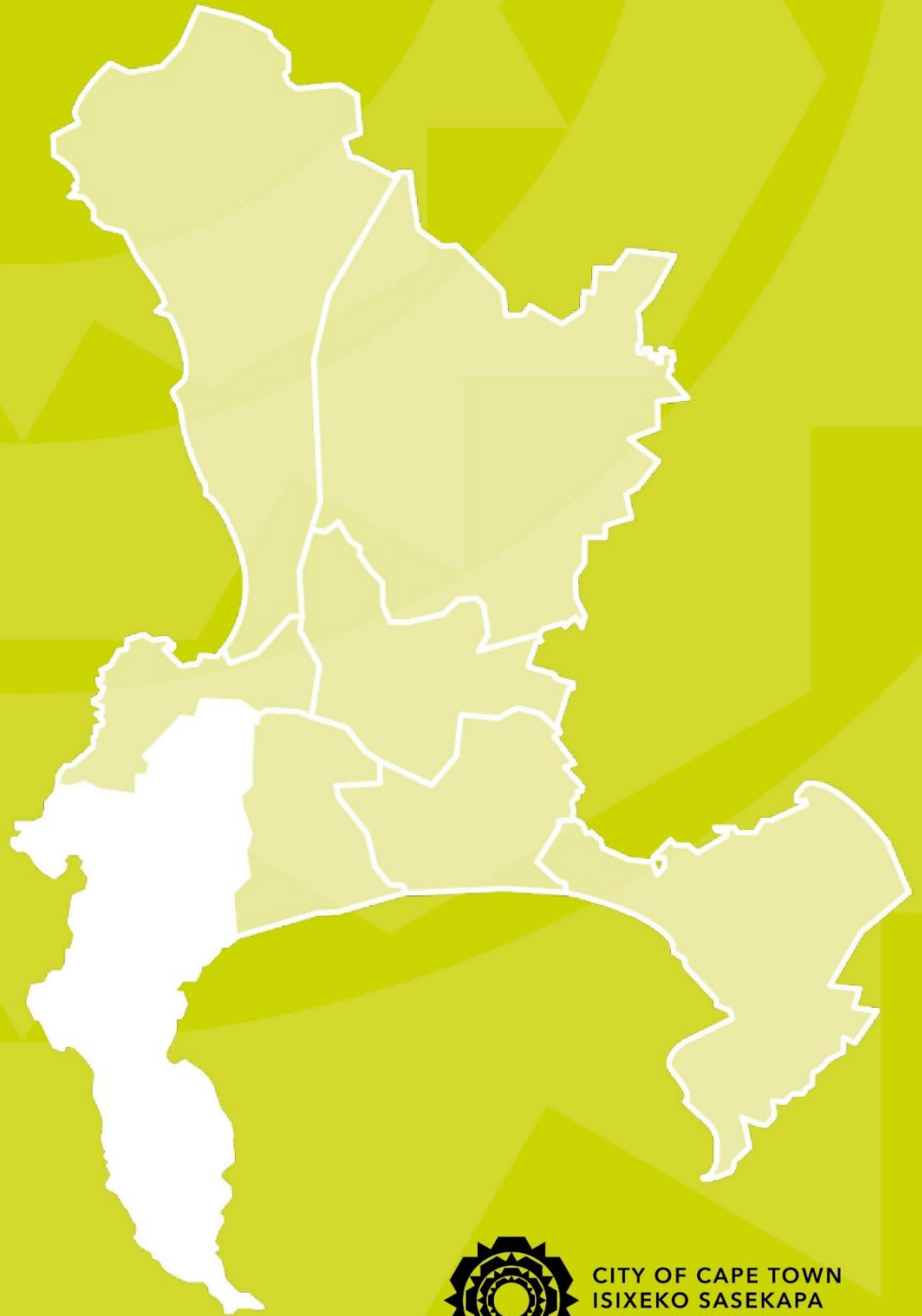


Southern

Integrated district spatial development framework
and environmental management framework

Vol. 3: Implementation Plan



MAY
2022



CITY OF CAPE TOWN
ISIXEKO SASEKAPA
STAD KAAPSTAD

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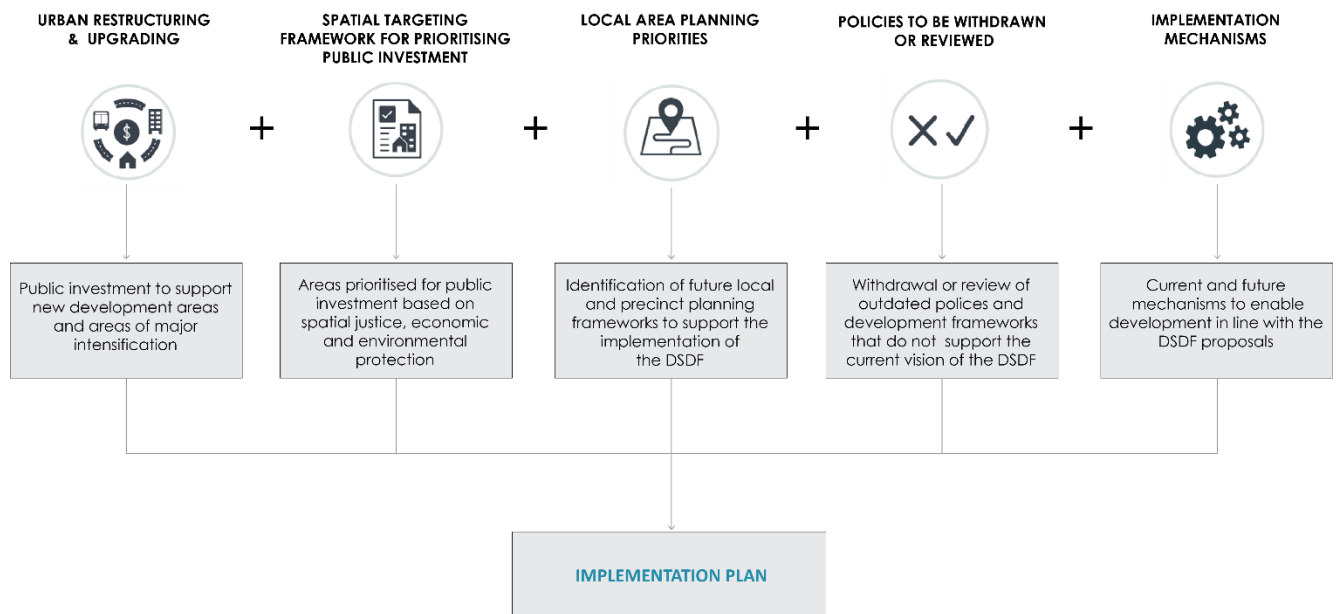
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1. IMPLEMENTATION PLAN

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

Figure 1: Implementation Plan Process Diagram



1.1 Approach to implementation

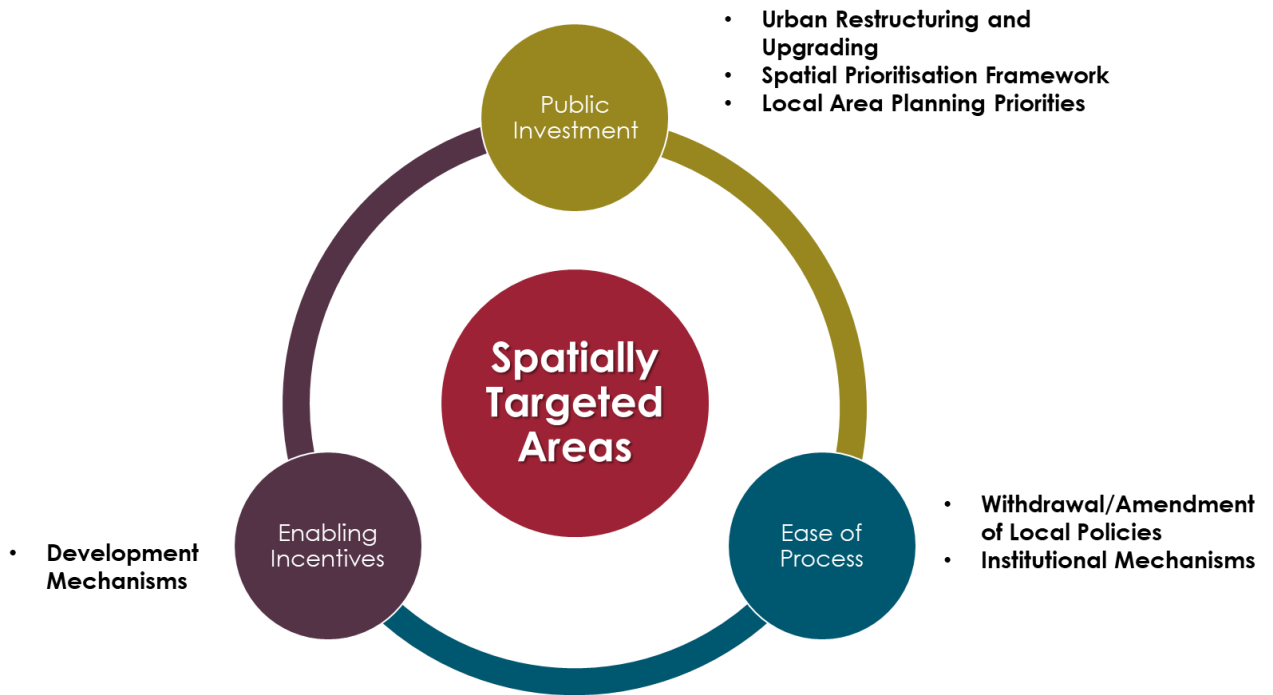
The components of the Implementation Plan work together to provide clear direction and certainty in spatially targeted areas. These are prioritised areas where the City should make a concerted effort to align its processes and pull its resources to support and enable development in line with the DSDF 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 1.5) 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 Southern DSDF Technical Report. These include areas for intensification, the Mixed-Use Intensification Areas (see Section 3.1.2.4) and the New Development Areas (see Section 3.5).

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

- Wynberg CBD and some adjacent residential areas (taking account of urban conservation areas and historically significant buildings).
- Plumstead CBD including Gabriel Road and adjacent residential area.
- Retreat / Blue Route CBD and adjacent residential area.

Significant new development areas in the Southern District include:

- Claremont Station site

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

1.2.1 Transport & Access infrastructure

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

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

1.2.1.a New Road Links

There are a number of existing new road link proposals in the district. While these are all important to the overall (eventual) integration and functioning of the district, in terms of the stated shift in focus for transport infrastructure in the city and in the Southern district, the most important new road links required in the district are the proposed Wynberg CBD Couplet and South Road Constantia Road link. 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.

Prior to the construction of, in particular, the Zandvlei Park expressway, Fish Hoek by-pass, Houmoed Avenue by-pass, and Hout Bay by-pass, a comprehensive EIA would need to be undertaken. All these alignments have environmental constraints. Alternatives (e.g. alignment and design) will need to be considered, and an Environmental Authorisation (EA), with conditions, may or may not be issued.

In general, the design of any road must take faunal movement into account. Any road construction (or upgrade) must be undertaken in accordance with an approved EMP and the road verges and medians must be rehabilitated to serve as islands of biodiversity, thereby promoting our local biodiversity along scenic routes. These costs (including the maintenance or rehabilitation works) must be factored into capital projects.

i. Wynberg couplet

The 'Wynberg couplet' will serve to relieve congestion on and improve the functioning of Main Road through Wynberg. It will also be critical to the proposed BRT (IRT) feeder service along Main Road and assist in defining and releasing mixed-use development opportunities in the area between Maynardville and Main Road. The couplet could also be used to define the public space interface with Maynardville and to boost

development fronting the park. Finally, and critical to the re-generation of Wynberg, support for this development would permit de-proclamation of previously proclaimed 'by-pass' road reserves in the area. The couplet, between Wetton Road and Wellington Road, is a proclaimed road area, is on the Integrated Transport Plan and engineering design has been completed.

This is considered a high priority project and is recommended to be undertaken in the short term (next two to five years).

ii. South Road - Constantia Road link

A proposed link across the railway line from South Road (leading from Ottery Road) to Constantia Main Road would considerably improve east-west linkage and relieve increasing congestion through rail crossings in Wynberg and Plumstead. The South Road Constantia Road link would also be considered as a key link for the proposed IRT trunk service from eastern suburbs through to the M3, Constantia and Hout Bay. The link, including an underpass under the railway line, is a proclaimed road area, is on the Integrated Transport Plan, and engineering design has been completed.

This is considered a medium priority project and is recommended to be undertaken in the short term (next five to 10 years).

iii. Gabriel Road re-route

Developing this small re-routing of Gabriel Road to link up directly with Victoria Road would improve east-west access by relieving congestion in the Plumstead Main Road area.

This is considered a high priority project and is recommended to be undertaken in the short term (next two to five years).

iv. Zandvlei Parkway

The Zandvlei Parkway, linking Main Road, the M3 and Ou Kaapse Weg (via Steenberg Road: M42) to Prince George Drive (M5) would improve access and mobility between the Noordhoek Valley, the Southern suburbs, the M3 and the M5 and eastern suburbs, relieving congestion on Baden Powell through Muizenberg and along Military Road. It is planned that this expressway will be continued eastwards from Prince George Drive and then southwards to link with a new alignment of Baden Powell Road in the vicinity of the Cape Flats WWTWs. The Zandvlei Parkway is a proclaimed road reserve, is on the Integrated Transport Plan and engineering design has been completed.

This proposal, although considered necessary in the longer term, is not considered to be critical to the movement network and public transport orientated movement in particular. Therefore, implementation is supported only in the medium to long term.

v. Fish Hoek by-pass

This involves primarily a link between Sun Valley and Clovelly, where it re-joins Main Road. However, the complete planned link, as reflected in the Integrated Transport Plan, includes a proposed tunnel through the mountain at Kalk Bay, an upgrade of Boyes Drive and a tunnel link through Westlake golf course to the M3. This is intended

to, in the first instance, relieve congestion through Fish Hoek, but as a whole to relieve pressure on Ou Kaapse Weg, and on Main Road from Lakeside to Muizenberg and through to Fish Hoek, and thereby also improve access between the 'far south' and the metropolitan area to the north.

