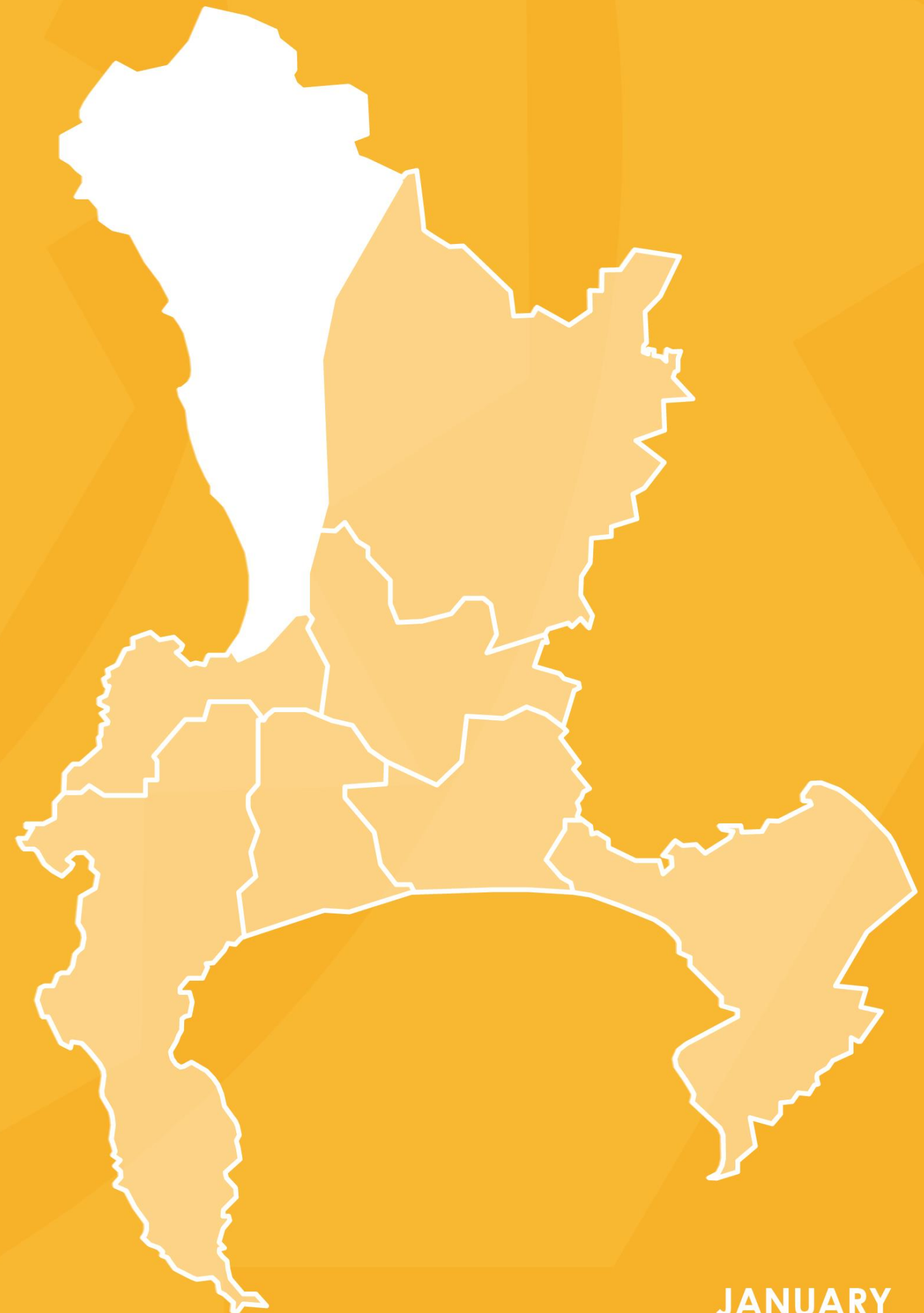


BLAAUWBERG

DISTRICT PLAN

Integrated district spatial development framework
and environmental management framework

APPROVED - Vol. 3: Implementation Plan



CITY OF CAPE TOWN
ISIXEKO SASEKAPA
STAD KAAPSTAD

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1 IMPLEMENTATION PLAN

The primary objective of the Implementation Plan is to provide guidance in terms of prioritised public investment, local area and precinct planning priorities and enablement mechanisms required to implement the proposals contained in the District Plan and sub-district guidelines. The plan consists of the following key sections described and depicted in the below.

Figure 1.1



Figure 1.1: Implementation Plan Process Diagram

1.1 Approach to Implementation

- The components of the Implementation Plan work together to provide clear direction and certainty in spatially targeted areas. The prioritised areas are 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 District Plan objectives. In an effort to 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 District Plan **(Section 1.5)** or *pursuing mechanisms* to streamline processes such as development applications in line with strategic planning initiatives to provide certainty and transparency to developers and businesses.
- Enabling Incentives: *Development Mechanisms (Section 1.6.1.a)* to stimulate private sector development and leverage public investment designed to change the behaviour of role-players in the property development process or influence their decisions in order to achieve specific outcomes.

The process is conceptualised in Figure 1.2 below:

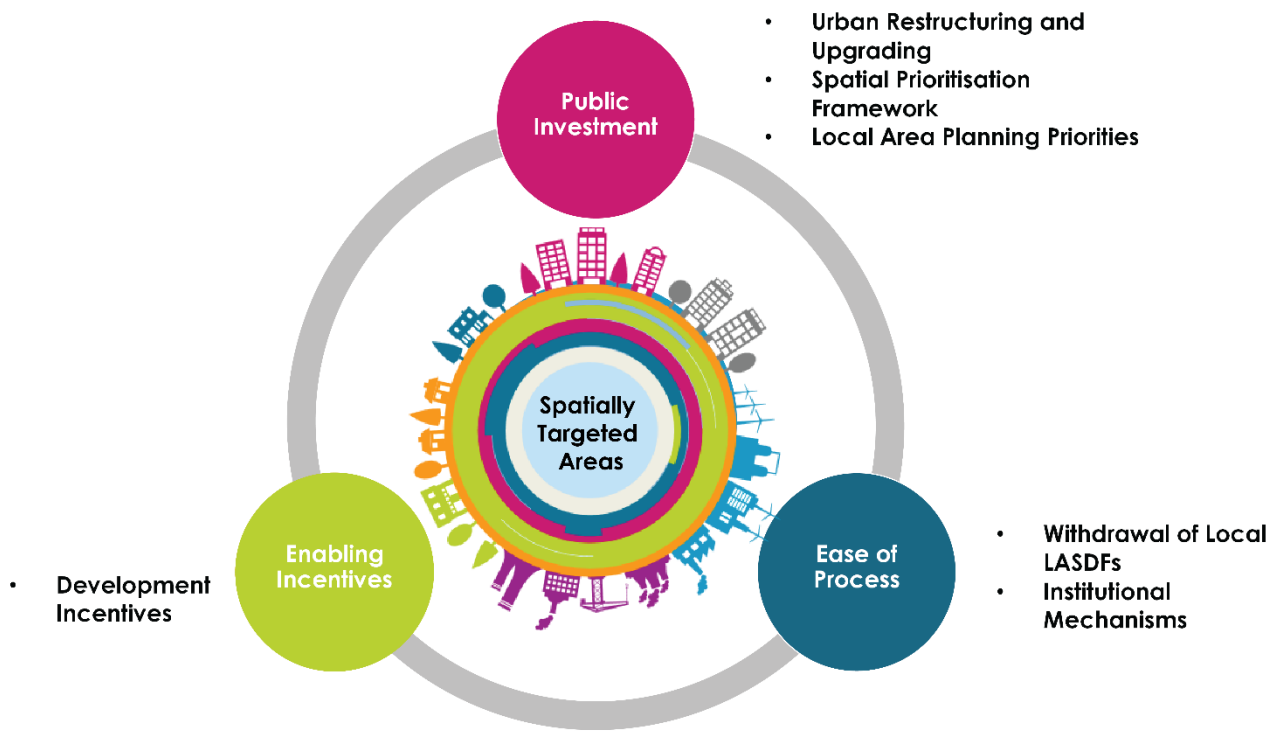


Figure 1.2: DSDF Approach to Implementation

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 District Plan 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 are proposed in the District Plan and sub-district guidelines.

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 District Plan attempts to inform by:

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

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

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

Significant New Development Areas in the Blaauwberg District Include:

- Erf 1117
- Sandown/ Parklands New Development Growth Areas
- North east portion of Atlantis
- Rivergate and Frankendale Industrial

Taking the above into account the following capital investment is required to support the implementation of the long term development proposals in the District Plan. However, it is important

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

1.2.1 Transport & Access Infrastructure

The section below highlights transport & 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
- Ensure that New Roads and road improvements are built simultaneously with new Urban Development in order to maintain adequate evacuation standards and minimise evacuation times within the KNPS precautionary area, as determined by the approved Traffic Evacuation Model.

1.2.1.a New road links

There are a number of existing new road link proposals in the district, see **Figure 1.5** below. 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 Blaauwberg district.

The follow road improvements are required in the short term (five years)

- Extension of Tryall Road
- Extension of Berkshire Boulevard towards the N7
- Extension of Koeberg Road towards Berkshire Boulevard
- R27 dualling between Tryall Road and Berkshire Boulevard

The follow road improvements are required in the medium term (10 years)

- Extension of Berkshire Boulevard to the N7
- Extension of M12 to Berkshire Blvd
- East West Arterial (Future R300 extension)
- M12: Sandown Road to Enterprise Way

1.2.1.b Public Transport

The re-establishment of rail as a primary public transport route and the continuation of the IRT service in new development areas is important in the longer term as the most cost-effective means of transport. It will also provide relief on city road systems. The list below highlights some of the key initiatives in the Blaauwberg District:

- The continuation of the IRT service in new development areas
- The upgrade of the Atlantis Railway line to a passenger railway to connect Atlantis to the CBD in an effort to reduce road-based congestion (long term).
- The linkage of Public Transport interchanges to Non-Motorised Transport Routes

1.2.1.c Non-motorised Transport (NMT)

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

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 Blaauwberg 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 bicycle routes/lanes, 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 bicycles routes/lanes, 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 Blaauwberg District there are existing cycle routes along the R27 to Berkshire Boulevard in the north and Koeberg Road via Blaauwberg Road, which links up, with the R27 in the west. Additionally, there are proposals for linking Atlantis to the southern section of the District with routes being prioritised by the relevant department.
- Consideration should be given to utilising the outer edges of road reserves for NMT where possible and appropriate (i.e. where NMT is required, where road reserves are wider than minimum requirements, and if NMT would be fully fenced off from the route itself.
- 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 in Volume 2.
- 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 map on the opposite page shows the Public Right of Way (PROW). This shows the long-term potential road network for the City's future expansion, as of 2017. The precise location of roads is subject to development proposals and more detailed contextual investigations at the times the road links are required. To note – the 2017 PROW was developed on a previous urban expansion scenario, which included a large development corridor towards Atlantis. This large corridor has been contracted in the current spatial plans.

