

HELDERBERG

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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CONTENTS

List of Tables..... ii

List of Figures..... ii

1. IMPLEMENTATION PLAN 1

1.1 Approach to Implementation 1

1.2 Urban Restructuring and Upgrading Proposals..... 2

1.2.1 Transport & Access Infrastructure..... 2

1.2.2 Environmental Infrastructure and Open Space System 5

1.2.3 Human Settlements 7

1.2.4 Bulk Infrastructure and Utilities 9

1.2.5 Public Facilities and Public Space..... 11

1.2.6. Urban Management Areas 14

1.2.7. Urban Restructuring and Upgrading Plan 15

1.3 Spatial Targeting Framework for Prioritising Public Investment 16

1.3.1 Overview of Priority Area Identification 17

1.3.2 Capital Investment Prioritisation 19

1.4 Local area planning priorities 20

1.5 Local Policies to be Withdrawn or Amended 22

1.6 Implementation Mechanisms 23

1.6.1 Categorisation of mechanisms 23

1.6.2 Available Mechanisms..... 23

1.6.3 Proposed mechanisms..... 24

1.6.4 Local Application Method..... 25

1.6.5 Spatially Targeting (Review of ECAMP) 26

1.6.6 Mechanisms Underway / for Investigation in the Helderberg District 26

2. MONITORING AND EVALUATIONS FRAMEWORK..... 30

2.1 UP&D Framework for Spatial Data and M&E: An overview30

2.2 Monitoring30

2.3 Evaluation32

2.4 Review.....32

2.5 Action plan32

LIST OF TABLES

Table 1.1: Percentage of historical vegetation remaining in the Helderberg District 5

Table 1.2: Environmental Sector Capital project pipeline 5

Table 1.3: Liveable Urban Waterways Programme Project..... 6

Table 1.4 : Planned / Proposed Housing Projects for Helderberg District 7

Table 1.5: Incremental Upgrading of Informal Settlement Initiatives..... 8

Table 1.6: CoCT Informal Settlements Planning and Pipeline Projects in Helderberg District 8

Table 1.7: Waste Water and Sanitation Projects in Helderberg 9

Table 1.8: Water Projects in Helderberg..... 9

Table 1.9: Electricity Major Projects in Helderberg 10

Table 1.10: Solid Waste Major Projects in Helderberg..... 11

Table 1.11: Helderberg District top areas of need and facilities required 2020..... 13

Table 1.12: Pipeline/proposed projects for public facilities..... 13

Table 1.13: Education pipeline projects..... 14

Table 1.14: Major District Prioritisation..... 19

Table 1.15: Sub-District prioritisation per category 20

Table 1.16: Local Area Planning Initiatives..... 21

Table 1.17: Policies to be withdrawn..... 22

Table 1.18: Policies to be amended..... 22

Table 1.19: Available mechanisms 24

Table 1.20: Proposed mechanisms..... 24

Table 2.1 Key milestones for M&E deliverables..... 32

LIST OF FIGURES

Figure 1.1: Implementation Plan Process Diagram 1

Figure 1.2: District Plan Approach to Implementation 1

Figure 1.3: Public Right of Way 4

Figure 1.4: Hierarchy and ranking of nodes for 2020 estimate 12

Figure 1.5: Urban Restructuring and Upgrading for the Helderberg District 15

Figure 1.6: Link between spatial strategies, scale and policy..... 16

Figure 1.7: District Plan Spatial Targeting Framework Methodology 16

Figure 1.8: Spatial Targeting Framework - Priority Areas 19

Figure 1.9: Helderberg District – Local Planning Initiatives..... 22

Figure 1.10: Methodology for Implementing Mechanisms..... 26

Figure 1.11: Exclusions and Exemptions for Implementation Mechanisms 27

Figure 1.12: Incentives for Implementation Mechanisms 29

Figure 2.1: Overview of the UPD Spatial Data & M&E framework 30

Figure 2.2: Focus of District Plan /MSDF M&E Framework 31

1. IMPLEMENTATION PLAN

The primary objective of the Implementation Plan is to provide guidance in terms of prioritised public investment, local area and precinct planning priorities and enablement mechanisms required to implement the proposals contained in the Integrated District Spatial Development Framework (DSDF) and Environmental Management Framework (EMF), hereinafter referred to as the 'District Plan,' and sub-district guidelines. The plan consists of the following key sections described and depicted in the **Figure 1.1** below.