However, implementation of even a single component of this plan would be prohibitively expensive and also have considerable environmental implications. This proposal is therefore not supported in the immediate future. However, it is considered prudent to retain the proposal on plan as a possible option for the very long term that should not be discarded.

vi. Houmoed Avenue by-pass

This will improve access between Ou Kaapse Weg, and the Longbeach commercial area, and most specifically Masiphumelele (and associated pedestrian and non-motorised movement), but also Ocean View and Kommetjie by relieving congestion on Kommetjie Road. In fact, it is seen as a fundamental support to Kommetjie Road if the Kommetjie Road upgrade is to be limited to four lanes (rather than six lanes). This bypass is a proclaimed road area, is on the Integrated Transport Plan and engineering design has been completed.

This is considered a high priority project and was therefore recommended to be undertaken in the short term (next two to five years). Phase 1 has been approved and an appeal dismissed. Phase 2 is (at end 2020) awaiting an appeal decision.

vii. Hout Bay by-pass

The Hout Bay by-pass will improve access between Hout Bay and Constantia, Wynberg and eastern suburbs, relieving increasing congestion on Hout Bay Road from Constantia Nek down into Hout Bay. The principal reason in support of this proposal, however, is the high danger posed by the existing road where it winds steeply downwards and then between historical oak trees. This has been the scene of many accidents, and also vehicular break-downs. It also has little or no room for any NMT, and may pose a danger for emergency services. This bypass is a proclaimed road area, is on the Integrated Transport Plan and engineering design has been completed.

This proposal, although considered necessary in the longer term, is not considered critical to the movement network and public transport orientated movement in particular. Therefore, implementation is supported only in the medium to longer term.

viii. Ladies Mile extension

Developing this link eastward from Ladies Mile over the railway line to Consort Road would improve east-west access between Bergvliet, Heathfield and Retreat. It will also contribute to greater overall urban integration, and, importantly, it will also relieve congestion at existing railway line crossings in Retreat and Heathfield.

This proposal, although considered necessary in the longer term, is not considered to be critical to the movement network and public transport orientated movement in particular. Therefore, implementation is supported only in the medium to long term.

ix. Long Street extension (Bergvliet)

The development of this small link eastwards from Long Street which connects Francis Street will allow for easier access onto Main Road. This will in turn reduce the traffic volumes at the intersections of Burnham and Gabriel Road and Boundary and Kendal Road.

This proposal, although considered necessary in the longer term, is not considered to be critical to the movement network and public transport orientated movement in particular. Therefore, implementation is supported only in the medium to long term

x. Triggs Road to Kommetjie extension

The extension of Triggs Road to Kommetjie Road where it intersects with Abington Road. This will relieve the congestion on the Wood Road and Kommetjie intersection as this is the only other access point, apart from Capri Drive, onto Kommetjie Road from Capri.

This proposal, although considered necessary in the longer term, is not considered to be critical to the movement network and public transport orientated movement in particular. Therefore, implementation is supported only in the medium to long term

xi. De Stadler Avenue extension

The extension of De Stadler Avenue eastwards to link up with Capri Drive will improve the internal circulation by linking the eastern and western sections of Capri. This will allow for easier movement within the neighbourhood without having to access Kommetjie Road.

This proposal, although considered necessary in the longer term, is not considered to be critical to the movement network and public transport orientated movement in particular. Therefore, implementation is supported only in the medium to long term

xii. Lilly Road extension

The extension of Lilly Road in Retreat northwards intersecting Keyser Road and linking up with Tokai Road will lessen traffic volumes on Main Road and thus reducing congestion during peak hours.

This proposal, although considered necessary in the longer term, is not considered to be critical to the movement network and public transport orientated movement in particular. Therefore, implementation is supported only in the medium to long term.

xiii. Link between M3 and Boyes Drive

The link between the M3 and Boyes Drive will improve the north-south linkage providing easier access to the areas further south while reducing pressure at the Steenberg Road and Main Road intersection. This will further be strengthened by the realisation of the proposed Fish Hoek bypass which is planned for the long term.

This proposal, although considered necessary for the medium term, is not considered to be critical to the movement network and public transport orientated movement

in particular. Therefore, implementation is supported only in the medium term (10 years).

xiv. Extension of Mocke Road (Elfindale)

The extension of Mocke Road in Elfindale is proposed to link up with Elfin Avenue to the south. This will allow for easier access onto De Waal Road and improve east-west connections within Elfindale by connecting Estmil Road and Elfin Avenue, which runs into Roscommon Road and Bergvliet Road.

This proposal, although considered necessary in the longer term, is not considered to be critical to the movement network and public transport orientated movement in particular. Therefore, implementation is supported only in the medium to long term

xv. Tokai Road extension

An extension of Tokai Road is also proposed. This will be at the intersection of Tokai and White Road, running northwards to link up with Joe Marks Boulevard. This will help alleviate the congestion at the Swaanswyk intersection as well as at the Retreat PTI area, which is currently being upgraded. The upgrade of the PTI is foreseen to have a catalytic effect on the surrounding properties which will eventually realise the potential they have and follow suit. The increase in densities will have a major impact on the congestion in the area therefore increasing the need for this new link. The new link runs along the border of the St. Marais Hospital, which sits on a large 4.6 ha underdeveloped site. The site is also within a District Node as per the District Plan which supports and promotes the intensification and densification of land uses. Precautions however need to be taken in the design of the Joe Marks intersection and appropriate traffic calming measures will have to be implemented.

This proposal is considered to be critical to the movement network and public transport orientated movement in particular. Therefore, implementation is supported and encouraged for the short term (five years)

1.2.1.b Road upgrades

i. Kommetjie Main Road

The upgrade of Kommetjie Main Road between the Ou Kaapse Weg interchange and Ocean view is currently underway. The section between Ou Kaapse Weg and Capri is complete and has been upgraded to a four-lane connector route. Further upgrade of the route between Capri and Masiphumelele/Abington Road, which will converge from four lanes into two, is yet to be completed.

This aims to relieve congestion and enhance mobility, as well as allow for nodal point access, from (existing) retail node feeder roads and housing estate areas. The nature of the route would be expected to largely perform the same functions as it currently does, being essentially a mobility route, and varying from more intense nodal land use areas in the east to more limited access 'connector route' character towards Ocean View. However, it does need to accommodate greater capacity (requiring further

signalised intersections), and an NMT route. Importantly, it should also include appropriate landscaping in keeping with a scenic route (even if it is not declared as one) since it is a well-utilised tourist route and joins scenic routes at either end. It is also located in a scenic part of the peninsula, and while the surrounding urban area is not yet particularly attractive, it is a newly developing area and the road upgrade should aim to encourage and support the development of the unique sense of place and an attractive urban (urban-rural) character.

This is considered an important project, but to date has been dependent upon development contributions for its development. However, development contributions have been, and are likely to be, insufficient and cannot be relied upon entirely to fund the proposed upgrade. Consideration needs to be given to prioritising and fast-tracking this in the medium term (five to 10 years), with consideration also given to accessing up-front bridge funding, some of which can be recouped from continuing development contributions subsequent to its construction.

It should be noted that the entire route, is designated as a connector route in the District Plan. This corresponds with the designation in the CTMSDF (2018). While the route is designated as a connector route and should perform many similar functions (such as being mobility orientated, and having intensive mixed-use development concentrated at – and limited only to – identified nodal areas) it should not be directly equated with more intensive development corridors elsewhere in the central city area (such as Klipfontein Road and Jan Smuts Avenue). Instead, it should be context-specific, as a lower order mobility route, with development concentrated at nodes in association with public transport, and with scenic route characteristics.

ii. Ou Kaapse Weg between Sun Valley and Tokai

It is recommended that at appropriate (lowest environmental impact area) points along Ou Kaapse Weg passing/climbing lanes are included to ease traffic mobility along its length. However, in line with an emphasis on public transport orientated capital expenditure, this is considered to be a project of rather less importance for implementation in the medium to longer term (10 years).

iii Gabriel Road

This road requires upgrading to accommodate increasing traffic volumes, as well as assist with the formalising the interface with adjacent land uses. This deserves priority as and when the Gabriel bypass is constructed and/or redevelopment of the proposed Gabriel Road mixed-use area, as identified in this plan and in the Main Road Growth Management Strategy, picks up.

iv Kendal and De Waal roads

As and when the R300 extension through the Philippi Horticultural Area is constructed, the upgrade of De Waal Road, extending from the R300 westwards to Main Road, and into Kendal Road will require upgrading. This would be expected to continue its function as largely a connector route supporting east-west mobility. This upgrade is not in itself considered urgent, so it is prioritised for the medium to longer term. However, notwithstanding environmental impacts and due process, the construction

of the R300 (in the neighbouring Cape Flats District) is considered an urgent priority to relieve east-west congestion from the Vanguard Drive area westwards.

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:

- Newlands Station*
- Claremont Station
- Wynberg
- Steurhof Station
- Retreat Station*
- Steenberg Station
- Fish Hoek Station*
- Simon's Town Station*

(stations identified by Intersite for redevelopment)*

This includes major building and refurbishment in some cases (i.e. Claremont, Wynberg), park and ride facilities, and non-motorised transport (NMT) facilities (paths, underways or bridges, bicycle facilities).

Serious review of the rail connection between Muizenberg and Simon's Town is required. Consideration should be given to a more stream-lined service in the medium to longer term. Given very constrained 'public-way' space along the coastline, predicted sea-level rise, huge recreational and tourism amenity potential, and a limited train service (low frequency and low ridership), one option that should be explored is reducing the rail line to a single line from Muizenberg or Steenberg, excepting for stations which would remain as double-line 'by-passes', and utilising the remaining area for NMT purposes (cycling, esplanade/walkways). Another consideration is to remove the lines altogether particularly between Fish Hoek and Simons Town and improve road-based public transport (that is more commuter and tourism orientated), however this may have significant implications for Navy strategic requirements (and therefore requires appropriate review). It will also significant implications related to modal interchange requirements in Fish Hoek, Muizenberg, Steenberg, and/or Retreat.

Attention needs to be given to significantly expanding 'park and ride' facilities associated with the stations in considering the longer-term future of rail ridership. The rail line is highly integrated into the district and the (potential) functioning thereof. The rail line connects The 'Far South' directly to the City Centre, and includes stations very close to other major work and shopping concentrations (Claremont, Wynberg, Plumstead and Retreat), close to many schools and major sports facility precincts

(Hartleyvale, Rondebosch, Newlands, Kenilworth), and major recreational attractions (e.g. Table Mountain/Rhodes Memorial), Zandvlei, Muizenberg, Kalk Bay). Significant facilities that cater to different needs at different times would be most optimal. An example is parking east of Kenilworth Station that caters for commuters during the week, and recreational or sports users over weekends or at night.

The MyCiTi Phase 2A consists of two trunk routes (T11 and T12). T12 starts in Mitchells Plain and enters the district via Turfhall and Race Course/Doncaster Roads, and ends at Claremont station via Chichester and Imam Haroon Roads. The T11 starts in Khayelitsha, enters the district via Ottery Road, and then via South Road and finally Wynberg Main Road through to Wynberg station.

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

- Developing public transport lanes on Lansdowne and Chichester Roads (inclusive of necessary road-widening).
- Developing public transport lanes on Wetton Road, entailing upgrading primarily west of Rosmead Avenue towards the intersection with Main Road.
- Developing public transport infrastructure on Klipfontein Road west of the Red Cross Hospital. This will require significant road-widening. Existing road-widening plans require review since there are considerable obstacles to the substantial road-widening plans. This may require review to a more creative outcome (i.e. two lanes and another shared public transport lane)

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 Southern 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. These include nature tracks for hiking and biking. In the Southern district this should include linkage from Signal Hill to Cape Point, as well as into the Constantia and Tokai Greenbelts and wine farms, Hout Bay and Noordhoek riverine and wetland corridors to enhance the tourism and recreation industry.
- 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.

The existing, but recently generally neglected, cycle network in the Rondebosch and Newlands areas requires strategic infrastructural, as well as management intervention. Infrastructural interventions include traffic calming measures at intersections (raised roadway strips, re-paving, correctly positioned stop signs, pavement adjustments, etc.). Management interventions include (re-)introducing co-operative management (surveillance and policing) arrangements with education institutions, commercial enterprises (i.e. CIDS) and ratepayer associations. Although clearly not part of the plan, most of the above-mentioned initiatives will not succeed without significantly greater vehicle management (re-improved driver awareness and responsible driving, and more policing and better justice system)

Detailed investigations are required for the proposed cycle network areas in terms of the City's Bicycle Masterplan (2008), which includes Main Road and key east and west linkages from it (such as Constantia Main Road, South Road, Retreat Main Road, and Kommetjie Main Road) and other key connector routes across the district.

i. *Streets and Public Squares*

Improvements to key streets and public squares include re-designed, engineered and constructed roadways, landscaping and locally indigenous planting, appropriate lighting and 'street furniture', and provision of facilities linked to public transport (e.g.

bus shelters). The following areas should be prioritised in terms of formalising street and public square and places improvements:

- *Military Road*
- *Wynberg CBD*
- *Kommetjie Main Road from Sun Valley to Ocean View*
- *Retreat Station to Tokai commercial CBD area*
- *Gabriel Road and Plumstead Main Road precinct*
- *Hout Bay Main Road in the vicinity of the police station at Imizamo Yethu*

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

ii. Significant public links

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

The links identified as public links of district significance include:

- **False Bay and Atlantic coastline links:** 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. Principal of these areas is the Muizenberg to Simon's Town link. The existing pedestrian sea-front links between Muizenberg and Danger Beach (St James), and from Clovelly to past Fish Hoek (Jagers Walk) needs to be upgraded and extended to link up continuously between Muizenberg and Simon's Town. The idea of in future realising a more generous (wider and multi-purpose) NMT link between these two destinations should be seriously considered. This would need to investigate the potential impacts of predicted sea-level rise, as well as explore the future feasibility of the rail connection and its possible re-engineering (e.g. reducing to single track except for stations which act as passing areas) or replacement by IRT, and also bicycle route and pedestrian esplanade that would fundamentally improve access, the public coastal experience and the overall public good.
- **Mountain links:** The most important of these is the Cape Point to City Bowl link. The TMNP Hoerikwaggo trail already provides a hiking route across the peninsula from Cape Point to Table Mountain, with only a section outstanding above Simon's Town. Formal NMT linkage between Cape Point and the City Bowl needs to be investigated for implementation. This should include pedestrian access as well as continuous Mountain Bike access, and would probably need to include a combination of complementary routes which may in certain areas overlap, and in others serve varied 'off-shoot' destinations (i.e. Hout Bay, Kommetjie). This would, of necessity require close co-operation between the City, the TMNP and certain

private landholders. Critical link areas include north-south linkage at Protea ridge near Imhoff's Gift, and through the urban area between the mountains on either side of Fish Hoek/Sun Valley, and finally, at Constantia Nek.