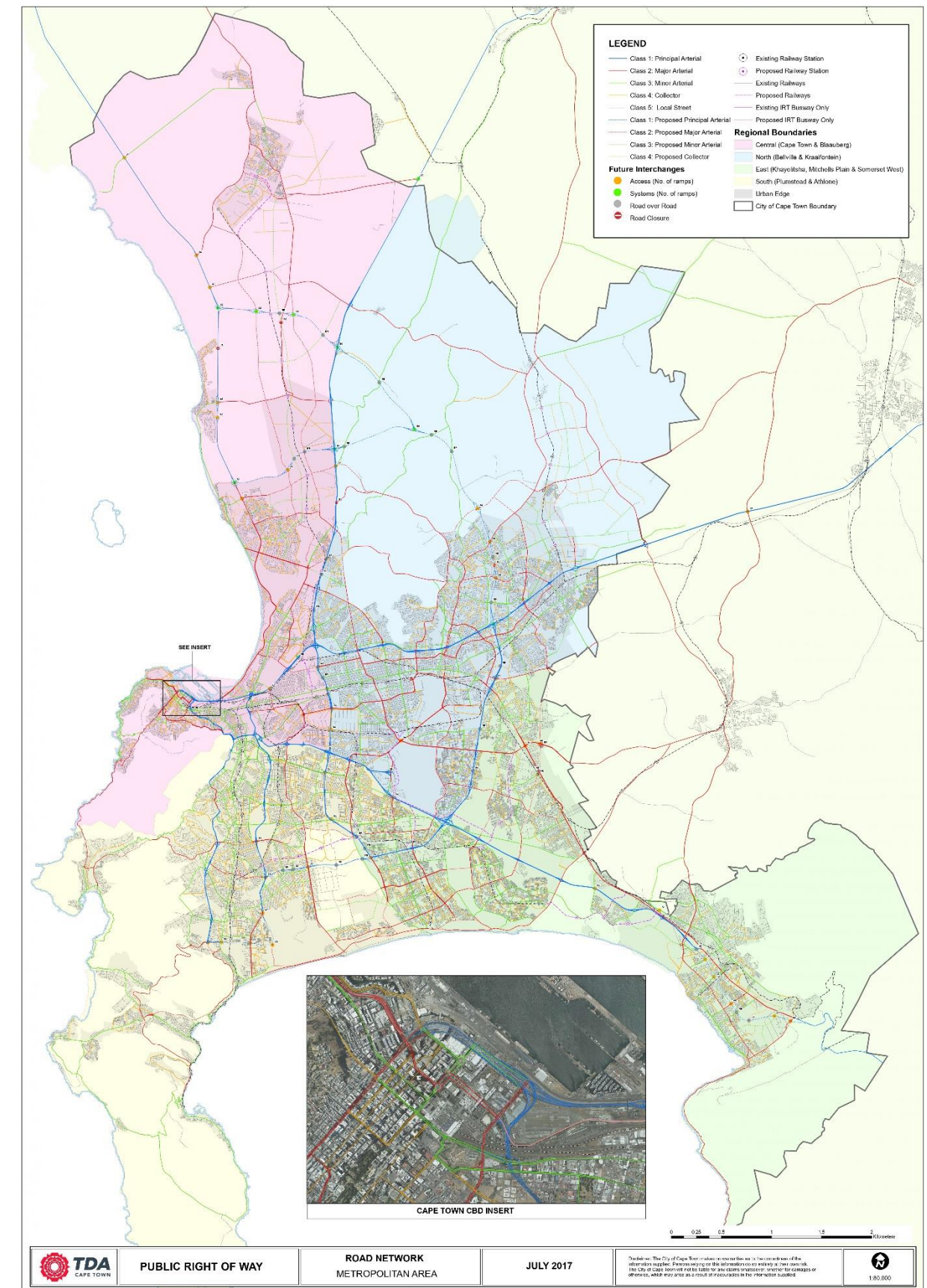


Figure 1.3: Public Right of Way

1.2.2 Environmental Infrastructure and Open Space System

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

1.2.2.a Biodiversity

The conservation of Critical Biodiversity areas is currently challenged by urban development pressure. Balancing the conservation priority with urban growth is an ongoing challenge. Biodiversity priorities in the Blaauwberg district relate to maintaining existing protected areas and enhancing their sustainability by connecting them through Biodiversity corridors, as well as conserving critical and unique biodiversity. A corridor connecting the Table Bay Nature Reserve to Blaauwberg Nature Reserve aims to enhance sustainability of biodiversity in light of urban pressures. In addition, biodiversity conservation and management contributes to the protection of valuable ecological infrastructure. For example, large sections of the Witzands Aquifer lies under an area from the Dassenberg Hills in the East to Silwerstroomstrand in the West. The Dassenberg Coastal Catchment Partnership aims to conserve this area. By doing so, increasing the city's resilience to the impacts of climate change and ensuring quality groundwater is preserved.

1.2.2.b Public Open Space

The Blaauwberg district has unequal distribution of public open space relative to population with areas like Du Noon having significant shortfalls in usable recreational space. In other areas for example Atlantis, open space is poorly defined and needs to be rationalised and made more usable. **Section 1.2.5** give an overview of Open Space projects in the Blaauwberg District.

1.2.2.c Coastal Management

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

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

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

1.2.2.d Water Systems

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

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

1.2.3 Human Settlements

In the context of the District Plan, 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 District Plan supports this process through:

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

1.2.3.a Planned / Proposed Housing Projects

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

AREA	LEAD/PROGRAMME	TIMEFRAME	NOTES (Anticipated Yield, etc. if available)
Atlantis	BNG: Kanonkop Phase 1 (Extension 12)	Short Term	456 Units – Project almost complete
Atlantis	Kanonkop Phase 2.1	Medium Term	1 159 Sites – Planning Phase
Atlantis	Kanonkop 2.2	Long Term	770 Sites – Planning Phase
Atlantis	GAP Plots: Robinvale	Medium / Long Term	121 Sites
Atlantis	GAP Plots: Beacon Hill	Medium / Long Term	370 Sites
Atlantis	GAP: Protea Park	Long Term	605 Sites
Witzand	Peoples Housing Project (PHP): Witzand Housing Project Phase 2	N/A	495 Units, due to land invasion only 48 are expected to be completed. The timeframe of the project is unknown due to land invasions on the site identified.
Du Noon	IRDP	2023/4 - Expected Completion Date	1 500 Units Referred to ‘Killarney Gardens’ and “Racing Park”

Table 1 : Planned / Proposed Housing Projects for Blaauwberg District

1.2.3.b Site for Investigation

Further land has been identified specifically for investigation for publicly assisted housing projects. This is limited to publicly owned land 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 potential publicly assisted housing projects within the Blaauwberg District (**Figure 1.5**) include:

- Erf 1117, Blaauwbergstrand along West Coast Road
- Erf 105391, Milnerton (Sanddrift Site)
- Erf 1694 RE, Melkbosstrand

1.2.3.c National programmes for catalysing prioritised human settlement areas

The Priority Human Settlements and Housing Development Areas (PHSHDAs) Programme and the Social Housing Restructuring Zones (SHRZs) are an alignment and spatial transformation mechanism involving national housing programme funding and municipal implementation. The purpose of the City’s Social Housing Programme is to deliver quality affordable rental housing in strategically located parts of the City (Restructuring Zones) and receive grant funding through the Social Housing Regulatory Authority (see Diagram 6.1 in the MSDF 2022).

The PHSHDAs is a national spatial transformation approach to build new, integrated, functional and inclusive settlements. It draws on cooperative and collaborative public sector investments with a view to leveraging private investment against defined targets and objectives within a designated geographical area in the district (**See Table 2**).

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

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

Gazetted PSHDA	Main Places	Wards
Blaauwberg Development Area	Blaauwbergstrand, Milnerton, Parklands, Rivergate, City of Cape Town Rural	23,104,107,113
Atlantis Special Economic Zone (SEZ)	Atlantis Industria, Wesfleur, Sherwood, Saxonsea, Saxonwood, Avondale, Witsand, Protea Park, Robinvale, Beacon Hill, City of Cape Town Rural	29, 32

Table 2: Priority Human Settlements and Housing Development Areas

1.2.3.d Inclusionary Housing

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

1.2.3.e Informal Settlement Upgrade

The table below indicates the informal settlement areas that have been identified for upgrades. This list is subject to be updated after the approval of the District Plan.

- Doornbach – Informal Settlement Upgrade

1.2.4 Bulk Infrastructure

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

1.2.4.a Waste Water Treatment Works

The current capacity constraints at Potsdam WWTW are being dealt with urgently by way of multi-billion Rand in infrastructure investment to provide additional capacity for future anticipated development. This capacity will be available in 2026.

In the interim, the CityCity has adopted a Standard Operating Procedure (SOP) to deal with development needs where wastewater treatment capacity is constrained. The SOP aligns with

governments' responsibility to create an enabling environment that balances the demand for housing with sustainable environmental practices.

The SOP allows larger new development applications that will reach occupation and operation before the completion of Potsdam WWTW upgrade only if Temporary Package Plants are approved by Environmental and National regulating agencies, with operations regulated and controlled once installed.

Only small new development applications (less than ten houses) are being allowed to discharge to the sewerage system. Developments with existing legal rights to develop, including building plans, will be allowed to continue.

However, the City is working with developers to reduce the discharge where possible. At the same time, the City is enforcing the existing by-law requirement of water-wise fittings. The WWTW is operated taking these cases into account, taking operational measures to prevent overload of the works. However, should the level of inflow approach a critical level before 2026, no further additional connections and discharges from any other development will be allowed.

A Bio solids Beneficiation Facility is also proposed. Due to an approval lapsing, the implementation of this proposal is uncertain. This project can be considered an 'alternative service delivery infrastructure'.

PROJECT	BACKGROUND	TIMELINE
The new Montague Drive bulk outfall sewer and the rehabilitation of the existing Montague Drive sewer system.	As per the condition assessment report, the second bulk sewer identified in order of priority was the Montague Dr. bulk sewer. Due to the large volume of sewer conveyed in the existing Montague Dr., extra capacity is needed. It was decided to build a new gravity bulk sewer. After practical completion the other connecting bulk sewers will be diverted to the new bulk sewer, to rehabilitate the existing Montage Dr. bulk sewer.	Consultant appointment 2020/21 Construction appointment 2021/22 Projected completion 2026
Potsdam WWTW Expansion	Expansion of WWTW facility to accommodate anticipated future development.	2026

Future bulk sewer rehabilitation projects in the Blaauwberg/Milnerton areas.	As per the Condition Assessment report in terms of priority.	Beyond 2026
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Table 3: Water and Sanitation Projects in Blaauwberg

1.2.4.b Water

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

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

1.2.4.c Stormwater (projects above R5 million)

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

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

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

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

PROJECT NAME	DESCRIPTION SCOPE OF WORK	TYPE OF PROJECT
Diep River - Doornbach Diversions	Greywater diversions in the stormwater system to the sewer system by means of diversion structures, separators and a gravity main to Potsdam WWTW	New Project

	in order to improve the water quality in the Diep River and Milnerton Lagoon.	
Diep River - Joe Slovo Pond	Reinstatement of Stormwater pond near Mily Way in Phoenix.	Improvement/ expansion
Diep River - Erica Road Outfall	Project to improve water quality in the Diep River and Milnerton Lagoon. The project entails the design and construction of a litter trap and treatment wetland.	Improvement/ expansion
Diep River - Theo Marais Canal	Project to improve water quality in the Diep River and Milnerton Lagoon. The project entails the design and construction of a treatment wetland and low-flow diversion (polluted runoff) to the Potsdam WWTW.	New Project

Table 4: Storm water Major Projects in Blaauwberg

1.2.4.d Electricity Projects

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

PROJECT	DESCRIPTION
Big Bay MS	Big Bay 11 kV intake point is currently supplied from 2 X 300 mm² Al cables which are fed from 2 X 40 MVA transformers at Eskom's Blaauwberg substation. The firm capacity of 7 MVA will be exceeded if Erf 1117 is developed, regardless of the growth scenario observed. If the low growth scenario is observed, the plan is to shift some of the load to Cormorant substation, since Cormorant substation has a separate incoming feeder from Blaauwberg substation. If the medium or high growth scenario is observed, the total estimated load will be 11 MVA or 16 MVA respectively. In both instances, it is recommended that a new

PROJECT	DESCRIPTION
	main substation be built to supply this load. Two 132/11 kV 20 MVA transformers are recommended.
Melkbos MS	Melkbos 11 kV intake point is currently supplied by two 185 mm² Cu cables, which are supplied from a single 10 MVA transformer from Eskom's Atlantic substation. The long term load forecast shows that even for the low growth scenario the City's demand will exceed the capacity of Eskom's Atlantic substation transformer. West Coast 11 kV intake point is currently supplied by two 185 mm² Cu cables, which is supplied from a single 10 MVA transformer from Eskom's Duine substation. The long term load forecast shows that the City's demand will exceed the capacity of the two 11 kV feeders only in the high growth scenario. The load density forecast shows that if all developable land develops at the current density (1,8 VA/m²), the footprint will have a total demand of 21,9 MVA. This is above the firm capacity of 7 MVA of the two 11 kV feeders and the non-firm capacity of Eskom's Duine 10 MVA transformer. Since Melkbos and West Coast intake primary substations are relatively close to one another, and development is foreseen in the area, it is recommended that a new Melkbos MS be built to supply both substation areas. It should, however, be noted that the developments considered in the forecast have no confirmed timelines. Energy storage may be an option to further delay the significant investment required.
Gardenia transformer replacement	The transformers at Gardenia MS were manufactured in 1977 and is expected to reach its end of life (50 years) in 2027. The replacement of the transformers is therefore planned for 2027 subject to a thorough condition-based assessment.
John Dreyer transformer replacement	The transformers at John Dreyer MS were manufactured in 1977 and 1984 and is expected to reach its end of life (50 years) in 2027 and 2034 respectively. It is proposed to replace these transformers with 2 x 20 MVA units. The replacement of the transformers is planned for the 2027/28 financial year subject to a thorough condition-based assessment.
Midlands Transformer replacement	The transformer at Midlands MS was manufactured in 1977 and is expected to reach its end of life (50 years) in 2027. The load at this main substation is usually less than 1 MVA and no new developments are foreseen in the area. Due to this low load the transformer is expected to be operational for longer than 50 years, and the replacement is therefore likely to only occur after 2030, which is outside of the time horizon for this report.