Figure 1.1: Implementation Plan Process Diagram

1.1 Approach to Implementation

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

interventions are proposed (which include linkages to the corresponding components of this Implementation Plan).

- Public Investment: integrated and aligned public sector investment through *Urban Restructuring and Upgrading (Section 1.2)*, the *Spatial Targeting Framework (Section 1.3)* and *Local Area Planning Priorities (Section 1.4)*
- Ease of Process: removing red tape and improving institutional efficiencies by *withdrawing contradictory or overlapping local planning policy* with the approval of the 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:

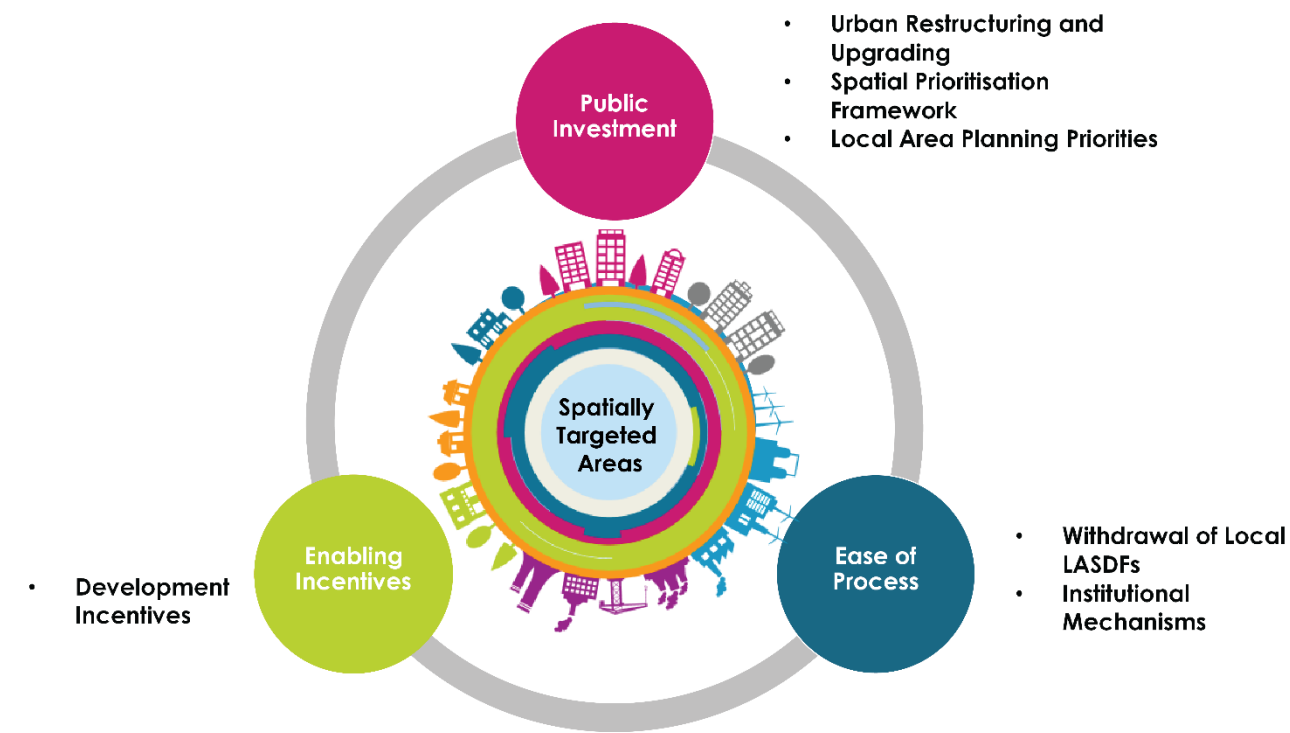


Figure 1.2: District Plan Approach to Implementation

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's development proposals at a district and sub-district scale. This requires sector-specific capital investment to support the development proposals. Furthermore, urban restructuring and upgrading informs planning around new capital investment requirements associated with new development areas and areas where major intensification is proposed in the 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). Firstly, 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 this 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.