- **Open space links:** All major green open space corridors should include public links, primarily for walking, but also in some cases, cycling. In many cases, most particularly along rivers and streams, this may require a long-term process of reclaiming into public ownership some privately owned linkage. This may also require ensuring that safety and security are adequately addressed in effecting these links. The most important new open space links to be addressed are the Tokai 'Forest' to Princess Vlei link, and the Hout Bay River source to sea link.

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

1.2.1.e Road schemes

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

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

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

Table 1: Road Schemes to be Reviewed

No	Road scheme	No	Road scheme
1	Alexandra Road–Main Avenue, Kenilworth	43	Main Road, Diep River
2	Aliwal Road, Wynberg	44	Main Road, Heathfield
3	Atlantic, Beach and Royal Road, Muizenberg	45	Main Road, Kenilworth
4	Belmont Road, Rondebosch	46	Main Road, Lakeside
5	Belvedere Road, Claremont	47	Main Road, Muizenberg
6	Boundary Road, Diep River	48	Main Road, Newlands
7	Boundary Road, Newlands	49	Main Road, Retreat
8	Boyes Drive Scheme, Muizenberg	50	Main Road, Rondebosch
9	Boyes Drive Tunnel Scheme, Clovelly	51	Main Road, Rosebank
10	Bramley Street, Southfield	52	Main Road, Wynberg
11	Brisbane Road, Wynberg	53	Military Road, Retreat
12	Burg Road, Rosebank	54	Milner Road, Rondebosch
13	Campground Road, Rondebosch	55	New Road (Stanhope to Wilderness), Claremont
14	Cannon Street, Plumstead	56	Newlands Avenue Bypass, Newlands
15	Chichester Road, Kenilworth	57	Nursery Road, Rondebosch
16	Church Street, Wynberg	58	Oakdale Road, Claremont
17	Claremont Business District	59	Old Kendal/Annandale Road, Diep River
18	Claremont Bypass, Claremont	60	Palmyra Road, Claremont
19	Claremont Relief Scheme	61	Paradise Road, Newlands
20	Clovelly Interchange	62	Park Road, Rondebosch
21	Consort Road, Retreat	63	Prince George Drive, Plumstead
22	Consort Road-Ardleigh Road, Retreat	64	Princess Vlei Parkway: North-South Stretch
23	Constantia Road Scheme, Wynberg	65	Princess Vlei Road, Southfield
24	De Waal Road, Brunswick Road, Southfield	66	Promenade Road Link (Henley Road), Muizenberg
25	Doordrift Road, Plumstead	67	Protea Road, Claremont
26	Durban Road, Klipfontein Road, Mowbray	68	Rhodes Avenue, Mowbray
27	Edinburgh Drive, Claremont	69	Rhodes Avenue, Newlands
28	Ednam Road, Newlands	70	Rhodes Drive, Newlands
29	First Avenue, Kenilworth	71	Riverstone and Tennant Road, Kenilworth
30	Gabriel Road, Plumstead	72	Roscommon Road, Heathfield
31	Harfield and Thomas Road, Kenilworth	73	Rosmead Avenue, Kenilworth
32	Herschel Road, Claremont	74	Rouwkoop Road, Rondebosch
33	Herschel Walk, Wynberg	75	Sandvlei Parkway Scheme (Steenberg Road Ext)
34	Kalk Bay Harbour Road, Kalk Bay	76	South Road, Wynberg
35	Kenadal Road, Diep River	77	Spaanschemat River Road, Claremont
36	Kildare Road, Newlands	78	Sussex Road, Wynberg
37	Kirstenbosch Freeway, Kirstenbosch	79	Victoria Road, Southfield
38	Klipfontein Road, Rondebosch	80	Vlei, Henley and Promenade Road, Muizenberg
39	Lansdowne Road, Claremont	81	Waterloo Road, Wynberg
40	Lansdowne Road, Lansdowne	82	Wetton Road, Wynberg
41	Main Road, Claremont	83	Wilderness Road, Claremont
42	Main Road, Clovelly	84	Wynberg Bypass, Wynberg

1.2.2 Environmental Infrastructure and Open Space System (TBC)

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

1.2.2.a Biodiversity

The following objectives should be prioritised in terms of protecting and enhancing biodiversity conservation:

- Support consolidation of the Table Mountain National Park
- Support the entrenchment of natural environment, biodiversity, and conservation related land uses in rural areas outside the urban edge that are not within the national park. This includes both publicly and privately owned land. Most critical in this respect is to protect the flatter more developable areas immediately adjacent to the urban edge, as well as the Plateau Road and Perdekloof areas, since they constitute large relatively flat areas.
- Support the entrenchment of natural environment, biodiversity, and conservation related land uses in open space and rural areas inside the urban edge that are not within formally protected areas (such as nature reserves).
- Limit the encroachment of agricultural activities into biodiversity areas. This includes the encroachment of viticulture (which is capable of development on steep slopes) excessively high up mountain slopes and along water courses.
- Secure CBA remnants identified in the Biodiversity Network
- Maintain mountain to sea linkages
- Maintain, and where possible, enhance north-south biodiversity connectivity on the Peninsula Mountain Chain, and particularly at threatened points such as at Constantia Nek, Fish Hoek, Sun Valley, Capri and Ocean View
- Maintain, and where possible, enhance river system continuity, ecological integrity, and wetland connectivity within the Biodiversity Network
- Seek opportunities where possible in future to enhance linkages from the Table Mountain
- National Park eastwards to the Cape Flats. This is best possible through the Muizenberg and Tokai (through to Princess Vlei) areas, to the proposed False Bay Coastal Park and further eastwards to the Wolfgat Nature Reserve and Macassar Dunes, and to the Hottentots mountain range and Kogelberg Biosphere. Also support linkage down Silvermine River to the wetland and beach at Fish Hoek.

1.2.2.b Public Open Space

- **New district park:** It is proposed that a new district park be established in the greater Princess Vlei area, inclusive also of the Little Princess Vlei. Although in the current circumstances budget for such may not be prioritised by City Parks for some time, at the very least the area should be reserved for such, and a high priority is the preparation of a planning framework for the area to guide future decision-making. Room exists in future for public private partnerships to realise a

park area that becomes a major attraction as a multi-purpose area. Areas and concepts which should be investigated in this regard include:

- Integration of existing adjoining sports facilities with this park, and formalisation of the existing linear open space 'fingers' into the residential areas and, where possible, linked to other open spaces. This includes formalised walkway and path linkages to provide a highly accessible, inter-connected, multi-purpose, safe and well utilised park.
- Consolidating the Princess Vlei area generally, including restoring portions of the park to its natural vegetation, a walkway around the vlei and also past the sports facilities to Little Princess Vlei, as well as improvements to the sports facilities, perhaps with partnerships with other clubs and institutions. Also of great significance is recognising and 'celebrating' the longstanding informal religious and cultural associations with the Princess Vlei itself (primarily baptism). This is a regionally significant activity. A pending approval for a commercial shopping precinct on the site appears to potentially be in conflict with these activities, and careful consideration should be given in final development approvals for a positive and mutually beneficial outcome to competing land demands.
- Linking north-eastwards to the open spaces associated with Prince George Drive and the Cemetery to its east and the Royal Cape Golf Club to the north,
- Linking westwards to the Laangevlei and then westwards along the Consort Road reserve (and into Ladies Mile and Constantia) and southwards to the Keyzers River (via Main Road and / or via Langevlei and Retreat station, archery ground and Zwaanswyk School campus),
- Linking southwards along the canal, and also along Ardleigh Road to the
- Community Centre abutting Retreat Main Road. A number of Schools along the canal, both to the north and south of Retreat Main Road, can play a role in 'taking ownership' of and managing a pedestrian way along the canal as well as maintaining an improved canal system.

(Note: A rezoning approval has been granted for a portion of the precinct area – between the vlei and Prince George Drive – for the development of a shopping centre. The full application process has still to be concluded. Should this application finally be successful every effort should be made to integrate this development into the district park as far as possible. However, should the application not be successful this area should revert (for the most part at least) to open space and recreational land uses and be consolidated as part of the district park).*

- **Consolidate existing district parks:** Attention should also be focussed on improving existing major parks (including planting of sections of locally indigenous vegetation) and where relevant the urban interfaces with them. The district arguably has a surfeit of parks of district significance, including Wynberg Park, Zandvlei, and Keurboom Park. Given its strategic location Maynardville should be prioritised in association with major redevelopment of the Wynberg CBD and areas adjacent to the park, where potential exists (only) on the eastern edge for a 'Central Park' type interface of park and substantial residential development (with commercial such as coffee shops etc. on the ground floor).

- **Existing sports complexes:** Upgrading of sport and recreation facilities should be focussed within existing sports complexes. Focus should be on upgrading and maintaining the existing sites of regional, national, and international competition significance (including Newlands Cricket & Swimming). Efforts should also be made to broaden the diversity of activity available within these areas to maximise utilisation and include activities beyond formal sport to passive recreational activity. Rationalising some of these areas, through review of utilisation and standards, and/or allowing new sensitively located and designed development, should be considered to improve the quality of place and define the space. This includes the Wynberg Sports Centre and William Herbert Sports Centre areas, and also Princess Vlei and Sun Valley Sports precincts.
- **Linear open space system:** It is proposed that open space upgrading of local parks seek opportunities within the local linear open space system, where the sum of benefits of the system can be greater than that of the individual component open spaces (e.g. through maintenance and safety, multi-functionality, and walkways etc. through or around the larger area). The focus for upgrading and development of the linear spaces should be where there is a potential to cluster uses (e.g. development of a small park in the system adjacent to an existing primary school, clinic or police station). In lower income areas in particular the emphasis should be on active public spaces rather than merely passive open space. This should include consideration given to introducing mini-astro-turf soccer pitches in these public open space areas. The opportunity also exists in these areas for active environmental education activities, and also enhancement of the interfaces with adjacent urban development (through 'framing' with denser urban development, 'fronting' development onto spaces, linking access points to walkways etc., permitting associated and linked commercial activities in certain key locations, and landscaping and planting).

1.2.2.c Coastal Management

The following projects have been identified in the Environmental Sector Plan as key projects required for maintenance and upgrade of the coastal infrastructure required in the Southern District.

- *Millers Point and Soetwater infrastructure*
 - Muizenberg Beach Front Upgrade
 - Muizenberg Beach Front Upgrade Phase 2
 - Fish Hoek Dunes
 - Glencairn Rail Revetment
 - Seaforth Beach Precinct Upgrade
- **River system functionality:** Greater attention generally needs to be given to improving the lower reaches of most riverine systems to ensure that they function hydrologically and ecologically as well as do their upper reaches currently. This includes in some areas providing further detention pond facilities along their lengths, de-canalising, removing alien vegetation, and introducing natural

vegetation filtering where possible, as well as other modifications which would not compromise the hydraulics and improve the ecology, and introducing more restrictive future re-development building line setbacks. It also includes ensuring that redevelopments and new developments maximise their on-site water infiltration permeability and minimise runoff.

- **River system social quality:** Opportunities should be facilitated or supported at appropriate points for publicly orientated commercial activities (e.g. restaurants, pubs, tea gardens and coffee shops) to take advantage of the amenity value of rivers, streams or waterbodies. These opportunities should only be supported where the greater public good is enhanced. These opportunities should also not compromise the hydrological functionality and biodiversity sustainability of these riverine systems and waterbodies. Furthermore, these points should be aligned with existing or planned commercial activity areas, which are usually high access areas such as intersections with Main Road. Examples include the Liesbeek River through Rondebosch, and the Keyzers River through the Tokai CBD area.

Open space improvements, such as pedestrian pathways and low impact recreation facilities like playground facilities, should also be promoted to maximise linear linkage and public utilisation. Existing canals should be re-engineered as far as possible to improve public benefit. This includes mini-weirs and linear footpath access where the canal profile cannot be fundamentally altered. Where possible, however, canal profiles can be re-engineered to increase their environmental sustainability (e.g. through using low flow channels within a moderately graded macro-channel supplemented by graded natural banks and / or imposing more restrictive future re-development building line setbacks) whilst also accommodating footpaths with benches, tree-planting etc. An identified key linkage requirement is that of eastwest connectivity, and providing good access to the high amenity Peninsula Mountain Chain area for 'Cape Flats' communities. In this respect the linkage westwards from the Princess Vlei (and beyond that the False Bay Coastal Park nature area) to the Tokai forest and associated key TMNP high recreation node should be secured and enhanced as not only a functional natural green link but also a non-motorised human access link.