Table 5: Electricity projects (excluding Eskom)

1.2.4.e Eskom Electricity Projects

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The Koeberg Nuclear Power Station falls with the Blaauwberg District. A life span extension application is underway.

According to Eskom's Transmission Development plan (2021 – 2030), Eskom plans on constructing a second Koeberg – Acacia 400kV line, spanning the Blaauwberg, Northern and Tygerberg Districts. Apart from the information presented here in the District Plan, readers are encouraged to consult Eskom's Transmission Development Plan for more information.

The following five Transmission Development Plan (TDP) schemes falls within the Blaauwberg District:

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

See Table 6 below for a detailed description of each project listed above:

PROJECT	DESCRIPTION
Koeberg 400kV busbar reconfiguration and transformers upgrade (TDP scheme) and Koeberg - Dassenberg 132kV DC line (Eskom distribution line division project)	The TDP scheme include the establishment of a new Koeberg 400 / 132kV Gas Insulated Switchgear (GIS) substation with 2 X 400 / 132kV 250 MVA transformers, together with the re-routing of the existing Koeberg 400kV and 132kV lines to the new substation. Commercial operation is expected for 2024. ¹
The City received a 132kV intake point at Atlantis Industrial from Eskom's Dassenberg substation	Eskom's Distribution line division is currently extending the existing double circuit Dassenberg – Atlantis Industrial line towards Koeberg MTS with an expected completion date of 2021. Completion of this project will effectively replace the existing single Koeberg – Dassenberg 132kV line with a double circuit line between Koeberg MTS and Dassenberg substation with a double tee-off to Atlantis Industrial substation thereby ensuring that the current non-firm supply is upgraded to a firm supply. This Eskom distribution project requires an additional 2 X 132kV bays at Koeberg MTS which is provided for by the Eskom TDP scheme. On completion of the above Eskom distribution project, the existing single Koeberg – Dassenberg 132kV line will be re-purposed as the new Koeberg auto-start supply line.
Cape Corridor Phase 4: Second Zeus-Sterrekus 765kV line (TDP Scheme)	According to Eskom's Transmission Development Plan (TDP) of 2021 – 2030, the Cape Corridor has been strengthened with the first 765 kV line that were constructed and energised over more than 10 years, providing adequate capacity until more or less 2028. Beyond 2028, the preferred strengthening to provide additional transfers into the Greater Cape is constructing a second 765 kV line. Eskom appointed consultants to undertake an environmental screening study in July 2020 for the line route of the second 765kV transmission

¹ Source: Eskom's Transmission Development Plan 2021 - 2030

	power line between Kappa MTS near Touws River and Sterrekus MTS near Melkbosstrand / Koeberg. The City was registered as an Interested and Affected Party. The proposed servitude abuts the first 765kV Kappa – Sterrekus transmission power line once it reaches the jurisdiction of the City of Cape Town.
Cape Corridor phase 4 scheme These are projects which will take place within the City of Cape Town	These are projects which will take place within the City of Cape Town: • Construction of the second Kappa – Sterrekus 765kV line • Loop-in and out of the Koeberg – Stikland 400kV line at Sterrekus • Installation of the second 765 / 400kV 2000 MVA transformer at Sterrekus substation • Currently these projects have been deferred until an unknown future date.
Koeberg – Blaauwberg 132kV line corridor (Distribution line division projects)	Eskom Distribution line division has identified the need to increase the line capacity on the Koeberg – Blaauwberg 132kV corridor. Eskom distribution have four Network Development Plan (NDP) approved projects on this corridor: Koeberg MTS Atlantic 132kV Cable Feeder Thermal Rating Constraint Upgrade This project entails upgrading a section of the 132kV cable within Koeberg MTS to rate the Koeberg – Blaauwberg 132kV feeder to the overhead line capacity for the interim. This project is dependent on quotation and scope confirmation from Eskom Transmission. This project entails construction of a new 132kV double circuit line along the existing corridor to increase line capacity and firm up the 132kV network. This project is subject to funding availability and

	business priority. Firming up this 132kV network will improve reliability for more than 11 MVA of City load on downstream 11kV intake points from Blaauwberg and Atlantic main substations
Normalize and install a second 132 / 11kV 20 MVA transformer at Atlantic substation	Install a second 132 / 11kV 10 MVA transformer at Duine substation. The City has four 11kV intake points (Cormorant, Big Bay, Melkbos and West Coast Intake) from Eskom's respective Blaauwberg, Atlantic and Duine main substations. Duine main substation is normally supplied from Koeberg with a normally open tee-off from the Koeberg - Blaauwberg corridor. Eskom distribution received approval for the concept to implement reliability at both Duine and Atlantic main substations, by installation of a second transformer in order to firm up the supplies, subject to business priorities and availability of the reliability budget. The option exists for the City to fund the additional transformers if the City wish to have permanent firm supply at these substations. The City is considering constructing a new Melkbos main substation (refer to Table 5) to cater for the expected future growth on the Melkbos and West Coast 11kV intake points. Energy storage may be an option to further delay the significant investment required for a new main substation

Table 6: Eskom Electricity Projects

1.2.4.f Cross-linkages with Eskom

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

1.2.4.g Solid Waste

Although there is an emphasis on waste diversion and reduction to reduce the need of landfills, there is still a need for landfill space. The Vissershok landfill is estimated to reach capacity in the medium term. An expansion of the facility is required. As part of the climate change mitigation strategy, Vissershok is identified for a potential Landfill gas Infrastructure for gas flaring.

In addition. A new regional landfill is required, not necessarily in the district, although there is an area identified as a potential future waste management facility.

PROJECT	DESCRIPTION
Vissershok north design and development	To extend the lifespan and capacity of the Vissershok overall facility.

Table 7: Solid Waste Major Projects in Blaauwberg

1.2.5 Public Facilities and Public Space

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

A hierarchy of nodes (depicted by circles and size of circle) has been identified as illustrated in **Figure 1.4** with facilities operating at different scales (ranking depicted by number in the circle) and this forms the basis of a development framework for community facilities. As such, 24 precincts across the City have been identified as backlog or optimisation precincts and prioritised for investment to drive spatial transformation. The prioritisation of precincts was informed by modelling that identifies sufficiency and insufficiency (understand areas of need) in light of the different facility standards and population projections. The results generated by the modelling exercise are a data driven support tool used to inform strategic planning, budgeting and implementation of community facilities.

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

- a) The Recreation and Parks programme includes:
 - Integrated Recreation Facilities Programme, which involves the clustering of sports and recreation and parks facilities within identified areas at a community scale,

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

It should be noted that the proposed facilities as set out in the Community Services and Health Infrastructure Plan (CSHIP) remain a key capital investment priority concerning community facilities.

Table 8 should be read in conjunction with **Figure 1.4**. It highlights the areas of need in order of priority (ranking) as well as the key facility development priorities within specific catchment areas (and nodes) resulting from the modelling exercise. It should be noted that the table is a guide in terms of the type of facilities of highest need within the specified catchment area also indicates the ranking of the specific node at district level as well as at metro scale. The Rivergate Node is ranked No. 1 in the Blaauwberg District context and 14th at a City wide scale in terms of need.

Regional Recreation Hubs should be prioritized at metro scale as they would provide a clustering of large multi-code formal and informal sport and recreation facilities that serves the local communities but also the wider metro region.

At a local scale, targeted investment into these nodes and facility types is key to addressing the existing service shortfalls and providing access to these communities where facilities are required e.g. The Rivergate Node should be prioritised in terms of investment, particularly for sports grounds, neighbourhood parks as well as schools. The civic precinct should accommodate institutional uses to serve the catchment area. The specifics are subject of more local analysis in the land use application process. In addition to the above, the enhancement and/or upgrading of facilities as identified in the areas including Dunoon, Parklands/Sandown and Atlantis should also be prioritised as the development of facilities at these locations would align with concept of creating Integrated Recreation Facilities (**Table 9**).

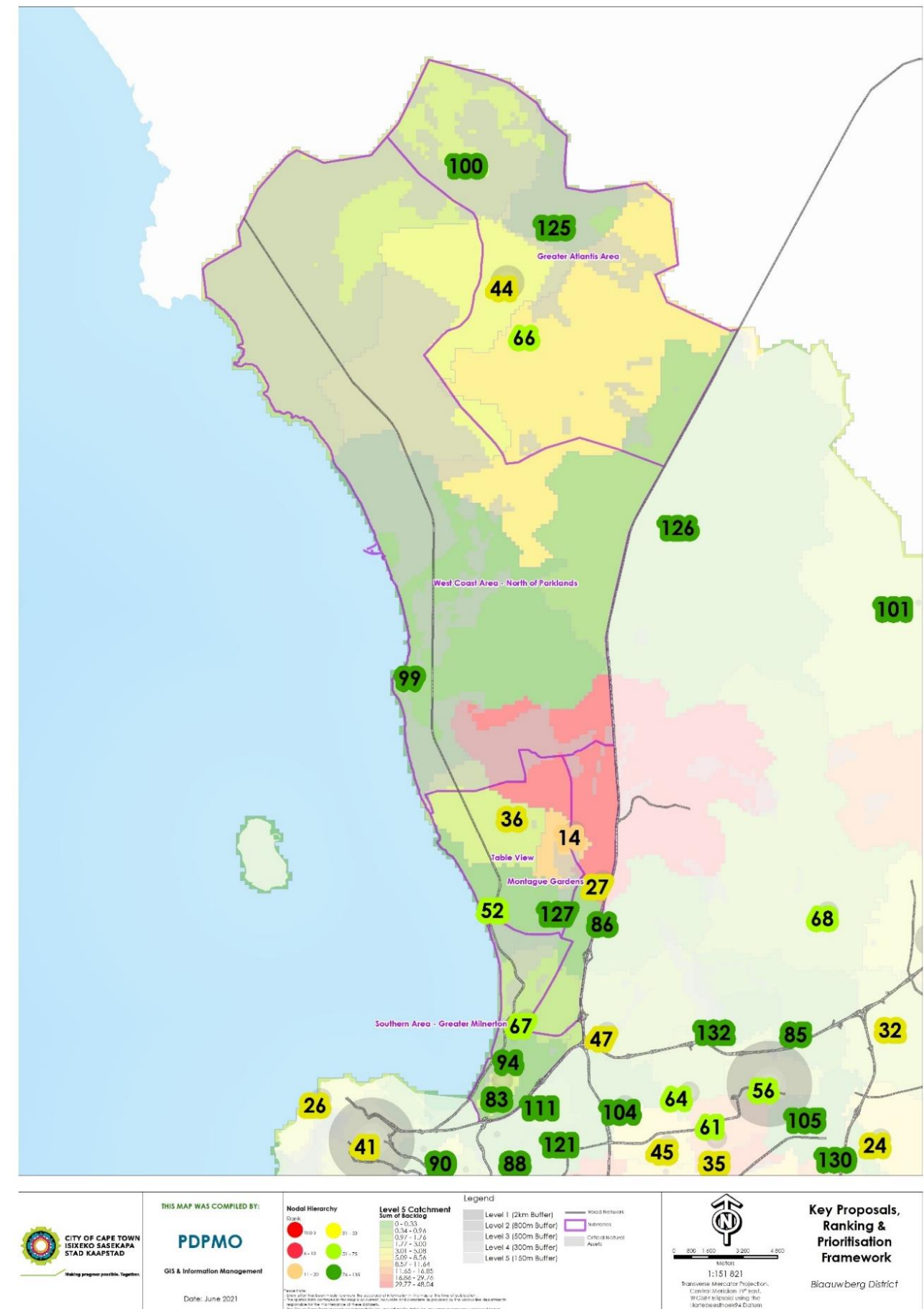


Figure 1.4: Hierarchy and ranking of nodes for 2020 Blaauwberg District estimates

CATCHMENT & NODE	RANK IN DISTRICT	RANK CITY WIDE	FACILITIES OF GREATEST NEED	SUB-DISTRICT
Rivergate	1	14	Community Park	Sub District 3
			Sports Grounds	
			Community Centre	
			Secondary Schools	
			Primary School	
DuNoon	2	27	Community Parks	Sub District 2
			Sports Grounds	
			Secondary School	
			Neighbourhood Parks	
			Primary School	
Parklands/ Sandown	3	36	Sports Grounds	Sub District 2
			Secondary Schools	
			Primary school	
			Clinic	
Atlantis	4	44	Regional Libraries	Sub District 4
			Regional Park	
			Community Park	
			Sports ground	

*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.