These areas for future development have been identified in the Helderberg District Plan Technical Report. These include areas for intensification, the Mixed-Use Intensification Areas and the New Development Areas (refer to Section 4: Sub-District Development Guidelines).

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

- Macassar area including the intersection around Kramat Avenue and the N2.
- Strand CBD including the area along the T2 between the intersection of Somerset West and Strand and Broadlands Road, along Main Road between the proposed N2 realignment down to Strand Pavilion and along Beach Road as well as along Faure Marine Drive and George Street.

Significant New Development Areas in the Helderberg District Include:

- Vergenoegd Farm;
- Medium density residential NDA to the west of Kramat Road in Macassar;
- Paardevelei;

- Vlakteplaas mixed-use development north of proposed N2 realignment;
- Mixed-use development along Old Main Road in Firgrove;
- Mixed-use development between the railway line and the T2 in Sir Lowry's Pass; and
- Medium density residential development on Farm 845, Sir Lowry's Pass.

Taking the above into account, 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 and access related infrastructure planned for the short, medium and long term. Furthermore, details on future projects and requirements for roads, public transport and non-motorised transport linkages are provided. The prioritisation of interventions in relation to transport infrastructure should be informed by the following key objectives:

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

1.2.1.a New road links

There are a number of new road link proposals in the district. While these are all important to the overall integration and functioning of the district, the most important new road links required in the district are the proposed N2 Freeway realignment and the upgrading of Broadway Boulevard from Strand to Gordon's Bay. While other linkages assist with freight and public transport movement, they are primarily focussed on private mobility and will therefore not be prioritised as short to medium term opportunities. The above-mentioned are considered to be the main priorities in terms of the movement system, which hold more significance from a social and economic perspective.

New road links include:

- **N2 realignment:** The construction of the N2 realignment is estimated to start in the next 2-3 years, with nine major planned interchanges /structures at the following locations:
 - Helderzicht Tunnel;

- Victoria Street Interchange Bridge;
- Lourens River Bridge;
- Lourens River Bridge, Retaining walls;
- De Ruyter Pedestrian Overpass;
- Main Road 27 Underpass Stand;
- Rail Bridge Underpass;
- Onverwacht Pedestrian Overpass; and
- Onverwacht Bridge Overpass;
- The current T2 (existing N2) upgrading will address congestion problems in the area.
- Main Road 108 upgrade to address congestion constraints and is currently a provincial project.
- Upgrade of Baden Powell interchange for maintenance in order to improve traffic flow and movement.
- Bloubos Road extension to provide increased accessibility and ease of movement within Gordon's Bay and surrounds.
- Gustrouw Road extension and upgrade to act as a link between Sir Lowry's Pass Road and future Bloubos Road extension.
- Proposed road link from Macassar Road through Paardevlei connecting to the R44. The proposed road link will provide increased accessibility and promote spatial integration as well as optimising development opportunities between the sub-districts.
- Prioritise the investigation for the establishment of a transport interchange (e.g. hyphen-bend) via N2 to Kramat Ave to facilitate increased local accessibility to the Macassar area and surroundings.

1.2.1.b Public Transport

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

i. Rail

Rail services have declined with a 50% reduction in rolling stock and 30% decline in passenger numbers across the City in 2019 due to this decline in service. There is considerable potential for improving the operational and management capacities of rail without extending fixed infrastructure. Improvements to rail can activate the areas around stations and move the City towards Carbon reduction targets.