1.2.3 Human Settlements

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

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

Planned/ Proposed Housing Projects

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

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

Area	Lead / Programme	Timeframe (Short / Medium / Long Term)	Notes (Anticipated Yield, etc. if available)
Dido Valley	BNG	short	600 units
Imizamo Yethu Phase 3	BNG	short	922 units
Retreat	USDG	short	500 units
Hangberg Phase 2	USDG	short	110 units
Imizamo Yethu	UISPG	short	492 units
Imizamo Yethu Is Emergency Project	UISPG	short	3500 units
Greater Retreat	IRDP	2026	8500 units – feasibility stage. Land acquisition is underway
Hout Bay Imizamo Yethu	IRDP	2025	1400 units- feasibility stage

1.2.3.a 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 Southern District include:

- Imizamo Yethu
- Fernwood
- Retreat Housing Development 8th Avenue
- Protea Village
- Claremont sites-
- The vines

1.2.3.b *Inclusionary Housing*

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

1.2.3.c *Informal Settlement Upgrade*

Table 3 indicates the informal settlement areas that has been identified for upgrade.

Table 3: *Informal Settlement Upgrading*

Area	No. of Units	Upgrading Type
Retreat / Seawinds	3188	UISP

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 DSDP and EMF, infrastructure maintenance and upgrading.

1.2.4.a *Waste Water Treatment*

Increased reticulation capacity should be planned for, to be provided for according to increasing demand over time, to meet anticipated and planned-for iterative urban growth in the Main Road corridor area as and when it occurs. This corridor area includes approximately 1km on either side of the 'spine' of the corridor, being Main Road and the railway line, between Mowbray and Muizenberg.

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).

Development in the district should aim to result in greater water usage efficiencies. This includes promotion of smaller erven, restricting expansion of development into new outlying areas, supporting densification in the (more accessible) Main Road corridor than in outlying areas (requiring upgraded capacity infrastructure over long distances). Re-use of water should be supported, with greatest potential in association with WWTWs. Efforts should also be strengthened in support of alien clearing as part of the 'working for water' programme. This assists with the increased flow of rivers across the district. Apart from encouragement and policing of clearing on privately owned land, this includes active involvement on clearing and maintenance of city-owned land.

1.2.4.b Stormwater

Attention needs to be given in future to widespread application of the Management of Urban Stormwater Impacts Policy (2009), to the systemic reduction / limiting of impervious surface coverage on all properties, and to permitting densification only when it is accompanied by extensive impervious surface reduction. It includes pursuing means to increase riverine setbacks with site redevelopments over time, with a view to some coordinated de-canalisation in future where possible.

Water quality in most rivers needs urgent attention, with a focus on the location and nature of new development, and management of problematic land uses (i.e. Lekkerwater Road industrial area; Imizamo Yethu informal settlement).

Major projects required in coming years (the short and medium term) include:

- Major detention pond facilities on Dreyersdal farm (subject to process)

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

- Diep River – Doorenbach Diversions
- Keyser River- Rehabilitation of Keyser River Steenberg
- Westlake River- Rehabilitation of Westlake River
- Prince George Drive canal- upgrade/increased attenuation to Southfield

1.2.4.c Electricity

This section identifies critical projects envisioned for the next 10 years, exceeding R10 million in capital expenditure and which will be subject to the corporate stage-gate process. Projects discussed in this section can either comprise new bulk infrastructure, refurbishment, replacement, improvement, expansion, or upgrade projects. Refurbishment and replacement projects, such as Sun Valley transformer replacement projects and Philippi – Rosemead Ave cable replacement were mainly identified based on equipment age but project initiation is dependent on a thorough condition assessment at the time when the equipment reach end of life.

Table 4: Electricity Projects

Project	Description
Sun Valley MS Upgrade	<p>The potential Masiphumelele informal settlement development falls within the Sun Valley MS footprint. The neighbouring Clovelly MS has spare capacity. MV primary and secondary links to Clovelly MS needs to be investigated to determine if load can be transferred to this MS, in order to provide sufficient capacity to supply Masiphumelele informal settlement as and when it develops.</p> <p>The two transformers at Sun Valley MS are expected to reach their end of life in 2045 but these transformers will be replaced to accommodate the Masiphumelele informal settlement development, if the load transfer to Clovelly MS is insufficient.</p>
Philippi – Rosemead Ave cable replacement	<p>The two Philippi – Rosemead 6.7 km Oil cables are expected to reach their end of life 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.</p>
Muizenberg – Clovelly 3rd cable	<p>The load forecast for Clovelly SwStn indicates that the load will exceed the firm capacity if a load increase of 14 MVA materialises due to the new Masiphumelele informal settlement. This will require a third cable between Muizenberg and Clovelly Switching Stations (SwStns), to ensure firm capacity.</p>

1.2.4.d Solid waste

Identify alternative(s) to Constantia Recycling/Land Claim Site. This could involve identifying separate sites for 'green' and 'brown' waste. Planned for the medium term.

Waste generation needs to be reduced, and more efficient ways of processing or removing this waste needs to be pursued. Solid waste infrastructure needs to support the sorting of waste streams, and re-use, and disposal as close to source as possible. This requires *inter alia* a good network of waste transfer stations and re-cycling plants. As necessary as these are, and as accessible as they need to be (close to users), no community wishes to see one located adjacent to it. Moreover, with increasing emphasis on reducing waste generation there is a growing need for even greater accessibility to smaller mini-recycling and transfer depots. Restitution claims on the

Constantia waste, as well as a Council decision on 27 October 2010 in support of the restitution claimant(s), means that process is required to identify and secure another suitable site in the area.

Given the isolated nature of the 'valley enclaves' and widely held view of moving to greater self-sustainability, the idea of incinerator waste management systems in these areas may deserve consideration in the long term.

Major projects required in coming years (the short and medium term) include:

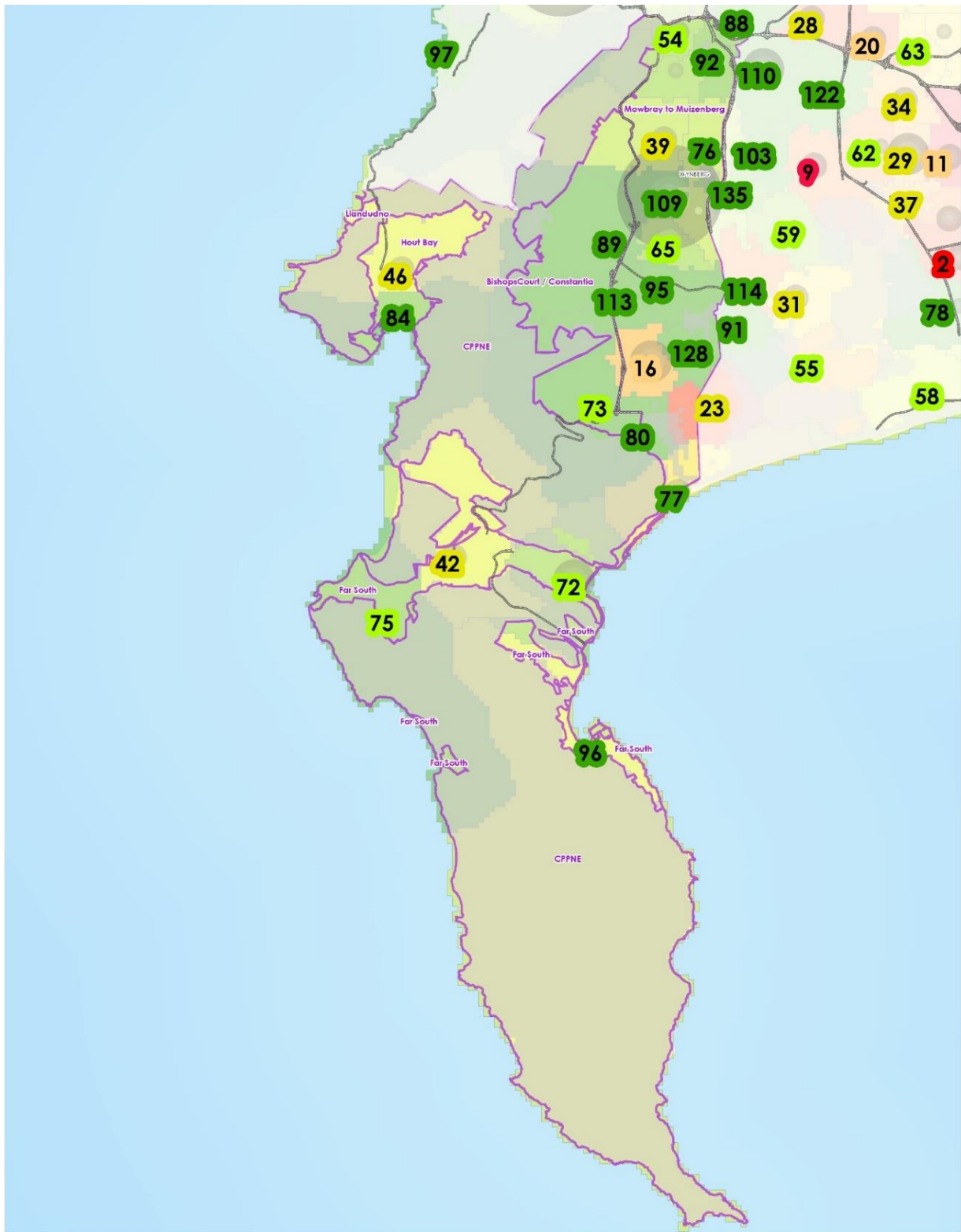
- Promotion of separation and sorting of waste at source to increase recycling and reduce long term overall management costs.
- Upgrading of the Retreat, Kommetjie and Wynberg Drop-offs.
-

1.2.5 Public Facilities and Public Space

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

Figure 3 illustrates a hierarchy of nodes (depicted by circles and size of circle) which is the development framework) and a ranking at a citywide level, depicted by the number in the circle which is the key prioritisation framework. The hierarchy of nodes and the ranking encapsulate the plan of the proposals for development for this district. It should be noted that the proposed facilities as set out in the Community Services and Health Infrastructure Plan remain a key capital investment priority with regards to Community Facilities. Figure 3 and Table 5 should be read together as they both indicate areas of need in order of priority (ranking) at both district level and a metro wide scale. The Retreat/Tokai node is ranked 1 in the district in terms of need and 16th at a city wide level.

Figure 3: Hierarchy of Nodes



 <p>CITY OF CAPE TOWN ISIXEKO SASEKAPA STAD KAAPSTAD</p> <p><i>Waking progress possible. Together.</i></p>	<p>THIS MAP WAS COMPILED BY:</p> <p>PDPMO</p> <p>GIS & Information Management</p> <p>Date: June 2021</p>	<p>Nodal Hierarchy</p> <table border="1"> <tr> <td>Rank 1</td> <td>21 - 30</td> </tr> <tr> <td>Rank 2</td> <td>31 - 75</td> </tr> <tr> <td>Rank 3</td> <td>76 - 135</td> </tr> </table> <p>Level 5 Catchment Sum of Backlog</p> <table border="1"> <tr> <td>0 - 0,33</td> </tr> <tr> <td>0,34 - 0,95</td> </tr> <tr> <td>0,97 - 1,74</td> </tr> <tr> <td>1,77 - 3,00</td> </tr> <tr> <td>3,01 - 5,09</td> </tr> <tr> <td>5,09 - 8,25</td> </tr> <tr> <td>8,27 - 11,64</td> </tr> <tr> <td>11,65 - 16,05</td> </tr> <tr> <td>16,06 - 22,76</td> </tr> <tr> <td>22,77 - 48,04</td> </tr> </table> <p><small>Provisional: Every 5th Node has been made green. The accuracy of location in this map is the best of the data available. The coordinates and scale are only a guide. No warranty is made for the use of this map. The content of this map is for information purposes only. No liability can be accepted for any errors or omissions in this map.</small></p>	Rank 1	21 - 30	Rank 2	31 - 75	Rank 3	76 - 135	0 - 0,33	0,34 - 0,95	0,97 - 1,74	1,77 - 3,00	3,01 - 5,09	5,09 - 8,25	8,27 - 11,64	11,65 - 16,05	16,06 - 22,76	22,77 - 48,04	<p>Legend</p> <table border="1"> <tr> <td>Level 1 (20m Buffer)</td> <td>Road Network</td> </tr> <tr> <td>Level 2 (800m Buffer)</td> <td>Subroads</td> </tr> <tr> <td>Level 3 (500m Buffer)</td> <td>Catchment Areas</td> </tr> <tr> <td>Level 4 (300m Buffer)</td> <td></td> </tr> <tr> <td>Level 5 (150m Buffer)</td> <td></td> </tr> </table>	Level 1 (20m Buffer)	Road Network	Level 2 (800m Buffer)	Subroads	Level 3 (500m Buffer)	Catchment Areas	Level 4 (300m Buffer)		Level 5 (150m Buffer)		 <p>0 700 1 400 2 800 4 200</p> <p>Meters</p> <p>1:131 736</p> <p>Transverse Mercator Projection, Central Meridian 30° East, WGS84 Ellipsoid using the Hot Spot datum (SAD 1949)</p>	<p>Key Proposals, Ranking & Prioritisation Framework</p> <p>Southern District</p>
Rank 1	21 - 30																														
Rank 2	31 - 75																														
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Level 5 (150m Buffer)																															

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

Table 5 below is a guide and highlights key facility development priorities within specific catchments (and nodes) across the district. Targeted investment into these nodes and facility types is key to addressing the existing service shortfalls and providing access to communities where those facilities are required most. The Retreat/Tokai node should be prioritised in terms of investment, particularly for sports grounds. The need for education facilities in Masiphumelele and Houtbay is critical as both these areas are secluded from other areas in this district and therefore there is a need to address that need in light of the fact that learners on those areas cannot easily access education facilities in the surrounding area. The district also has a high need for health facilities particularly in the Retreat/Tokai, Masiphumelele and Hout Bay area.