Table 8: 2020 Top Areas of Need in the Blaauwberg District

Key:

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

Table 9 below highlights the pipeline of projects (excluding education facilities) across the line departments within the Community Services and Health department as well as the estimated timeframes for implementation.

FACILITY TYPE	PIPELINE PROJECTS		TIME FRAME	LOCATION
	New/Replacement	Upgrade/Expansion		
Libraries		Mamre Community Library	Future	Mamre
City Health		Saxonsea clinic	Medium-Future	Saxonsea
	Mamre CDC		Future	Mamre
	New Blaauwberg CDC		Future	
		Albow Gardens clinic	Medium-future	Albow Gardens
		Table View Clinic	Medium-Future	Table View
Western Cape Department of Health		Witsand Mobile Clinic	Medium-Future	Witsand
	Regional Hospital (Site Required outside 16km radius of Koeberg Nuclear Power Station Precautionary Area)		Future	Milnerton
	Regional Hospital (Site required for replacement)		Future	Atlantis (Wesfleur)
ECD Social Development	ECD centers of excellence are to be explored where need arises and subject to budget availability.			
Sports		Mamre Sports Complex Upgrade	Short Term	Mamre
	Theo Marais Regional Recreation Hub		Medium Term	Milnerton

Table 9: Pipeline Projects in the Blaauwberg District

Education Facilities

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

Medium Term Need (3-5 year)

Sunningdale:

With the rate at which growth is taking place, the need for an additional primary school is required. The WCED is also pursuing this as a project.

Sunridge:

While access to suitable land in the required locations are challenging, the WCED needs to optimize/leverage from its existing land assets. The contentious site as depicted in the media is aimed at making provision for both primary and high school accommodation, which may present a different model. This will be developed incrementally which is foreseen to be supported by the existing MyCiti Network in terms of promoting access to learners from surrounding communities.

Long Term Need (5 year+)

Due to the rate of growth taking place in the wider Milnerton areas, schools that are reaching their capacity are being monitored and where expansion can be accommodated, the WCED will do so accordingly.

WCED Pipeline projects		Time frame
		Short/Medium/Future
New(N)/replacement(R)	Expansion(E)/Upgrade(U)	
Sunningdale PS (N)		Medium
	Milnerton SS (E)	Short
	Sunridge PS/SS	Medium
	Milnerton Areas (E)	Future
Atlantis: Vacant land (Erf 1500) to be used for development of New School.		Future
Atlantis: Vacant land (Erf 3787) to be used for development of New School.		Future

Table 10: Education Pipeline Projects

1.2.5 Urban Management Areas

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

1.2.5.a City Improvement Districts (CIDs)

These districts are established by communities in partnership with the city and have defined boundaries. They are funded from additional property rates levied on the municipal valuation of

the property owners which is paid over to the CID and used to provide the additional services they provide. The following CIDs are found in the Blaauwberg District:

- Montague Gardens – Marconi Beam CID
- Paarden Eiland CID

1.2.5.b Mayoral Urban Regeneration Programme (MURP) & Mayoral Visible Service Acceleration Programme (MVSA)

These programmes aim to uplift areas that have been identified as neglected and dysfunctional through the maintenance of public infrastructure and facilities in order to stabilise areas and provide a platform for more effective public and private investment. The MURP/MVSA programme relies on the collective efforts made by various line departments in order to fast-track efforts to improve the quality, safety and the environment of communities in the 23 identified precincts across the metro of which only 2 falls within the Blaauwberg District. These Precincts are listed below:

The Atlantis Central Business District –MVSA:To commit the CDB into a sustainable development path by

- i. Implementing housing densification and land use intensification
- ii. Regularise and support informal trading
- iii. Precinct management implementation
- iv. Strategic land development and release, upgrading of infrastructure and proactive maintenance plan by informed product/asset life cycle costing

Joe Slovo is identified as a MVSA and MURP:

Commit to the vision and interventions of the designated area by:

- i. The Coordination and integration of efforts to maximise outcomes
- ii. The identification of land for decantment
- iii. Human Settlement development
- iv. Provide support to informal traders and encourage infrastructure development
- v. The Upgrading of social amenities
- vi. Assist Human Resource development

1.2.6 Urban Restructuring and Upgrading Plan

Figure 1.5 below synthesises the key sector specific capital investment projects described in this section that need to occur within the existing urban footprint to reinforce the District Plan and its

associated development proposals, in particular new development areas and areas where major intensification is proposed

