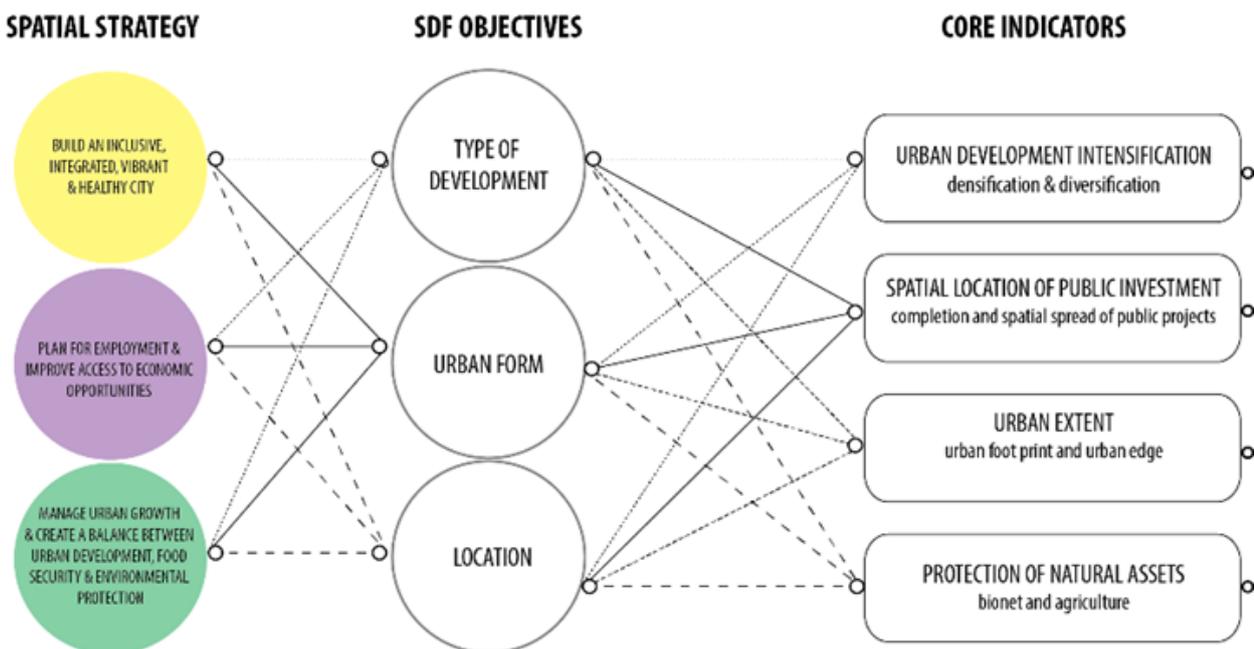


Figure 13: Focus of DSDF M&E Framework

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

2.1. UP&D Framework for Spatial Data & 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 14.

1. **Spatial Data and Indicator Framework** – the primary component and output, comprising of a core set of indicators, based on available data, to enable meaningful spatial trend analysis across various spatial units of analysis. The Spatial Data and Indicator Framework has been embedded into the M&E Framework and provides the core indicators to be monitored
2. **Framework for M&E** – A framework has been developed which is underpinned by the three key spatial strategies of the City's SDFs with the main objective of guiding where and what development is appropriate. The core set of indicators

developed as part of the abovementioned SD&IF will be monitored to determine the type, form and location of development in relation to the DSDF objectives.

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

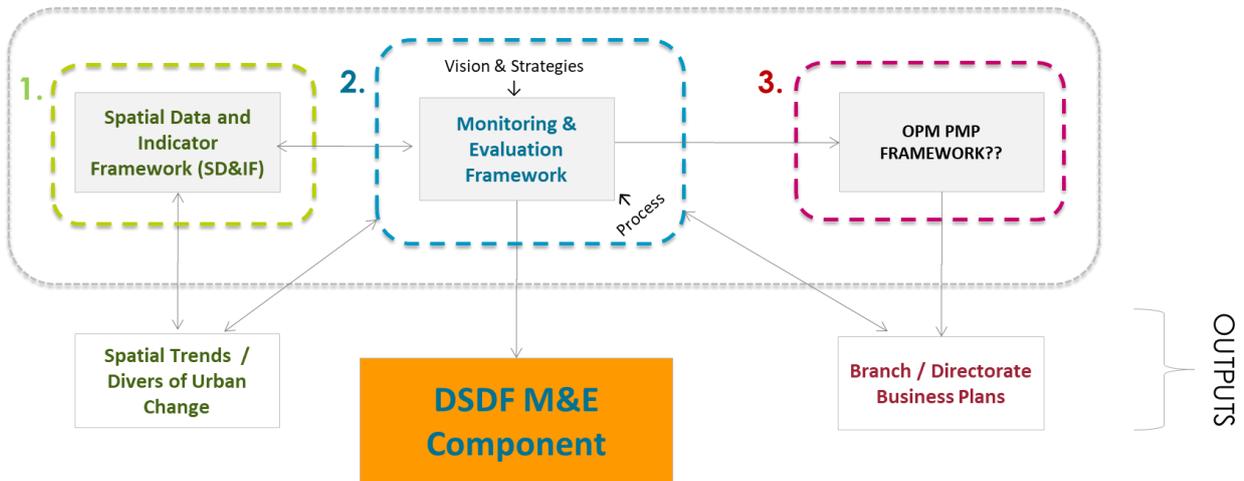


Figure 14: Overview of the UPD Spatial Data & M&E Framework

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

2.2. Monitoring

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

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

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

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

2.3. Evaluation

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

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

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

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

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

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

2.4. Review

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

2.5. Action Plan

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

Table 20: 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.					