Table 5: 2020 Top Areas of need Southern District

Node & Catchment	Rank in District	Rank City Wide	Facilities of greatest need	Sub-district
Retreat	1	16	2 Community Parks	Sub-district 3
			7 Sports Grounds	
			1 Community Library	
Claremont	2	39	2 Sports Grounds	Sub-district 3
			2 Primary Schools	
Masiphumelele	3	42	2 Sports Grounds	Sub-district 4
			1 Community Parks	
			1 Secondary School	
			1 Primary School	
Hout Bay	4	46	1 Community Park	Sub-district 1
			2 Sports grounds	
			1 Secondary School	
Mowbray	5	54	1 Sports Ground	Sub-district 3
			1 Primary School	
Plumstead	6	65	1 Primary School	Sub-district 3

*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.

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

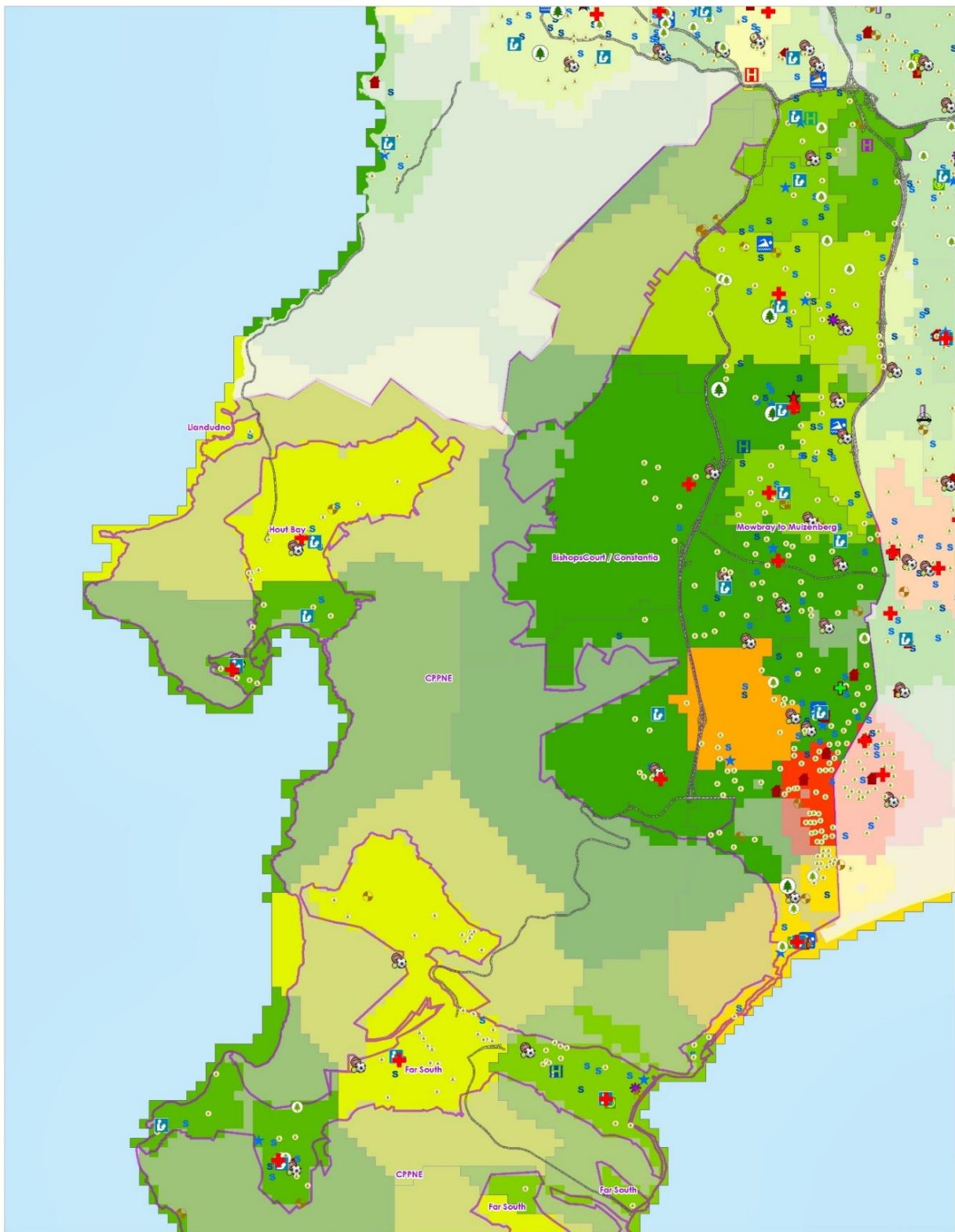
1.2.5.a Project Pipeline

Table 6: Project pipeline

Facility Type	Pipeline Projects		Time Frame Short/Medium/Future Term
	New/Replacement	Upgrade/Expansion	
Recreation & Parks		Leo Park, Vega Close Park	Future
		Pelican Park	Short Term
City & Provincial Health	Hout Bay CDC		Short-Medium
		Fish hoek clinic	Medium-Future
		Klip road clinic	Future
		Lavender hill clinic	Medium-Future
	Masiphumelele clinic		Short-Medium
		Muizenberg clinic	Future
		Parkwood clinic	Future
		Strandfontein clinic	Short-Medium
		Westlake clinic	Short-Medium
		Diep River clinic	Future
		Retreat CHC	Short-Medium
	Lotus River CDC		Medium
	Victoria Hospital replacement		Future
	Wesfleur Hospital replacement		Future
Social Development & ECD	ECD centers of excellence are to be explored where need arises and subject to budget availability		
		Homeless Shelter <ul style="list-style-type: none"> Retreat Wynberg Claremont 	Short term
Sports Grounds		<ul style="list-style-type: none"> Houtbay Sports Precinct Newlands pool Athlone pool 	Short

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

Figure 4: Existing community facilities



 <p>CITY OF CAPE TOWN ISIXEKO SASEKAPA STAD KAAPSTAD</p> <p><i>Making progress possible. Together.</i></p>	<p>THIS MAP WAS COMPILED BY:</p> <p>PDPMO</p> <p>GIS & Information Management</p> <p>Date: June 2021</p>	<table border="0"> <tr> <td> <p>Hospitals</p> <ul style="list-style-type: none"> Central Hospital District Hospital Regional Hospital Specialist </td> <td> <p>Legend</p> <ul style="list-style-type: none"> CHCs Clinics Libraries Regional Parks Municipal Offices Community Centres Parks Coun Office Traffic Centre Road Network </td> <td> <ul style="list-style-type: none"> Primary Schools Secondary Schools Police Station DSO Offices Regional Office Local Offices Official National Assets </td> </tr> </table> <p><small>These icons are illustrative and do not represent the actual location of the facilities. The icons are provided for information only and do not constitute a guarantee of the accuracy of the information. The City of Cape Town accepts no responsibility for any errors or omissions contained herein.</small></p>	<p>Hospitals</p> <ul style="list-style-type: none"> Central Hospital District Hospital Regional Hospital Specialist 	<p>Legend</p> <ul style="list-style-type: none"> CHCs Clinics Libraries Regional Parks Municipal Offices Community Centres Parks Coun Office Traffic Centre Road Network 	<ul style="list-style-type: none"> Primary Schools Secondary Schools Police Station DSO Offices Regional Office Local Offices Official National Assets 	 <p>1:72 737</p> <p>South African National Surveying Council (SANSA) using the WGS84 datum using the UTM projection system.</p>	<p>Analysis of existing Community Facilities</p> <p>Southern District</p>
<p>Hospitals</p> <ul style="list-style-type: none"> Central Hospital District Hospital Regional Hospital Specialist 	<p>Legend</p> <ul style="list-style-type: none"> CHCs Clinics Libraries Regional Parks Municipal Offices Community Centres Parks Coun Office Traffic Centre Road Network 	<ul style="list-style-type: none"> Primary Schools Secondary Schools Police Station DSO Offices Regional Office Local Offices Official National Assets 					

1.2.6 Urban management areas

Various city programmes exist that support/assist with urban regeneration by improving and upgrading areas in terms of the supplementation of municipal services (refer to available mechanisms under Section 1.6 – *Implementation Mechanisms*). The section below will highlight two existing programmes and the areas covered by these:

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

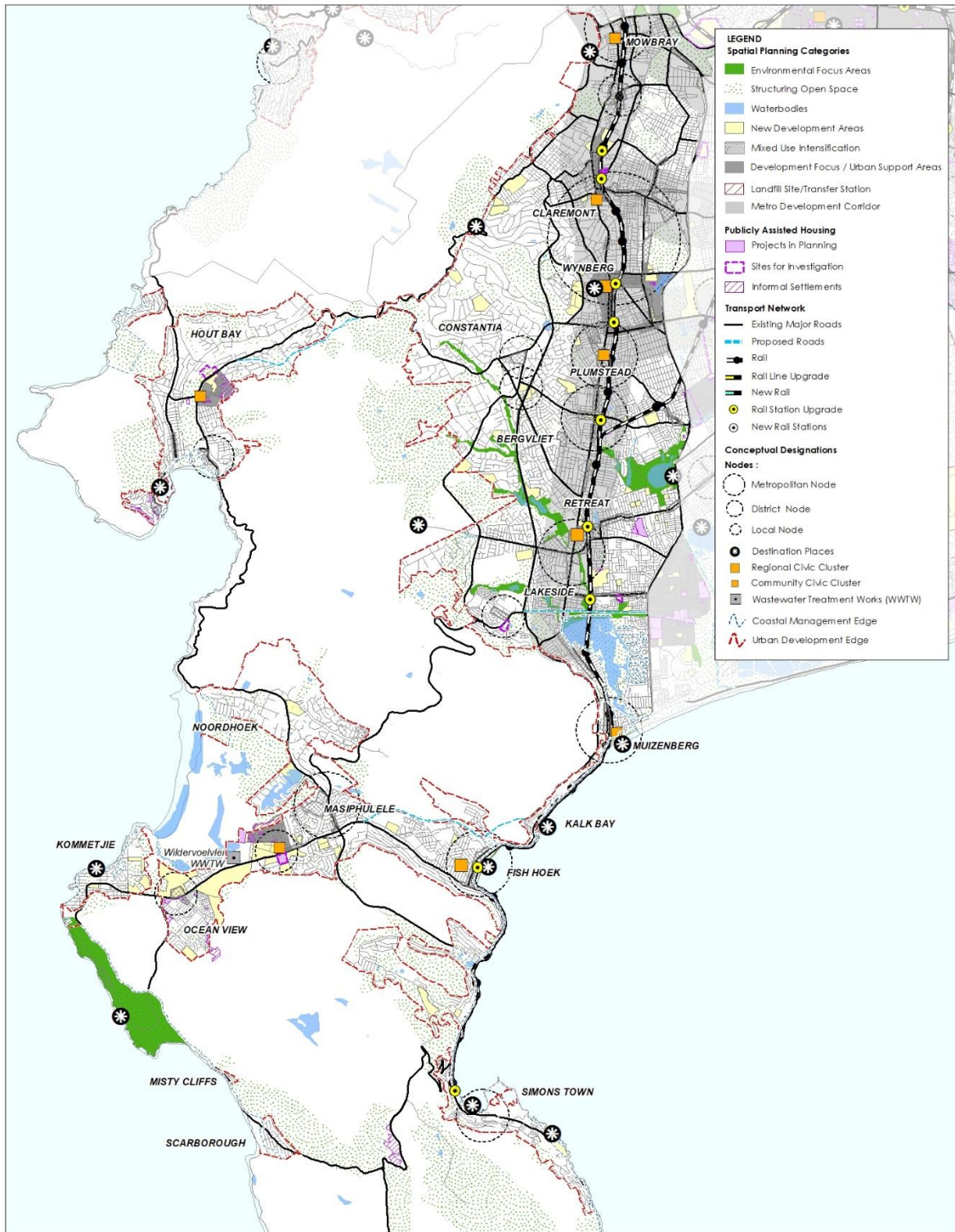
These districts are established by communities in partnership with the city and have defined boundaries. They are funded from additional property rates levied on the municipal valuation of the property owners which is paid over to the CID and used to provide the additional services they provide.

- Groote Schuur
- Claremont
- Wynberg
- Kenilworth
- Hout Bay
- Kalk Bay

b. MURP and Mayor's Visible Service Accelerated Programme

- Ocean View

Figure 5: Urban Restructuring & Upgrading



 <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: This map and the data provided to create the categories of information are the property of the City of Cape Town. The spatial data provided in this map is for general information only and is not intended to be used for any other purpose. The City of Cape Town does not accept any liability for any errors or omissions contained herein.</small></p>	<p>Urban Restructuring & Upgrading</p>		 <p><small>Transverse Mercator Projection, Central Meridian 17° 20'E, WGS84 Ellipsoid using the Homeo-ec-proje4 Datum</small></p>	<p>District Spatial Development Framework</p> <p>SOUTHERN DISTRICT</p> <p>Date : FEBRUARY 2022</p>
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1.3 Spatial Targeting Framework for prioritising public investment

The purpose of the spatial targeting framework is to identify and prioritise specific areas within the district for public investment. Areas are prioritised based on various informants related to the City's key spatial transformational themes, strategies and policy elements at the metropolitan, sub-metropolitan and district scales. The informants, each of which are detailed below, aim to emphasise the key components of the various strategies relevant to identifying and selecting areas in which to prioritise public investment, which are depicted in Figure 6.