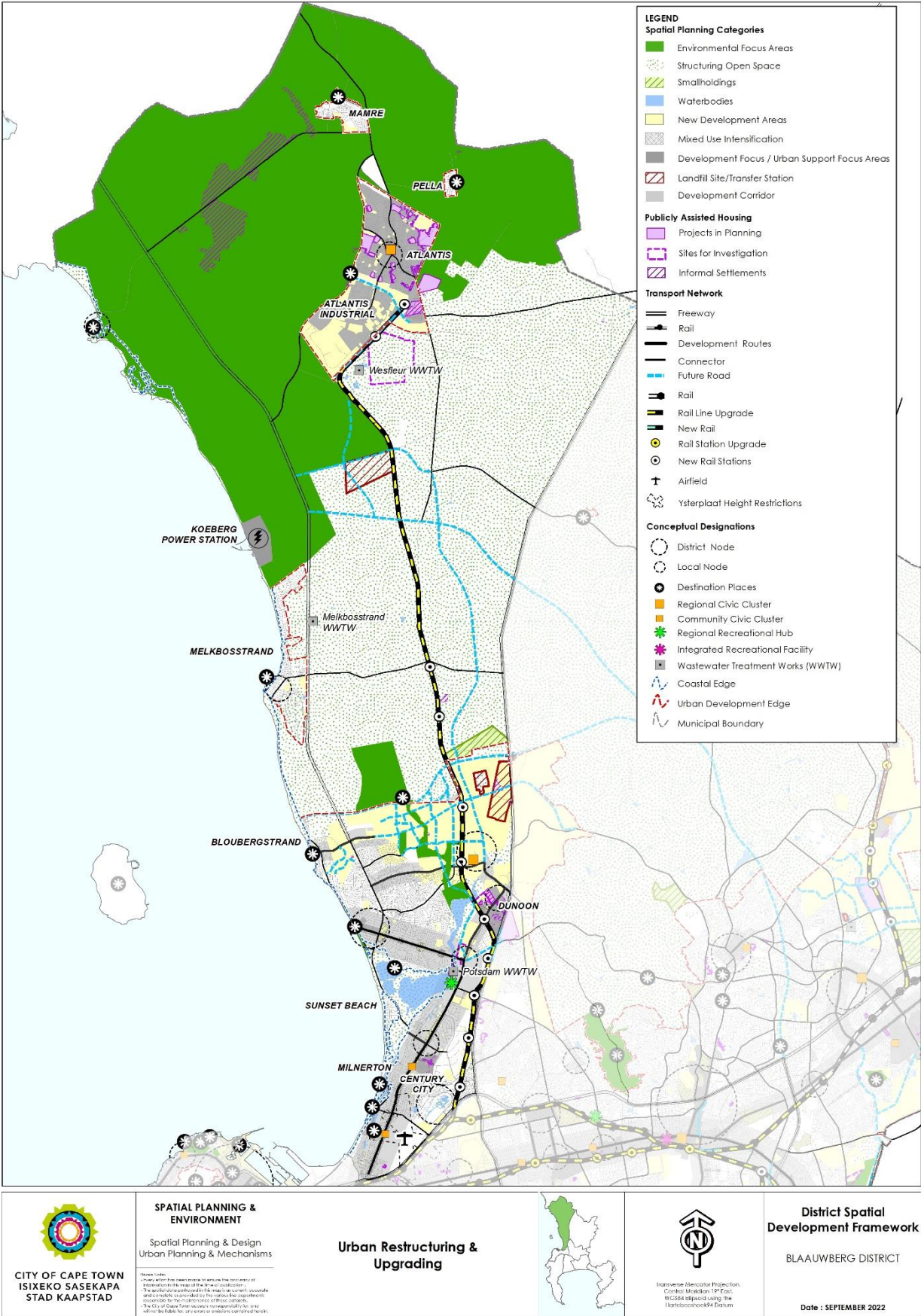


Figure 1.5: Urban Restructuring and Upgrading

1.3 Spatial Targeting Framework for Prioritising Public Investment

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

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

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

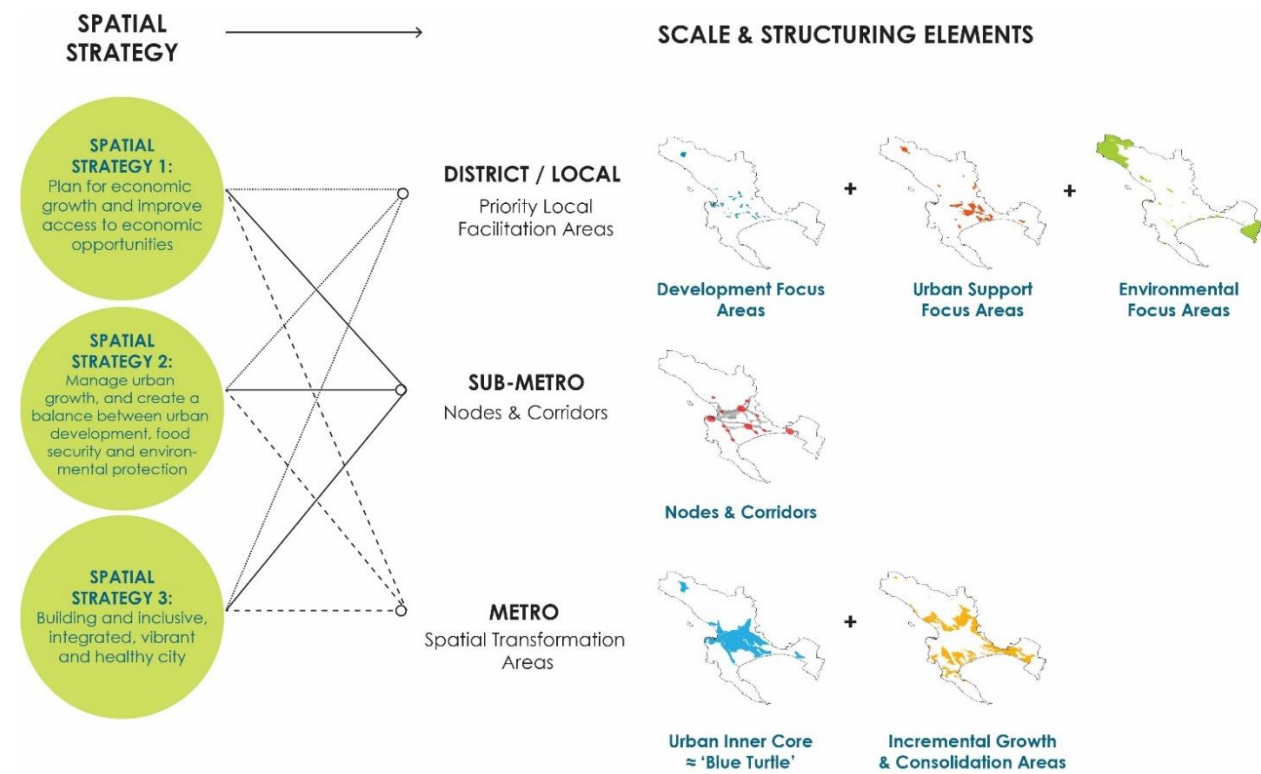


Figure 1.6: Link between spatial strategies, scale and policy elements

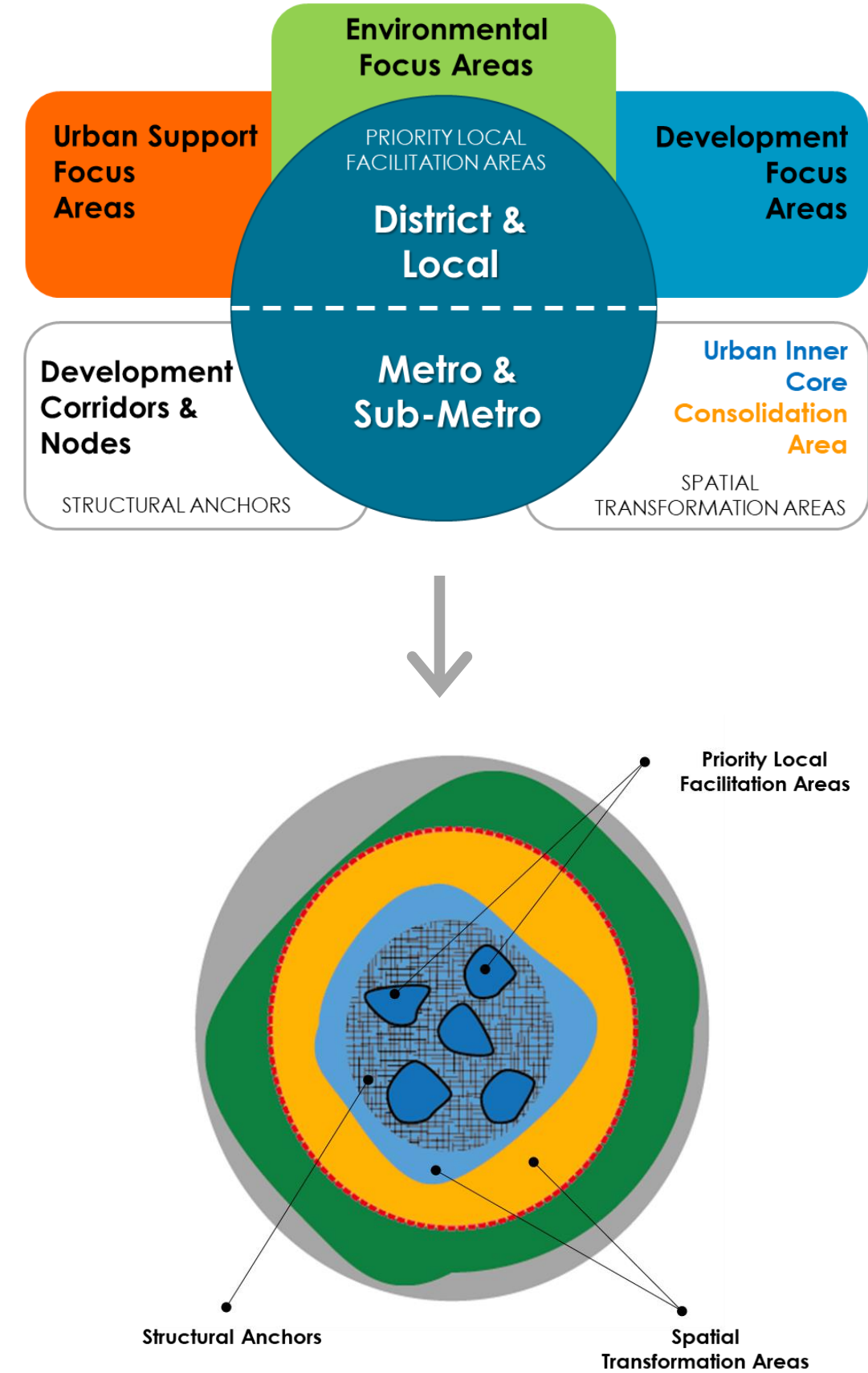


Figure 1.7: DSDF Spatial Targeting Framework Methodology

1.3.1 Overview of Priority Area Identification

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

While several priority local facilitation areas for the district are identified, and illustrated in **Figure 1.8**; the framework is intended to be flexible and other local areas may be identified as areas of priority for during the 5 year review of the District Plans.

1.3.1.a Development Focus Areas

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

The DFAs are a refinement of the Urban Inner Core to areas of 'development focus' or priority, i.e. Development Focus Areas for the period of the District Plan (10 year cycle). These are targeted areas for urban restructuring that have the highest potential spatial transformative impact (i.e. addressing issues of spatial fragmentation, inefficient urban form and segregation by integrating communities and increasing opportunities to a greater number of people in highly connected areas) These are areas that have high potential to attract private sector investment.

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

- Areas where the focus is 'urban restructuring' and exhibit the highest location potential linked to the goals of Spatial Transformation.
- Areas linked to projects with a multi-sectoral focus where there is funding available (be it operational and/or capital), or funding to be applied for, for planning that will give rise to implementation:
 - Planned LSDFs, Precinct Plans, etc.
 - Priority Areas of Opportunity as identified in CLDP, Integration Zones and Economic Areas / Employment Concentrations that would serve as catalysts to unlock the potential for integrated development with cross-cutting benefits.
 - Other high profile integrated projects under investigation.
- 5 -10 year frame - Planning work at least to commence within the lifespan of the District Plan.

- Areas with highest levels of accessibility in line with the City's MSDF and Transit Oriented Development (TOD) objectives.
- Potential to attract private sector investment.

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

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

1.3.1.b Urban Support Focus Areas

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

The Urban Support Focus Area designation aims to identify areas requiring support over and above the regular processes available. This designation recognises areas characterised by a combination of the following elements: uncertainty of what should be done, how and by whom; informality and overlapping challenges; standard norms, guidelines and processes may be incongruous with the contextual realities; the area is in need of public investment but not necessarily strategically located; and there may be plans for the area but implementation is lacking.

The identification of USFAs for public investment and support was guided by the following criteria:

- 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 (NLI's), which classifies areas according to their income and various lifestyle characteristics*
 - Crime Levels (SAPS 2020/21)
 - Social Facility Backlogs
- Areas with a combination of service delivery challenges / built environment need.

- 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
 - Alignment with MURP/MVSA programmes
 - Confirmation with UISP

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

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

1.3.1.c *Environmental Focus Areas*

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

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

Balancing the pressures of urbanisation and environmental management requires prioritising the management of environmental resources as part of a more integrated approach to climate change adaptation and adapting urban development in order to promote more efficient use of resources and reduce the impacts of urban development on the environment.

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

- 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
- Funding, Planning or Investment within the 3-year MTREF period or planning for funding/ in process or to be applied for within the 5-10 year IDP and DSDF lifespan.
- Priority Area Alignment (i.e. DFAs, USFAs, Destination Places or new EFAs based on options provide).

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

Figure 1.8 Depicts the Prioritised Local Facilitation Areas (i.e. the DFAs, USFAs and EFAs) for the Blaauwberg District.

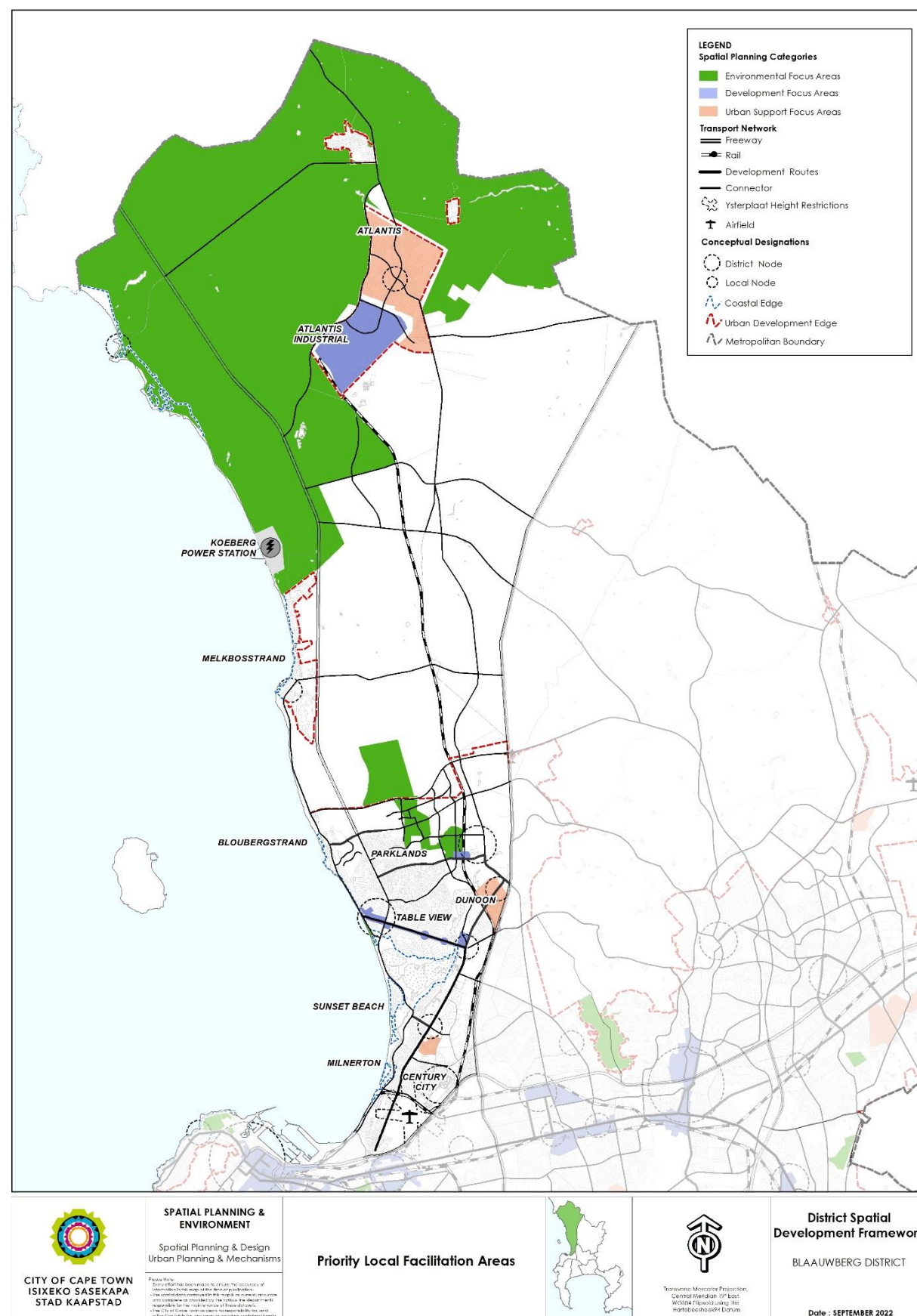


Figure 1.8: Spatial Targeting Framework - Priority Areas

1.3.2 Capital Investment Prioritisation

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

Table 11 below identifies key, high impact projects that will have a significant impact at a district scale while **Table 12** identifies specific local level projects that support the spatial planning proposals for the priority local facilitation areas in the district.