The proposed new railway line and associated stations from Khayelitsha through Macassar, refer to **Figure 1.3** below, is a long-term vision to improve public transport connections between Khayelitsha and Helderberg. The revival of the rail service and the improvement of urban areas around stations is a priority from a pollution and carbon reduction perspective, activating high quality public spaces and in terms of congestion management. Possible investigations for station upgrades to support the heightened role of these spaces within the district include the Strand and Somerset West station, respectively.

A coordinated inter-governmental response to issues of security, accessibility and service improvement is required.

ii. Bus Rapid Transit (BRT)

Investigate the possible provisions for a BRT system within the Helderberg district.

iii. Public Transport Interchanges

Most of the taxi ranks in the district are of a small scale and in most cases these spaces are not defined. Two Public Transport Interchanges have been identified in the district which are to be located in Nomzamo and Somerset West. When planning for these interchanges, considerations of appropriate landscaping and urban design elements are required in order to define these spaces to create adequate public facilities as well as opportunities for informal trade.

1.2.1.c Non-motorised Transport

Investment in NMT infrastructure is a priority in this district. Intervention should occur as part of a programme to develop a broader NMT network. Plan for and implement links between these routes and adjacent/accessible roads, public transport, and parking to support pedestrian access to and utilisation of NMT in the Helderberg district, interventions should focus on:

- A NMT network along development corridors and at main movement generators (i.e. transport interchange/station areas – refer above).
- The role of NMT for bikes, including especially commuter bikes, will become increasingly important along particularly district connector routes in line with the City's increasing focus on densification, walkability and liveability, and new bike technology (especially the emergence of electric bikes). A major focus must be on safety (and security) with a goal of zero deaths, which has implications for changes to current design of movement routes (e.g. separation of NMT, traffic calming, nature of road crossings), the management thereof (e.g. vehicular speed) and the nature of urban development interfacing with these routes (positive frontages will support surveillance and safety).

- The development of main public (and where possible private) links into and through major open space areas in the district which connect destination places and movement generators.
- Tree planting and landscaping should be a focus 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.
- Safe movement spaces should be created for both pedestrians as well as cyclists along roads such as:
 - De Beers Avenue, which provides a direct link between a station (Somerset West) and the Heartlands development area as well Somerset West Triangle regional node.
 - Faure Marine Drive, which fulfils as well major mobility function between Strand and Gordon's Bay. It also acts as a buffer between the residential environment on the eastern side, and the amenities on the western side. Therefore it is proposed that adequate opportunities be considered to allow for pedestrian crossing, by allowing mixed use developments at key intersections, which can create a 'slow- down' effect on traffic, and indirectly create safe crossing points for pedestrians.
 - Provision should be made for safe pedestrian / non- motorised movement along Beach Road by introducing cycle lanes.
 - Onverwacht Road, Broadlands Road and Faure Marine Drive as main access to/from Gordon's Bay coastal amenities such as Harmony Park, Hendon Park and Harbour Island.
 - Somerset West and Strand Main Road, where adequate provision should be made for pedestrian movement along these routes.
 - Macassar, where a footpath should be prioritised over the N2 via Macassar Road to facilitate safe pedestrian movement to the nearby train station in Firgrove.