Figure 6: Link between spatial themes, strategies, scale and policy elements

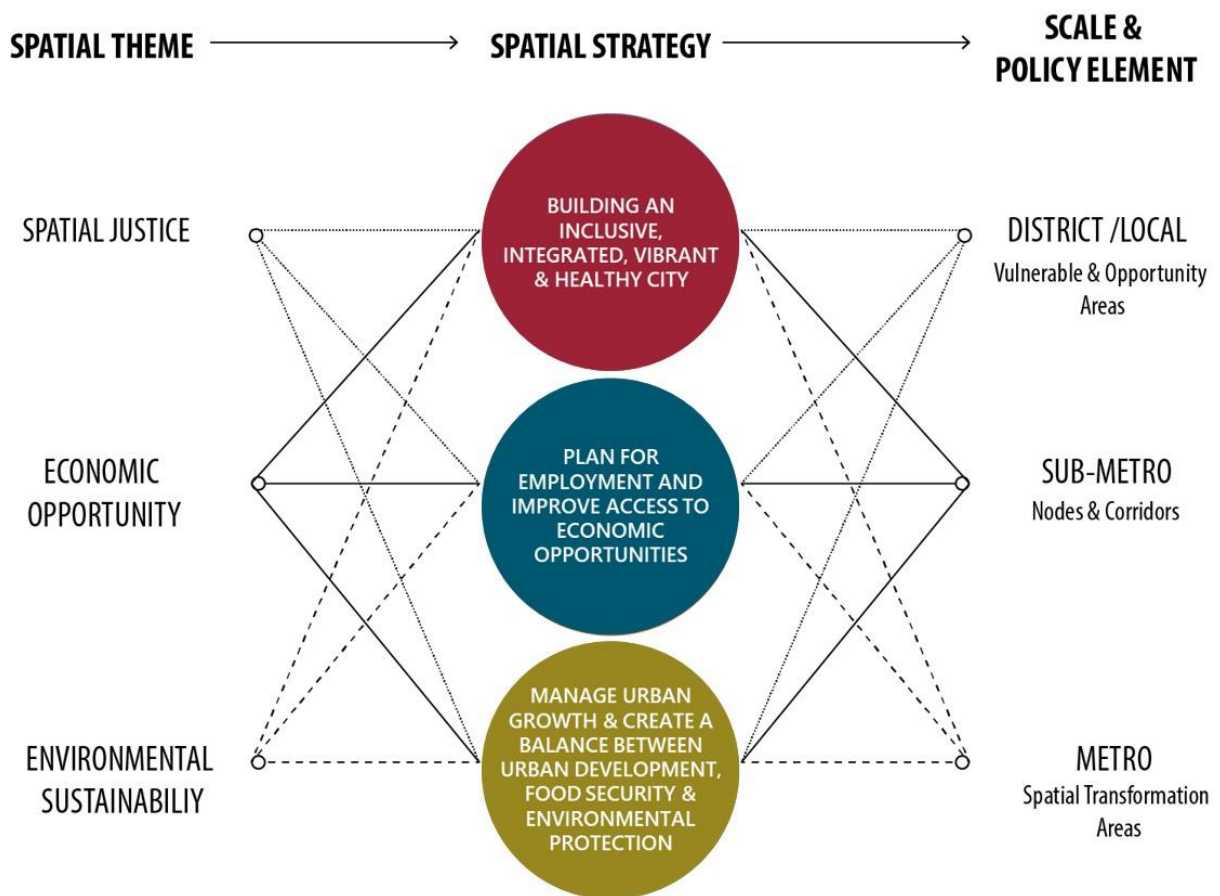
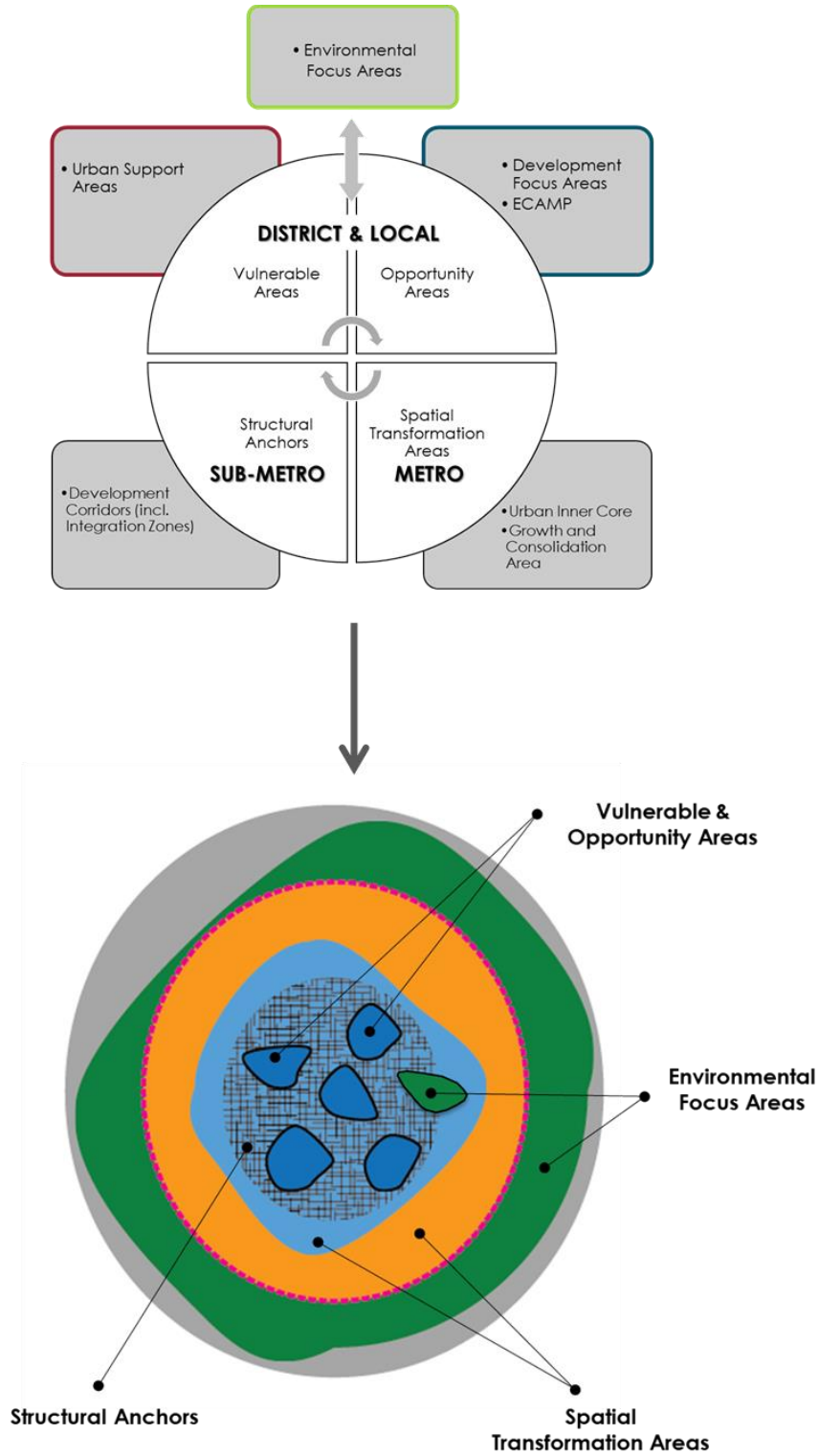


Figure 6 depicts the various elements that inform the spatial-targeted areas per scale of planning. The key informants at the highest (metropolitan) level of planning are the STAs adopted by the MSDF, which form the basis for prioritisation of public investment and incentives. These have been refined 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 7: 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 DSDP. These are broadly divided into Opportunity Areas and Vulnerable Areas.

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

1.3.1.a Vulnerable areas

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

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

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

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

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

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

1.3.1.b Opportunity areas

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

Informants included in the layered analysis are the:

1) Development focus areas

- Targeted areas for urban restructuring that have the highest potential spatial transformative impact (i.e. addressing issues of spatial fragmentation, inefficient urban form and segregation by integrating communities and increasing opportunities to a greater number of people in highly connected areas)
- Areas linked to projects with a multi-sectoral focus where there is funding available (be it operational and/or capital), or funding to be applied for, for planning that will give rise to implementation (i.e. LASDFs, Precinct Plans, etc.).
 - Priority Areas of Opportunity as identified in Catalytic Land Development Pipeline (CLDP) and Integration Zones that would serve as catalysts to unlock the potential for integrated development with cross-cutting benefits, e.g. 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

1.3.1.c Environmental Prioritisation

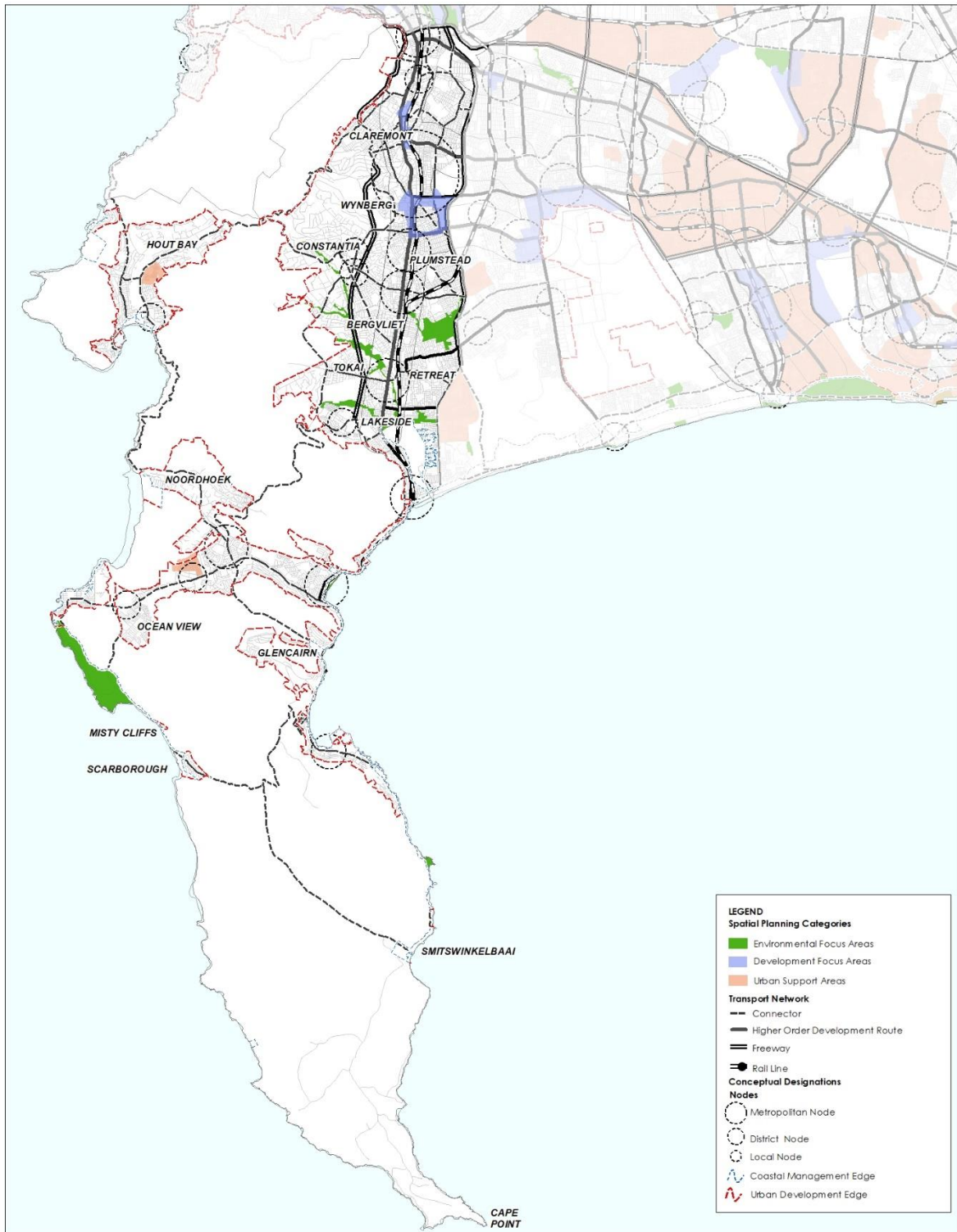
Environmental Prioritisation forms a third component of this spatial targeting framework. The aim hereof is to consider of the role of environmental resources in terms of its contribution toward enhancing the economic potential and social amenity value of areas whilst improving the City's resilience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

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

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

The final selection of projects which informs the identification of Environmental Focus Areas is based on there being evidence of all 3 abovementioned criteria. Please refer to Table 8 for further details on the EFAs.

Figure 8: 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 DSDF, and more specifically the development of these targeted areas can be developed. It should be noted that capital investment will occur across the district on a range of public facilities, infrastructure and services (roads, bulk services, etc.). The focus on the capital investment prioritisation in the district is thus not comprehensive, but strategic, focusing on areas where multi-sectoral intervention is needed to ensure high impact restructuring and upgrading within the district.

Table 7 below identifies key, high impact projects that will have a significant impact at a district scale while **Error! Reference source not found.** identifies specific local level projects that support the spatial planning proposals for the priority local areas in the district.

Table 7: Major District Project Prioritisation

Project	Description	What needs to happen	Timeframe (S: 1–2yr; M: 2–5yr; M/L: 5+ yr)
Phase 2A*		Expropriation Planning Construction	+5 years

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

Table 8: Sub-district Prioritisation per DSDF Priority Local Area

Priority area	Project	Description	Timeframe S: 1–2yr, M: 2–5yr, M/L: 5+yr
Vulnerable areas			
Masiphumelele	Masiphumelele Housing Project (Phase 4)		
	Masiphumelele Taxi Rank		
Imizamo Yethu	IY Emergency Project		
	IY Hout Bay Housing Project		
	IY Housing Project (Phase 3)		
Opportunity areas			
Sun Valley	Kommetjie Road Dualling (Phase 3)		2–5 years (detailed design phase)
Retreat	Retreat PTI upgrade		1–2 years
Wynberg/Diep River	Wynberg Couplet (Phase 2A)		+5 years
Kenilworth	Phase 2A		+5 years
Environmental Focus areas			
Princess Vlei	Princess Vlei upgrade	The upgrades aim to enhance the greater Princess Vlei and environs as	2–5 years

		an inclusive, people-oriented, multi-use place, characterised by natural environmental and heritage value, diverse opportunities and extensive public activity and enjoyment. Identified as a priority project	
Sand River Catchment	Liveable Urban Waterways - rivers in catchment, including rivers that form part of the Source to Sea River Corridor initiative.	Projects identified in the following areas: Spaanschemat, Grootboschkloof and Prinskasteel Rivers; Diep River at Roscommon Rd Wetlands; Westlake River; Sand-Langevlei Canals; and Keyers River.	2–5 years
Simon's Town/Fish Hoek	Seaforth beach upgrade	Enhance user experience of destination location, mitigate impacts of public use on sensitive coastal environment as well as breeding colony of African penguin.	2–5 years
Miller's Point	Miller's Point Coastal Conservancy upgrade and rationalisation of recreation and amenity infrastructure	Enhance user experience of destination location, mitigate impacts of public use on sensitive coastal environment.	2–5 years
Soetwater Coastal Resort/ Coastal Conservancy	Soetwater upgrade and rationalisation of recreation and amenity infrastructure	Enhance user experience, mitigate impacts of public use on sensitive coastal environment	2–5 years
Fish Hoek	Fish Hoek dune rehabilitation	Rehabilitation and maintenance of dune systems to limit impact of windblown sand on coastal	2–5 years

		infrastructure, enhance buffer potential against coastal hazards.	