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

Table 11: Major District Prioritisation

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

PRIORITY AREA	PROJECT	DESCRIPTION	TIMEFRAME
Urban Support Focus Areas			
Du Noon and surrounds	Racing Park/Killarney Gardens TRA, Diversion of bulk sewer, Integrated Area Planning	Temporary Relocation Area land made available by provincial government	S/M
	Diep River – Doornbach Diversions	Water and Sanitation: New Project	M/L
Witsand	Water extraction	Expand on water extraction used during the drought	M
Joe Slovo Park	Reinstatement of Stormwater Pond	Improvement/expansion	M
Atlantis	Housing Development	USDG and HSDG	M/L
Witsand Mobile Clinic	Providing clinical services to the community of Witsand		M
Saxon Sea Clinic	Upgrade / Expansion	Upgrade/Expansion of the Saxon Sea Clinic Facility	M/L
Blaauwberg District	ECD centres of excellence are to be explored where need arises and subject to budget availability.	To be explored where need arises and subject to budget availability	M/L
Du Noon	Senior Secondary School	A secondary school needs to be accommodated in Du Noon.	M/L
Development Focus Areas			
Atlantis Industrial	Various Electricity upgrades		
Montague Gardens	The new Montague Drive bulk outfall sewer and the rehabilitation of the existing Montague Drive sewer system	A new gravity bulk sewer and once completed divert other connection bulk sewers to the new bulk sewer.	M
Blaauwberg and Milnerton Areas	Bulk Sewer rehabilitation projects	As per Condition Assessment report in terms of priority	M/L
Potsdam	Potsdam WWTW	Due to limited spare capacity, an upgrade is scheduled to supply additional capacity for 2026.	M/L
Environmental Focus Areas			
Table Bay Nature Reserve to Blaauwberg Nature Reserve	Bionet- Protected areas expansion programme	Ensuring corridors are maintained for effective species dispersal and conservation	M/L
Table Bay Nature Reserve to Blaauwberg Nature Reserve	Diep River Estuary Management Plan - Implementation	Manage the Diep River, Rietvlei, the Milnerton Lagoon and their environs in a manner that is sustainable, and compatible with the conservation of an ecosystem of international significance for biological diversity.	M/L

Table Bay Nature Reserve to Blaauwberg Nature Reserve	Remediation Management Plan for Lagoon and Zoarvlei	Various conservation activities, including alien clearing to maintain ecological functioning and groundwater management.	S/M
Table View/ Marine Circle	Table View Beachfront Upgrade	Dune rehabilitation and instillation of a walkway for the entire length of the Table view beachfront. Restoration of natural buffer.	S/M
Milnerton	Milnerton coastal node shoreline defense	Shoreline protection of the Milnerton coastal node to protect infrastructure and rationalisation of amenity facilities.	S/M
Dassenberg to Silverstroomstrand	Dassenberg Coastal Catchment Partnership	Various conservation activities, alien clearing to maintain ecological functioning and groundwater management	S/M

Table 12: Local Area Planning Priorities

NOTE: Final project selection is dependent on a number of detailed economic, financial and operational assessments that is to be determined by the City's Sector Planning and Process and Infrastructure Planning and Delivery Framework (IPDF).

S:1-2yr, M:2-5yr, M/L: 5+yr

1.4 Local area planning priorities

While the District Plan 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 District Plan. 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 District Plan through the *spatial targeted areas* (opportunity and vulnerable areas) in **Section** Spatially Targeting (Review of ECAMP), and programmed with due regard for resources available to undertake projects.

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

needed to unlock strategic land for development. The priority local area planning initiatives for the Blaauwberg District are detailed in **Table 13** below:

PLAN	DESCRIPTION & MOTIVATION	STATUS	TIMEFRAME	LEAD DEPARTEMENT
Table View Beachfront Local Area Spatial Development Framework (LASDF)	The Table View Beachfront Area from Dolphin Beach to Big Bay.	Draft	M:2-5 Year	Urban Planning and Design
Du Noon / Doornbach and surrounds	This area includes Doornbach informal settlement, which is in an in-situ upgrade process, Du Noon that is a formally planned but overcrowded suburb, and proposed Racing Park/Killarney Gardens Transitional Relocation Area human settlements project. There is an extensive informal settlement in the Diep River flood plain. Elements: overburdened and failing infrastructure, under the provision of community services, severe pollution of Diep River causing public health risk, Housing crisis, the opportunity for three separate human settlements projects to coordinate community services provision. Extensive detailed Du Noon LAPI completed. Public Investment Framework only moderately implemented. Incorporate and promote the recommendations of the Du Noon LAPI and PIF Encourage a quick approach to suit the pace of change and need in the area Encourage shared services for the area	?	M:2-5 Year	

Mamre LSDF	The Mamre community requested the City to assist them with the provision of housing. Initial research in response to this request highlighted that there are various projects in either planning or implementation phase that has been initiated by various stakeholders within the Mamre town and surrounding area. The research has also exposed a number of aspects requiring attention in Mamre. It has been concluded that there is indeed a need for a development vision at a local level. The objectives of the Mamre LSDF (MLSDF) are to contextualise existing policy for the area and provide land use and urban form guidelines for future development. The MLSDF will provide more detailed local level policy guidance on land use decision making for this area.	Execution	S:1-2 Year	District Planning and Mechanisms
Blaauwberg Road Management Strategy (1998)	Blaauwberg Road: Between Otto Du Plessis and Blaauwberg and Koeberg Road Intersections. Review of the existing council approved Blaauwberg Road Management Strategy. The scope will be focused on revising the land use guidelines to respond to the 2019 Transport Study.	Initiation	M:2-5 Year	District Planning and Mechanisms

Table 13 : Local Area Planning Initiatives

(S: 1-2yr, M: 2-5yr, M/L: 5+yr)

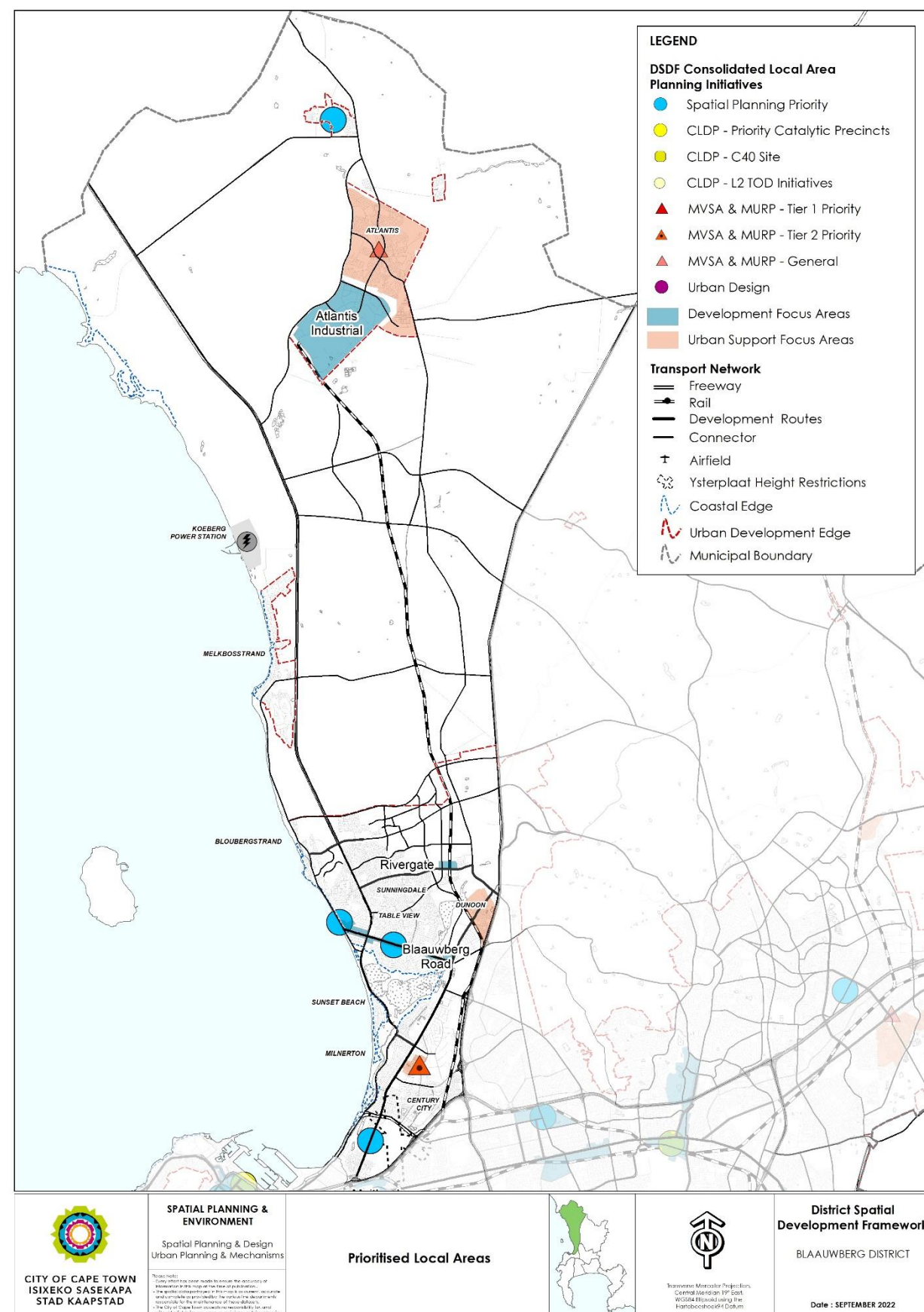


Figure 1.9: Blaauwberg District – Local Planning Initiatives

1.5 Local Policies to be Withdrawn or Amended

Applicable/approved policies recommended to be withdrawn in association with the approval of the revised District Plan include the following:

1.5.1 Policies to be withdrawn or Amended

The following section includes a list of approved local level policies and plans that should be withdrawn or amended to ensure alignment with the new District Plan, once approved. The specific motivation for withdrawal or amendments are describe in the **Table 14** below.

POLICIES TO BE WITHDRAWN	
Policy or Plan	Motivation
Klein Dassenberg Smallholding Area Policy (2001)	The policy is outdated in terms of the contextual realities, the current best practice is to protect the economic potential of agricultural land, the improvement of food security and the considerations relating to nuclear safety. Necessary considerations have been absorbed into the DSDP District and sub-district guidelines.
POLICIES TO BE REVIEWED	
Koeberg Road Management Strategy (2000)	Koeberg Road: Between the Koeberg Road and N1 Interchange (south) and Potsdam / Blaauwberg Road Intersection. The Koeberg Road Management Strategy (KRMS) is outdated. Given the key role, the Koeberg Road Corridor plays in the Blaauwberg District it has been agreed that a review of the KRMS (2000) will be initiated in the medium to long term. Furthermore, Koeberg Road is facing urban decay issues along its length. Due to the need to revitalize the corridor, the strategy document has been highlighted for a review. This will provide further direction as to how the City envisages the development of the corridor and provide specific land use guidelines for Koeberg Road to remain a key corridor within the district.

Blaauwberg Road Management Strategy (2002)	Blaauwberg Road is strategically located between the coastal amenity of the beachfront, multiple employment areas, the high accessibility of the MyCiTi Trunk route and a mix of land uses, including institutional. There is potential to leverage the existing public investment, particularly the BRT infrastructure, to create a higher intensity corridor with intensification clustered at specific nodes along the development corridor. There are infrastructure maintenance constraints, as well as peak time traffic congestion, and restrictive title deed conditions which pose challenges to development. Review of the existing council approved Blaauwberg Road Management Strategy. The scope will be focused on revising the land use guidelines to respond to the 2019 Transport Study.
Loxton Road Urban Design Framework (2002)	This policy is dated. Many of the large projects have been implemented. However, the principles regarding view lines, improving public image, landscaping, lighting and landscaping are still relevant. There is scope for additional consideration of the area, including the Jansen square/ Jeppe street parking and public upgrades. As many of the proposals have been implemented successfully this review would be to maintain and improve the area, and is thus a longer term project.

Table 14: Policies to be withdrawn or reviewed

1.6 Implementation Mechanisms

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

- Identify pragmatic mechanisms that can be implemented within the lifespan of District Plan 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 District Plan.

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 District Plan. While some may have more than on function, this categorisation focuses on their primary objective. The four categories of mechanisms are described below:

1.6.1.a Development Incentives

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

1.6.1.b Income Generation

Income generation mechanisms enables the City to recover some or all of the value that public infrastructure generates for the private sector and ensure that it retains the maximum value of its assets when leased or disposed to the private sector. The revenue or income generated by these

mechanisms can be used to fund the capital and operation cost of public investment projects required to support spatial vision of the city. It should be noted that this does not exclusively deal with land based financing, rather mechanisms that has a primary objective of generating income to support the implementation of the City's spatial vision.