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

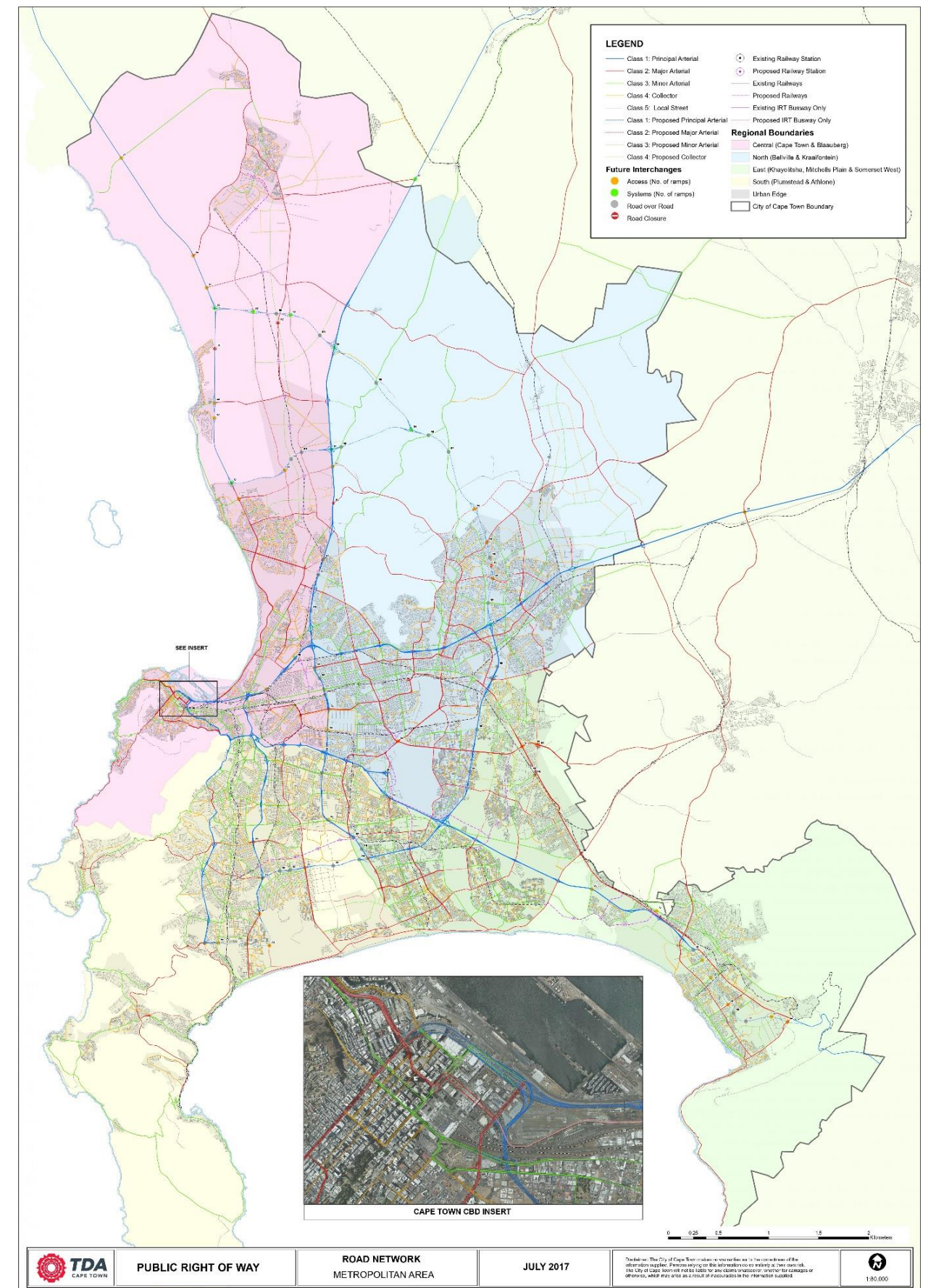


Figure 1.3: Public Right of Way

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 and balancing the conservation priority with urban growth is an ongoing challenge. Biodiversity priorities in the Helderberg district relate to maintaining existing protected areas and enhancing their sustainability by connecting them through Biodiversity corridors.

Table 1.1: Percentage of historical vegetation remaining in the Helderberg District

Vegetation type	Hectares (ha) vegetation remaining	% remaining of historical	% historical proclaimed/ managed	Ecosystem status (2011) ¹
Kogelberg Sandstone Fynbos	9200	96,8	56,7%	Critically Endangered
Lourensford Alluvium Fynbos	300	7,7	96,6%	Critically Endangered

The following areas within the existing urban fabric should be prioritised in terms of formalising Biodiversity management status, while **Table 1.2** identifies the environmental sector capital projects.

- Morkels Cottage, the biodiversity/conservation area represents the last remaining remnant of the Weltevreden Core Flora Site and is an irreplaceable CBA remnant. The area is to be formalised as a conservation area.