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

1.4 Local area planning priorities

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

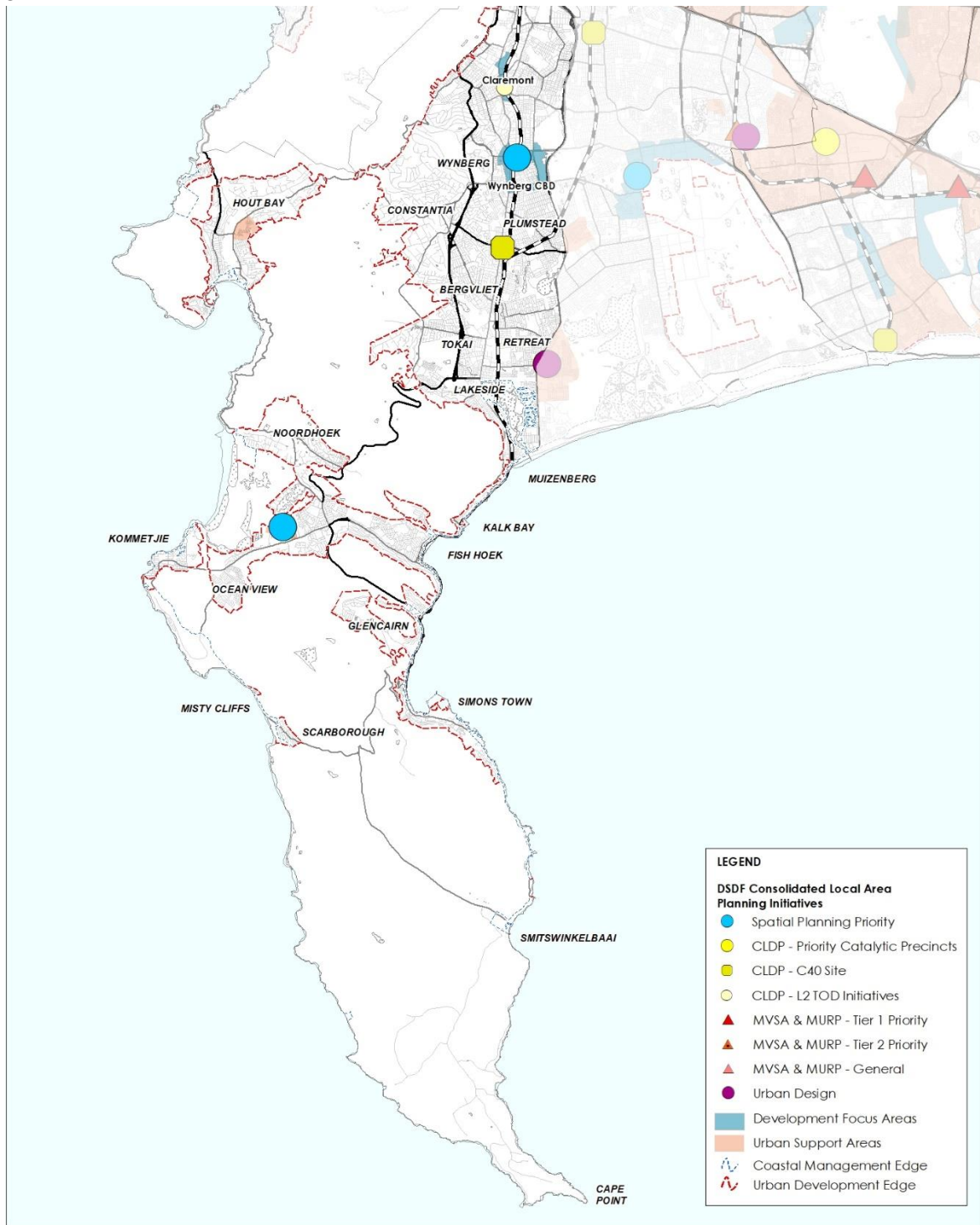
The priority local area planning initiatives for the Southern district are detailed in the following table.

Table 9: Local Area Planning Initiatives :

Area	Description and Motivation	Planning Product	Status	Timeframe (S: 1-2yr, M: 2-5yr, L: 5+yr)	Lead Department
Wynberg CBD	<u>Description:</u> Preparation of a LSDF to guide future development in association with a number of major planned infrastructure projects. <u>Motivation:</u> The area is 1 of 2 most important urban nodes in the district but is under-performing.	LSDF	Pipeline / Initiation	M	DP&M
Imizamo Yethu	<u>Description:</u> Precinct Plan to provide a clear structure for organised future urban development in the core area. <u>Motivation:</u> The area is facing a number of substantial urban development crises including poor urban form.	Precinct Plan	Pipeline / Initiation	M	Urban Design
Masiphumelele	<u>Description:</u> Preparation of a LSDF to address current crisis and future development issues inclusive of critical future objectives. <u>Motivation:</u> The area is a vulnerable area facing numerous substantial urban development crises.	LSDF	Draft	S	DP&M

Claremont Station	<p><u>Description:</u> Precinct Plan for primarily the vacant site and adjacent under-performing station area.</p> <p><u>Motivation:</u> The area is 1 of 2 most important urban nodes in the district but the key station precinct area and nearby undeveloped site will substantially improve area functionality.</p>	Precinct Plan	Pipeline / Initiation	M	UCI
Diep River / Moquet Farm	<p><u>Description:</u> Preparation of a Precinct Plan to inform the future development of this site.</p> <p><u>Motivation:</u> A strategically very well-located site at the intersection of Main Road and Kendall/De Waal Road, and close to a station which has remained undeveloped for many years, and requires strong initiation and clear guidance towards an optimal outcome.</p>	Precinct Plan	Pipeline / Initiation	M	UCI

Figure 9: Prioritised Local Areas



 <p>CITY OF CAPE TOWN ISIXEKO SASEKAPA STAD KAAPSTAD</p>	<p>SPATIAL PLANNING & ENVIRONMENT</p> <p>Spatial Planning & Design Urban Planning & Mechanisms</p> <p><small>Please Note: This map is provided for general information only. The City of Cape Town does not accept any liability for the accuracy of the information provided on this map or for any loss or damage arising from its use. The City of Cape Town does not accept any liability for the accuracy of the information provided on this map or for any loss or damage arising from its use.</small></p>	<p>Prioritised Local Areas</p>		 <p><small>Transverse Mercator Projection, Central Meridian 17° East, WGS84 Ellipsoid using the Homeo-ec-proje4 Datum</small></p>	<p>District Spatial Development Framework</p> <p>SOUTHERN DISTRICT</p> <p>Date : FEBRUARY 2022</p>
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1.5 Local policies to be withdrawn or amended

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

1.5.1 Policies to be withdrawn

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

Table 10: Policies to be withdrawn

Policy or Plan	Motivation
Victoria Road Hout Bay Commercial Management Plan: 4(10) approved in 1997	These are now very dated policy, and many proposals are either no longer relevant or no longer appropriate. Any key guidance from these policies which is still considered relevant was included in the 2012 Southern District Plan and/or is included in the reviewed 2021 draft Southern SDF.
Constantia Triangle local area policy: 4(10) plan approved in 2007	
Sunnydale local area structure plan: 4(10) plan approved in 2000	
Simons Town structure plan: 4(6) plan approved in 1998	
Scarborough Misty Cliffs Structure Plan: 4(10) plan approved in 2000	
Other plans also being considered for withdrawal:	
Peninsula Urban Edge Policy: 4(6) plan approved in 2001	
Main Road Growth Management Strategy: 4(10) plan approved in 2000	
Kenilworth Main Road Land Use Management Policy: Council policy approved in 2007	

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 11: 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 12: Proposed mechanisms

Mechanism	Description	Timeframes: A: 1-2 years B: 2-5 years C: 10 Years

Development incentives		
Integrated incentive overlay zone	A regulatory tool that refers to a zoning, in addition to the base zoning, stipulating the purposes for which land may be used and the development rule which may be more or less restrictive than the base zoning.	A
Inclusionary housing	Inclusionary housing is one of many different kinds of housing delivery programs. It is usually a government-driven programme to promote mixed-income housing delivery through regulations and/or incentives that require or encourage property developers to include a proportion of housing units for low and moderate-income households.	A
Density bonus	A zoning tool that permits developers to increase height and/or bulk above those permitted in terms of the zoning scheme, in exchange for a public or social good. It is intended to compensate the developer with additional revenue from the sale of additional dwellings to make up for inclusion of below-market units or unprofitable amenities. This tool does not generate direct revenue. It is intended as an in-kind payment in exchange for the development of a public good.	A
Proactive rezoning/upzoning	Proactive rezoning is the process where a municipality, of its own accord, changes the existing zoning of land parcels in its jurisdiction. A municipality may do this for many reasons, but generally the aim is to encourage development in a specific area and/or to control the nature of that development	A
Heritage exemption areas	<p>Provide appropriate exemptions for spatially targeted areas, mainly new Development Areas (NDAs), from the regulations contained under the following sections of the National Heritage Resources Act, Act 25 of 1999 (NHRA):</p> <ul style="list-style-type: none"> • Section 34 (NHRA) • Section 38 (NHRA) <p>In addition to the exemption, this mechanism will also seek to refine new areas to be included in the current Heritage Protection Overlay Zone (HPOZ).</p>	B
Environmental exclusion areas	Provide appropriate exclusions from the National Environmental Management Act, Act 107 of 1998 (NEMA) for listed activities contained within spatially targeted areas, mainly NDAs, that would trigger a Basic	B

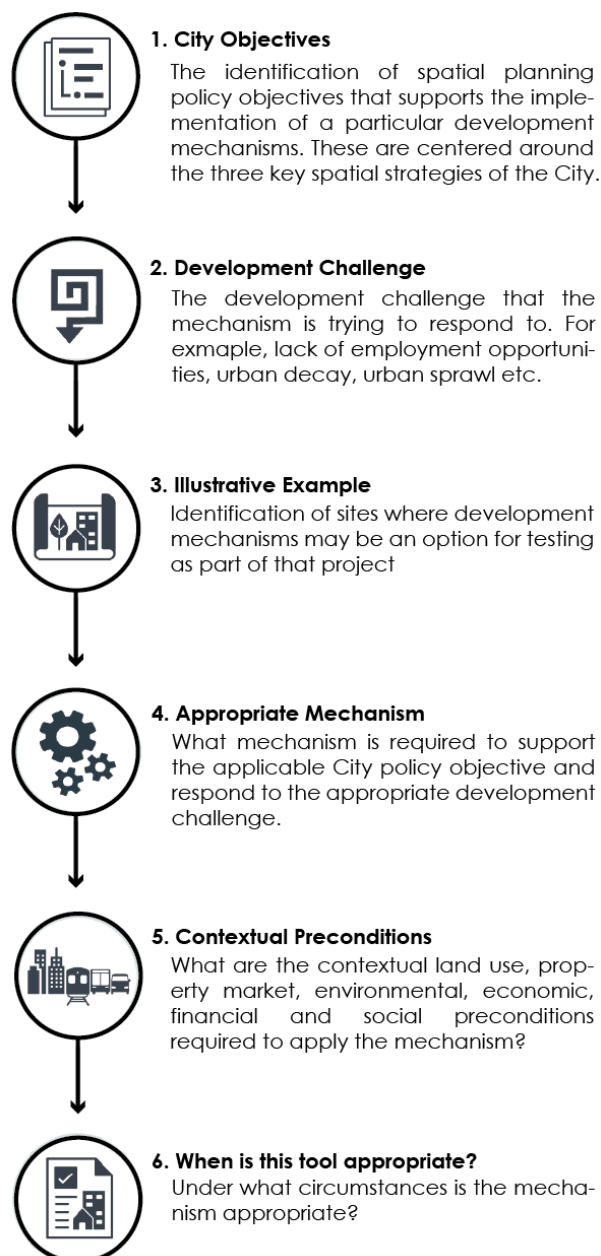
	Impact Assessment or Full Environmental Impact Assessment.	
Land/urban redevelopment scheme	Involves landowners and developer joining together to form one cooperative entity that consolidates multiple land parcels into a single site for redevelopment. Local government modifies zoning codes and increases 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	A

	growth, which is aligned to the City 2040 Land Use Model and District Spatial Development Framework.	
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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 the Technical Annexure 12 in Volume 4 of the integrated DSDF and EMF.

Figure 10: Methodology for implementing mechanisms



1.6.5 Spatially targeting (review of ECAMP)

The city is currently in the process of reviewing ECAMP (Economic Areas Management Programme). ECAMP is a research and policy support initiative 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 Southern 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.