1.6.1.c Institutional

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

1.6.1.d Public Sector Investment

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

1.6.2 Available Mechanisms

The following mechanisms are approved and are available to prospective development agents and property owners in Cape Town. A more detailed description of the mechanism, including its main objective, how it works, qualification criteria and the application process can be found in **Technical Annexure 12** of Volume 4. It should be noted that the available mechanisms listed in **Table 15** below is not district specific (i.e. not all mechanisms are found within the Blaauwberg District).

Development incentives
Discounted development contributions
Development application fee waivers
Discounted electricity tariffs
PT Zones (currently under review)
Urban Development Zones (UDZs)
Income generation
Development contributions
Land disposals and lease
Institutional
Streamlined land use application process
Special rating areas
Public sector investment
Catalytic Land Development Pipeline (CDLP)
Mayoral Urban Regeneration Programme (MURP)
Precinct management model
Land acquisition including land banking and assembly

Table 15: Available mechanisms

1.6.3 Proposed mechanisms

The following list of mechanisms are either, currently in the process of development or investigation by the City or should be investigated in more detail prior to pursuit and implementation. It should be noted that this is not an exhaustive list of mechanisms; they were selected based on the methodology contained in **Technical Annexure 12**, and should not preclude the investigation of other mechanisms to support the City's urban development vision. A more detailed description of the mechanisms, including its main objective, how it works, qualification criteria and the application process (where applicable), can be found in **Technical Annexure 12**. 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.

Mechanism	Description	Timeframes
Development incentives		
Integrated incentive overlay zone	A regulatory tool that refers to a zoning, in addition to the base zoning, stipulating the purposes for which land may be used and the development rule which may be more or less restrictive than the base zoning.	A: 1-2 years
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: 1-2 years
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: 1-2 years
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: 1-2 years
Heritage exemption areas	Provide appropriate exemptions for spatially targeted areas, mainly new Development Areas (NDAs), from the regulations contained under the following sections of the National Heritage Resources Act, Act 25 of 1999 (NHRA): Section 34 (NHRA) Section 38 (NHRA) In addition to the exemption, this mechanism will also seek to refine new areas to be included in the current Heritage Protection Overlay Zone (HPOZ).	B: 2-5 years
Environmental exclusion areas	Provide appropriate exclusions from the National Environmental Management Act, Act 107 of 1998 (NEMA) for listed activities contained within spatially targeted areas, mainly NDAs, that would trigger a Basic Impact Assessment or Full Environmental Impact Assessment.	B: 2-5 years
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: 10 Years

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: 10 Years
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: 10 Years
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: 2-5 years
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: 1-2 years
Public sector investment		
Aligned public sector plans	Sector Planning is intended to ensure that the City prepares bankable, viable and appropriate capital public investment pipelines to meet the City's future growth, which is aligned to the City 2040 Land Use Model and District Spatial Development Framework.	A: 1-2 years

Table 16: Proposed mechanisms

1.6.4 Local Application Method

The following diagram describes the process and method to apply future mechanisms and extend current mechanisms to spatially targeted areas in the district to enable its spatial vision and address a particular development challenge in said targeted area. This is informed by key opportunities and constraints identified through the District Plan baseline analysis and the detailed analysis of each mechanism located in **Technical Annexure 12**. This should be applied to all eight district and associated sub-districts to identify a suite of mechanisms to support the implementation of the

District Plan – 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 District Plan.

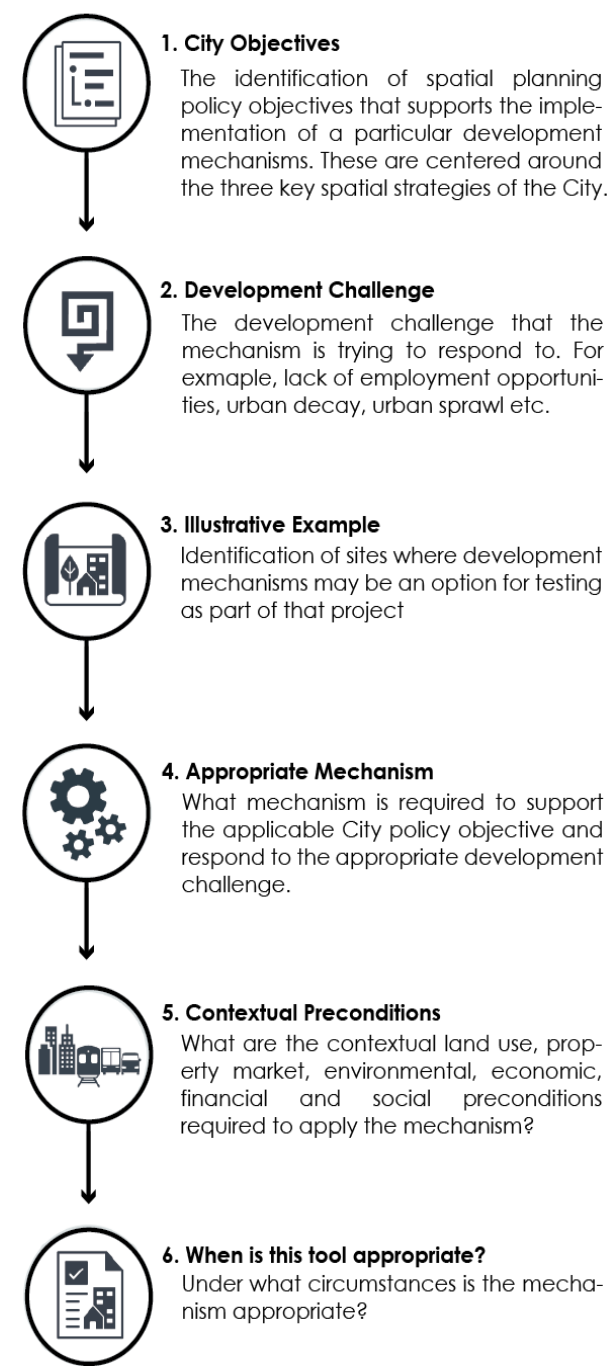


Figure 1.10: Methodology for Implementing Mechanisms

1.6.5 Spatially Targeting (Review of ECAMP)

The city is currently in the process of reviewing ECAMP (Economic Areas Management Programme). ECAMP is a research and policy support initiative that tracks and routinely assesses the market performance and long-term growth potential of over 70 business precincts across the metropolitan region; on this basis, local interventions are identified which help ensure that each business precinct performs optimally given its particular locational assets. The development performance indicator reflects the current level of market confidence in an area by measuring short-term price signals (i.e. sales, building work, rentals and rental growth, vacancies, etc.). Location potential indicators measure the extent to which the precinct is aligned to the medium- to long-term location requirements of the City's business sectors (i.e. agglomeration, land supply, crime and grime, proximity and infrastructure). ECAMP will be extended to all areas in the city (not only business precincts). Once complete, it will be used to supplement and verify steps 5 and 6 in the methodology described above in **Figure 1.10**, and provide the evidence base for pursuing the implementation mechanisms described in this report.

1.6.6 Mechanisms Underway / for Investigation in the Blaauwberg District

1.6.6.a Environmental Exclusions

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

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 the District Plan. Please refer to **Technical Annexure 9**

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 1.11: Exclusions and Exemptions for Implementation Mechanisms below.

1.6.6.c Investment Incentives

The City's approved Investment and Incentive Policy provides the following incentives for targeted industrial nodes with clear potential for economic growth but which is currently underperforming/lagging and select tertiary sectors (more detail on these incentives can be found in Vol4: **Technical Annexure 9**).

- 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 1.12** (Atlantis Industria, Triangle Farm, Parow Industria, Sacks Circle, Landsdowne Industrial (known as Philippi North in ECAMP) and Elsies River) are eligible for the aforementioned incentives. This includes the broad manufacturing sector OR priority manufacturing sectors being:

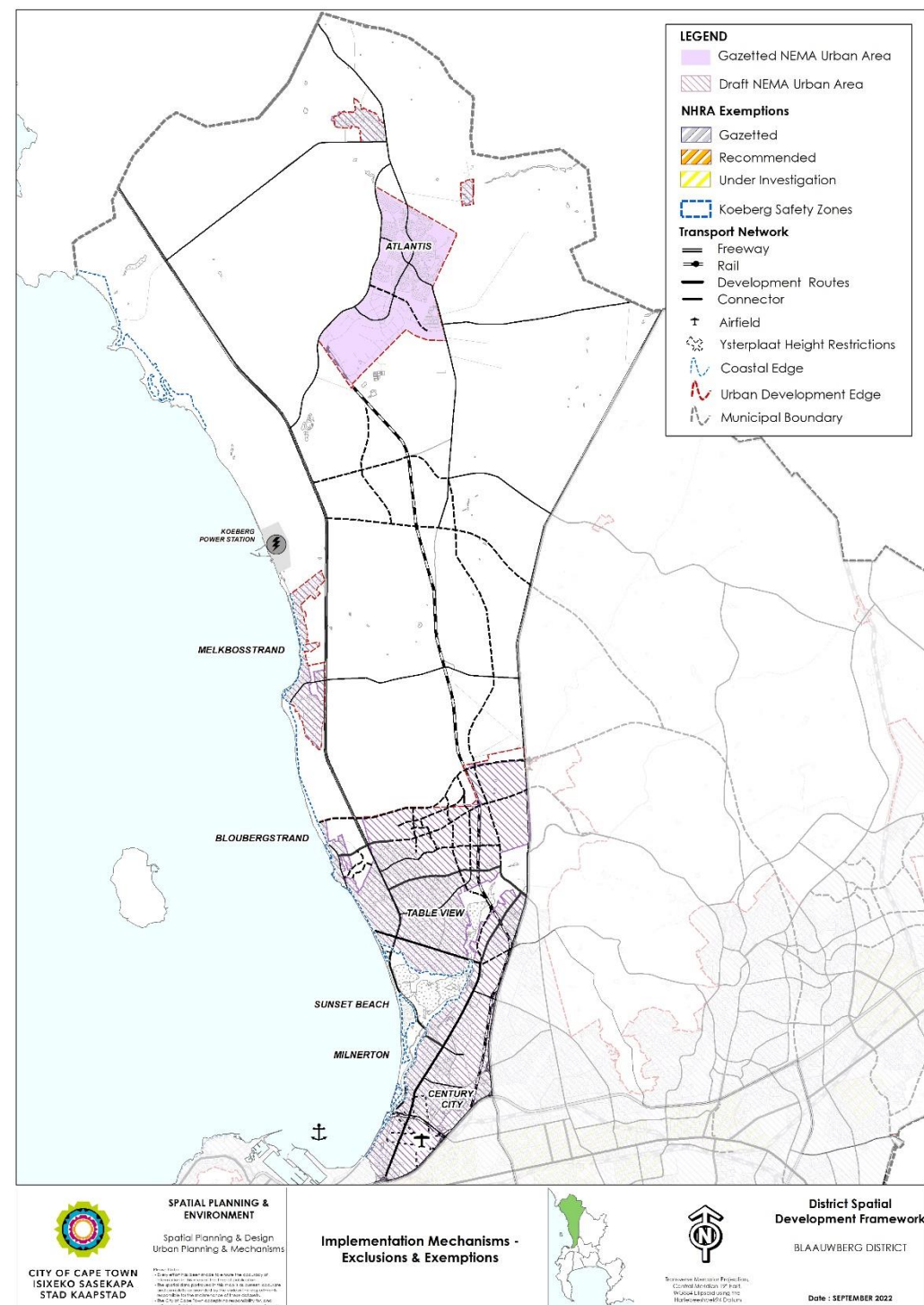
- Agro-processing
- Green technology
- Electronics and electrical engineering
- Clothing and textiles.

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

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

1.6.6.d PT Zones

PT1 and PT2 zones (short for public transport zones) offer reduced off-street parking requirements for developments in areas already well-served by public transport, in order to encourage the reduction in the number of private transport trips generated to and from that area, as well as to encourage the intensification of land development on the relevant erven. Those that were previously place and new PT zones proposed are depicted in **Figure 1.12** below. 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*

A. Incentive Overlay Zone for DFAs

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

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

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

B. Heritage Protective Overlay Zones (HPOZ)

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

- Proposed areas for inclusion: Mamre

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

1.6.6.f *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.g *Inclusionary Housing*

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

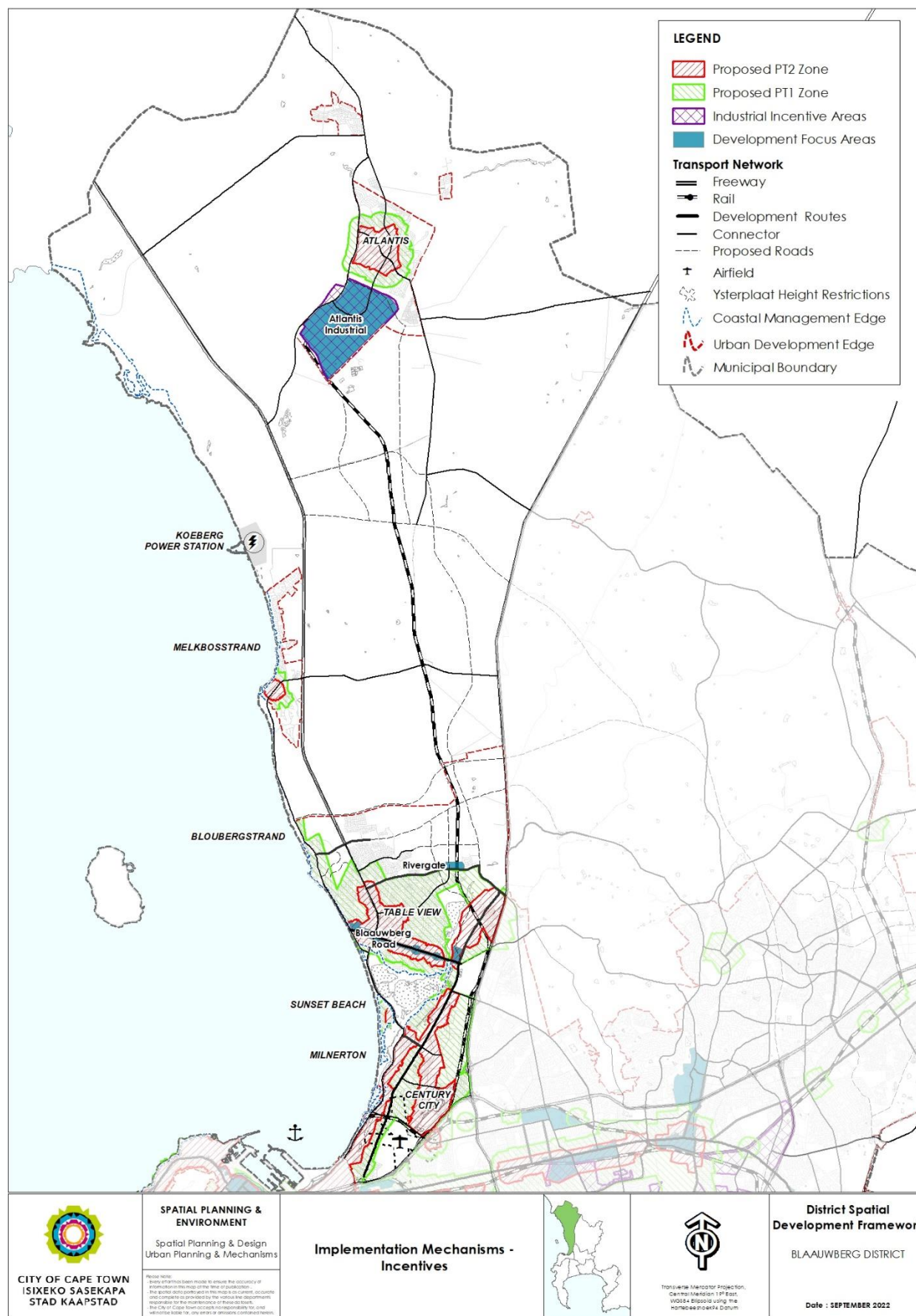


Figure 1.12: Incentives for Implementation Mechanisms

2 MONITORING AND EVALUATIONS FRAMEWORK

The District Plan's 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 District Plan Monitoring and Evaluation (M&E) framework will therefore be on measuring progress in terms of restructuring the abovementioned aspects of the built and natural environment - see **Figure 2.2**. A further component of the proposed M&E framework pertains to process-related aspects of policy implementation, in terms of the District Plan

The following section details the District Plan 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 District Plan M&E Framework is an output based off three interrelated components of the Urban Planning and Design's departmental overarching Framework for Spatial Data and M&E as illustrated in **Figure 2.1**.

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

Framework for M&E – A framework has been developed which is underpinned by the three key spatial strategies of the City's SDFs with the main objective of guiding where and what development is appropriate. The core set of indicators developed as part of the abovementioned SD&IF will be monitored to determine the type, form and location of development in relation to the DSDF objectives – see **Figure 2.2** below.

Performance Management – cognisance was taken of the department's performance

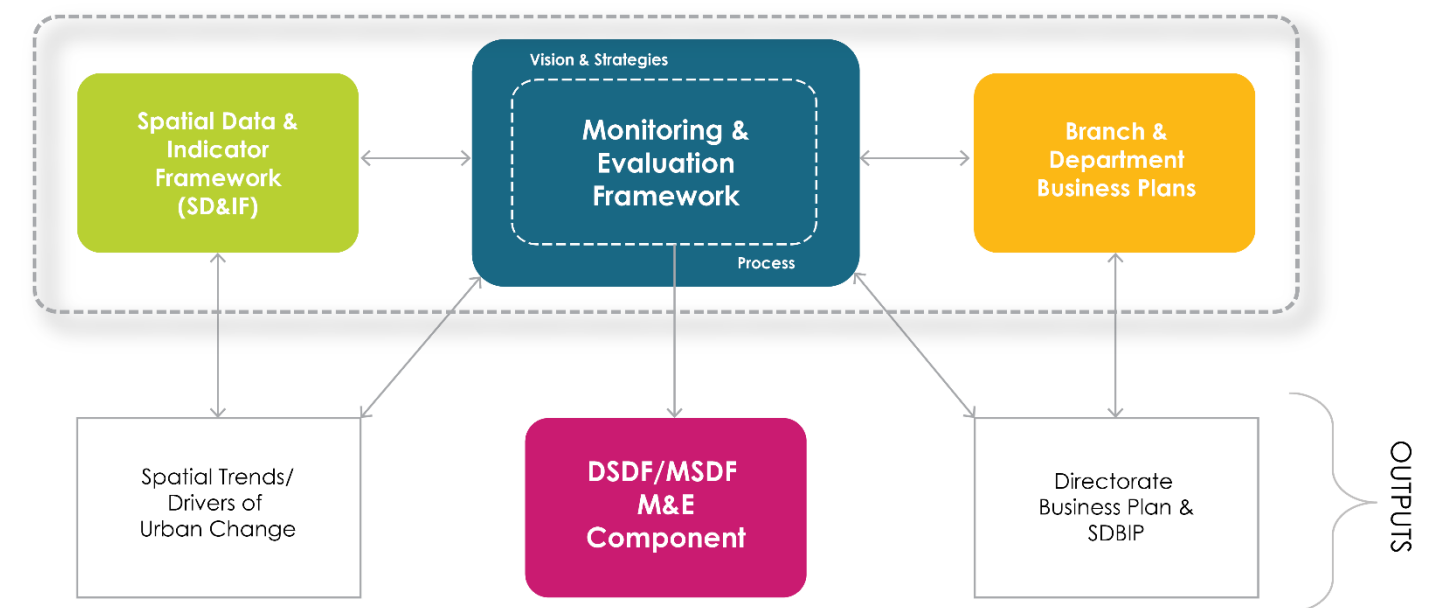


Figure 2.1: Overview of the UPD Spatial Data & M&E framework

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

2.2 Monitoring

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

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

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

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

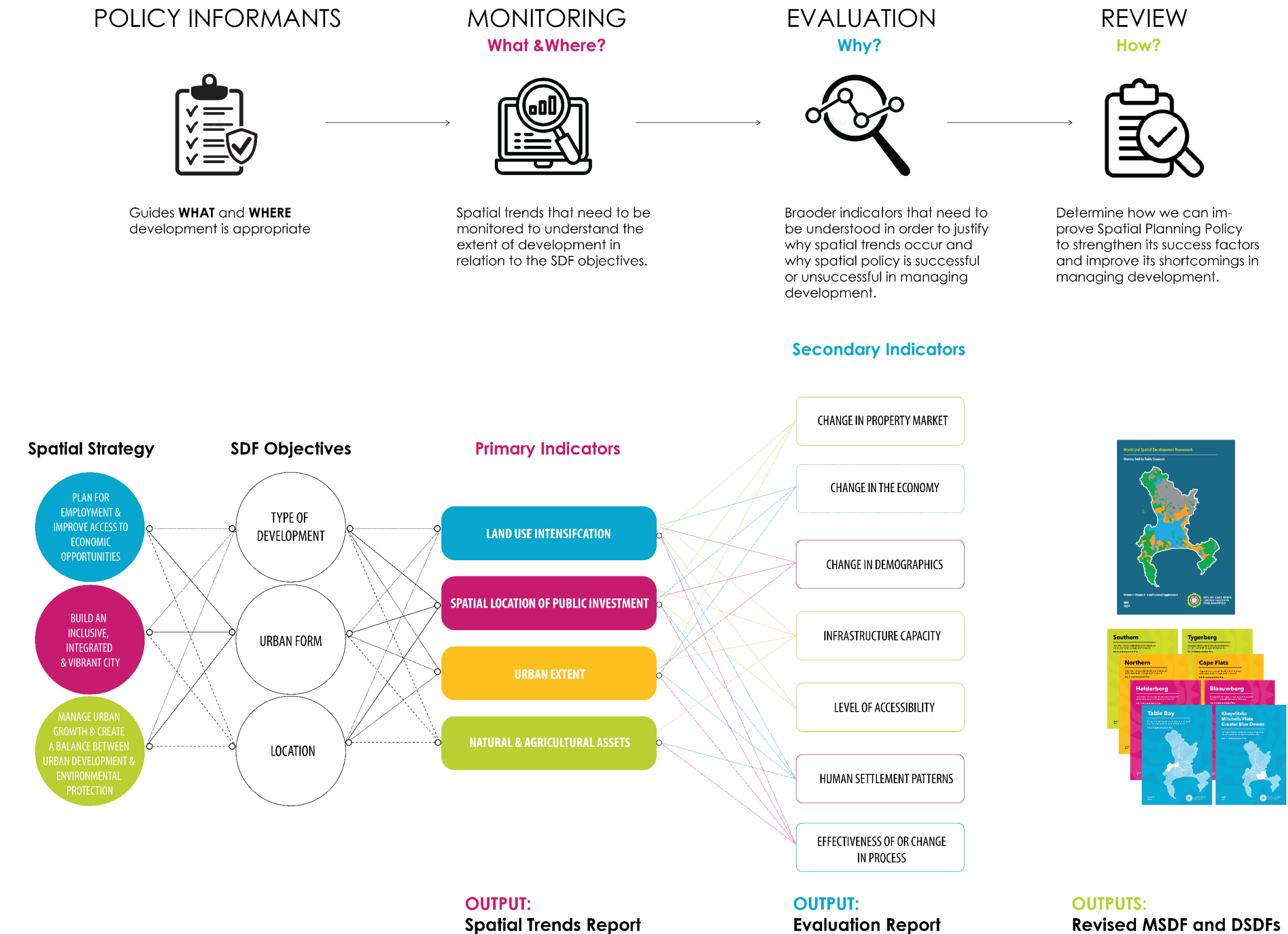


Figure 2.2: Focus of DSDF/MSDF M&E Framework

2.3 Evaluation

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

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

2.5 Action plan

The **Table 17** below sets out key milestones/timeframes for M&E deliverables based on a proposed five-year review cycle (milestones for year 1 to 5).

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.					

Table 17: Key milestones for M&E deliverables