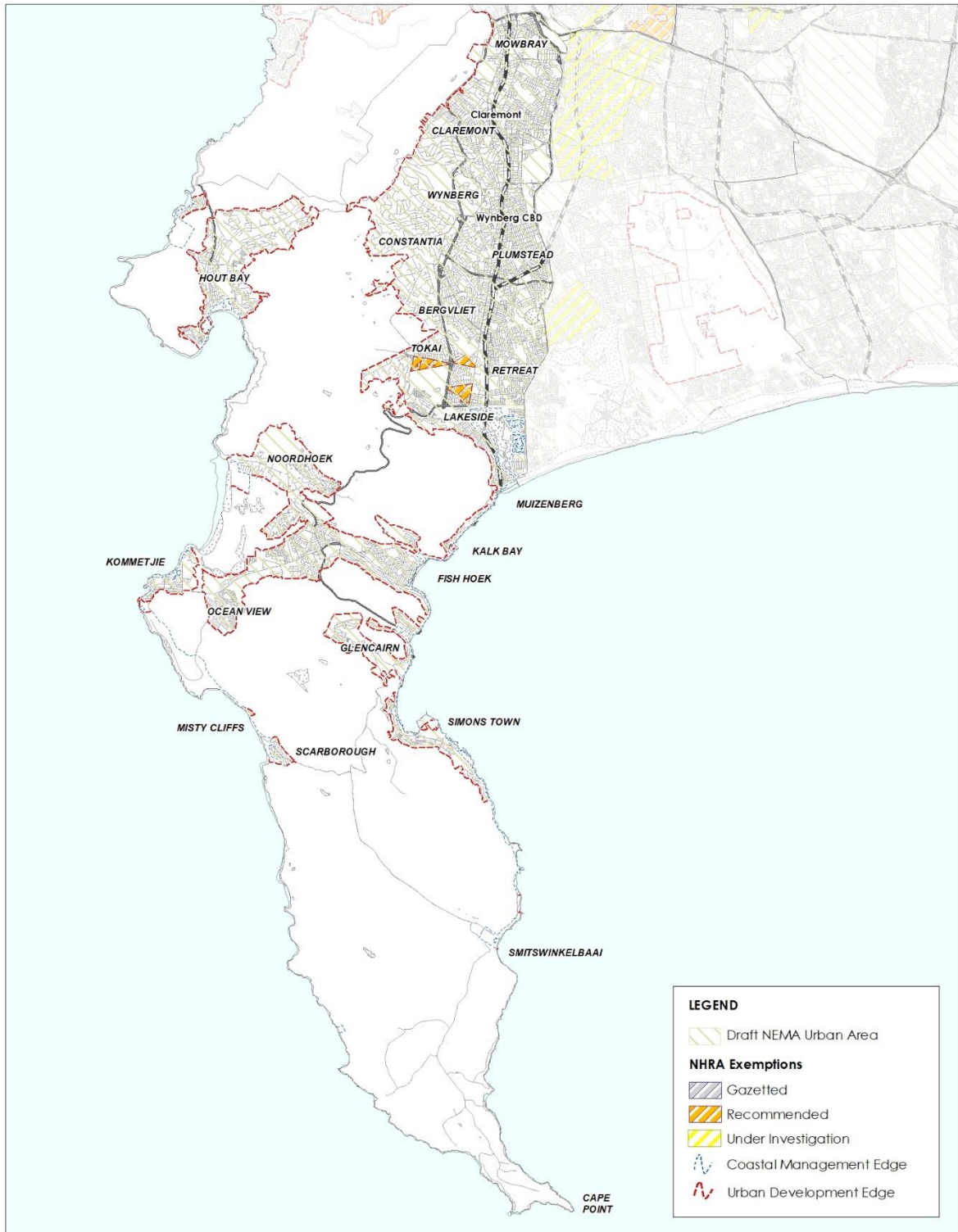
1.6.6.b Heritage exemptions

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 11 below.

Figure 11: Exclusions and Exemptions



 <p>CITY OF CAPE TOWN ISIXEKO SASEKAPA STAD KAAPSTAD</p>	<p>SPATIAL PLANNING & ENVIRONMENT Spatial Planning & Design Urban Planning & Mechanisms</p> <p><small>Please Note: Every effort has been made to ensure the accuracy of this information. However, the City of Cape Town does not accept any liability for the use of this information for any purpose other than that for which it was intended. The City of Cape Town is not responsible for any loss or damage caused by the use of this information.</small></p>	<p>Implementation Mechanisms - Exclusions & Exemptions</p>		 <p>Horizontal Mercator Projection, Central Meridian 18° East, WGS84 Ellipsoid using the hotspot-projection datum</p>	<p>District Spatial Development Framework SOUTHERN DISTRICT</p> <p>Date : FEBRUARY 2022</p>
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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 erven. Those that were previously placed and new PT zones proposed are depicted in Figure 12. It is important to note that they are currently not operational and is anticipated to undergo public participation from 29 October 2021 – 22 January 2022.

1.6.6.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 Southern District, these include Wynberg and Claremont.

Heritage Protective Overlay Zones (HPOZ)

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

- Proposed areas for inclusion: Wynberg east and west precincts, Arcadian Zone in Constantia and Noodhoek.
- Proposed areas for extension: Simons Town, Kalk Bay and Muizenberg

The heritage grading and associated development guidelines for each of the areas above are still to be determined through further investigation and planning. This will take into account the need to balance urban intensification with built conservation. It is important to note that Wynberg is currently a DFA (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.

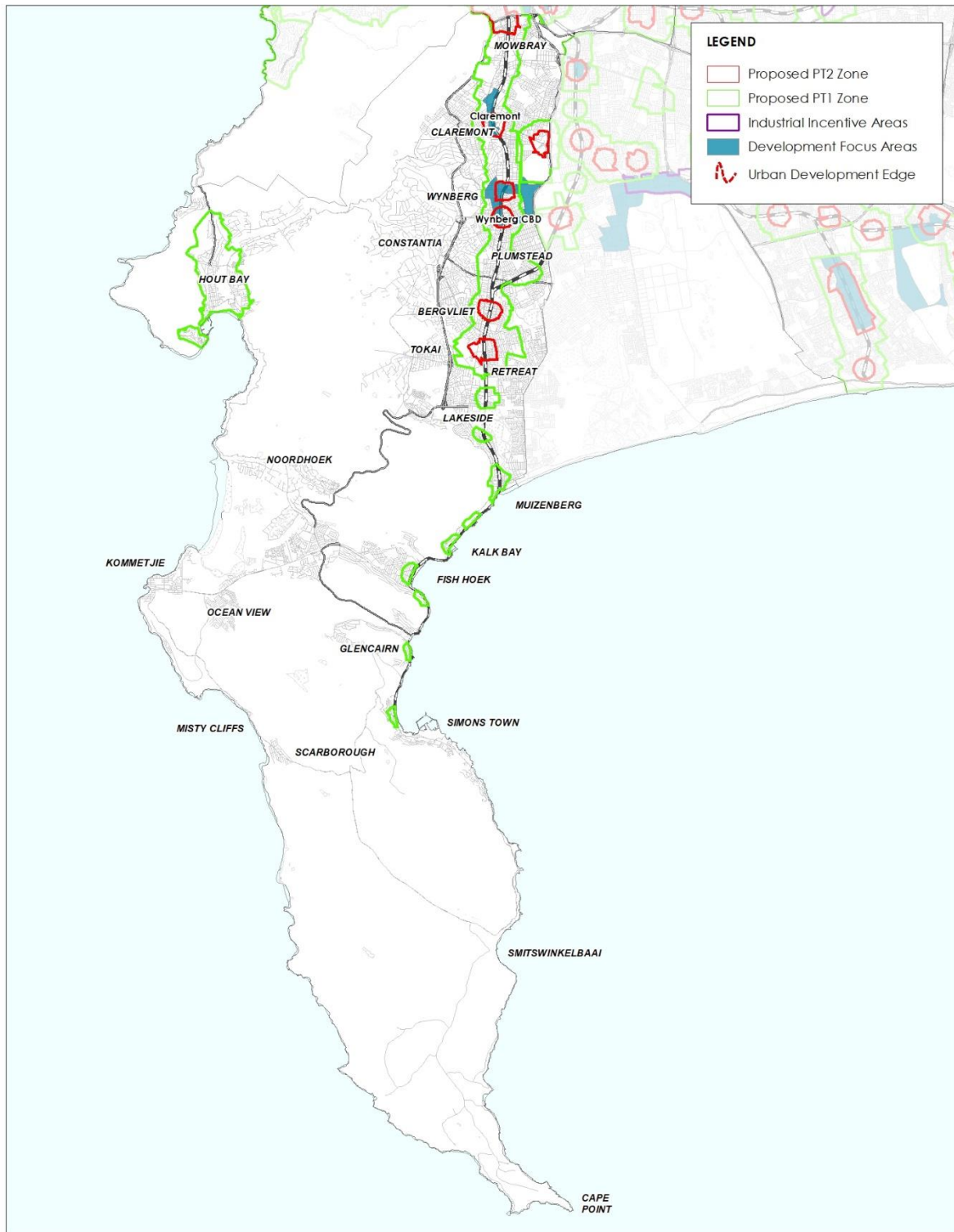
Small Scale Rental Unit Overlay Zone (SSRU Overlay Zone)

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. Potential areas that could be considered in the Southern District is generally located in and around the main road corridor.

Figure 12: Incentives



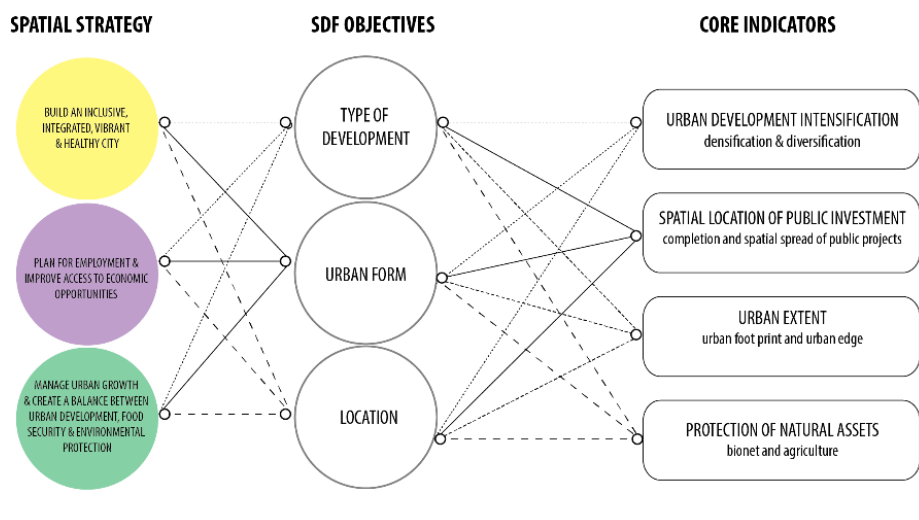
 <p>CITY OF CAPE TOWN ISIXEKO SASEKAPA STAD KAAPSTAD</p>	<p>SPATIAL PLANNING & ENVIRONMENT</p> <p>Spatial Planning & Design Urban Planning & Mechanisms</p> <p><small>Please Note: Every effort has been made to ensure the accuracy of the information contained in this map as at the date of publication. The author does not warrant in this map as to current accuracy and compliance is provided by the user. The department is not responsible for the use of the information or the consequences of its use. The City of Cape Town accepts no responsibility for any and all losses or damages for any error or omission contained herein.</small></p>	<p>Implementation Mechanisms - Incentives</p>		 <p><small>Transverse Mercator Projection, Central Meridian 18° East, WGS84 Ellipsoid using the hotfixes project's datum</small></p>	<p>District Spatial Development Framework</p> <p>SOUTHERN DISTRICT</p> <p>Date : FEBRUARY 2022</p>
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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 and M&E: An overview

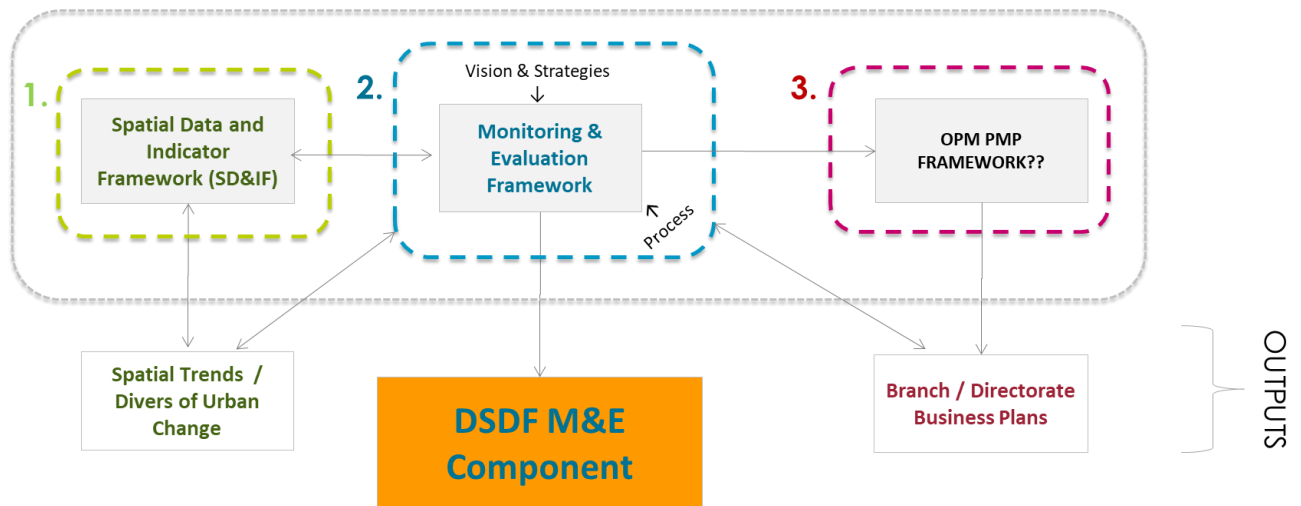
The DSDF M&E Framework is an output based off three interrelated components of the Urban Planning and Design's departmental overarching Framework for Spatial Data and M&E as illustrated in **Error! Reference source not found..**

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

guiding where and what development is appropriate. The core set of indicators developed as part of the abovementioned SD&IF will be monitored to determine the type, form and location of development in relation to the DSDF objectives.

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

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



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

2.2 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 13 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 13: 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.					