¹ Ecosystems status follows the old (currently gazetted) status. SANBI and DEFF have revised and switched to IUCN categories. As a result, eight vegetation types in Cape Town will have a different threat status soon.

Table 1.2: Environmental Sector Capital project pipeline

Project Name	Estimated Year for completion	Budget	Category	Type
Harmony Flats Visitor Education Centre	2024/ 2025	38 001 116	Major	New
Helderberg Nature Reserve Development	2022/ 2023	23 439 790	Major	New
Strand Sea Wall	2026/ 2027	191 788 926	Major	Enhance
Asanda Village Wetland Rehabilitation	2022/ 2023	26 497 408	Major	Enhance

1.2.2.b Public Open Space

Open space upgrading, enhancement and development (associated with the natural environment and higher order sports and recreation facilities) is critical to achieving the vision for the district. The following objectives should be prioritised in terms of developing and enhancing the district's public open space system:

- Upgrading of sports and recreation facilities should be focused within existing sports complexes. Efforts should be made to broaden the diversity of activity available within these areas to include activities beyond formal sport to passive recreational activity. The erection of walls around sports fields requires reviewing.
- Areas having a strong need for provision of sports complexes include the areas of Nomzamo and Sir Lowry's Pass. There is also an opportunity to upgrading the existing sports field in Lwandle to provide more sporting facilities. The formalisation of the sports field in the Sir Lowry's Pass Village needs to be investigated including its upgrading to provide additional recreational facilities.
- It is proposed that open space upgrading in the form of local parks seek opportunities within the local linear open space system. The focus for upgrading and development of the linear spaces should be where there is potential to cluster uses (e.g. development of a park in the system adjacent to an existing primary school).
- The Heartland site is regarded as a strategic site (with major mixed use potential) where the development of the area should also have a major impact on the provision of public open spaces, and the restructuring of the wider built form in general.

- Urban development in the district in areas of Macassar, Somerset West, Strand, Nomzamo, Sir Lowry's Pass Village and Gordon's Bay has resulted in the Somerset West, Lwandle, Goedehoop and Strand cemeteries reaching capacity. Only Rusthof in Gordon's Bay and Sir Lowry's Pass cemeteries are operational, although both have limited remaining capacity. Such limited capacity together with significant identified urban infill (i.e. Heartland property), and green-fields development in the Somerset West area requires a new cemetery. Vaalfontein cemetery is being planned, however, identification and establishment of other interment options to supplement or compliment the traditional in-ground burial must be prioritised to address cemetery constraints in the district.
- Further projects for open space are listed in **Section 1.2.5. Public Facilities and Public Space.**

1.2.2.c Coastal Management

The coastline in Helderberg, not only underpins a significant portion of its economy, but is central to its identity, global desirability and sense of place. The coastline requires maintenance and protection as a destination, for example upgrade of sea walls and defences along the Beach Road may be appropriate. Monitoring of the impacts of stormwater and sewer outfalls on the quality of the destination can be prioritised to inform future action. This is relevant in the context of increasing development intensity in the areas around the Coast.

The Coastal Management programme is focused on maintaining infrastructure along the coast. The programme is implemented by the Coastal Management Branch. The branch is responsible for new asset creation as well as repairs and maintenance linked to its mandate. The branch and coastal management programme is still in the process of being established. The Coastal Management Programme has the following operational components:

- Coastal infrastructure maintenance
- Coastal emergencies
- Coastal precinct management planning
- Emergency response
- Coastal upgrade planning
- Coastal regulation and policy
- Coastal and marine conservation and protection
- Coastal monitoring
- Dune management
- Transversal services

1.2.2.d Water Systems

Programmes focusing on waterway rehabilitation of various waterways (river, wetland and canal) across the metro to make our waterways more liveable and contribute to a water sensitive city.

This includes rehabilitation of the canal, construction of a silt and litter trap and creation of a wetland park. Although the above projects will greatly reduce the flood risk, there will be a need to update stormwater catchment masterplans for a large part of the City requiring a sizeable budget.

Implementation of Water Quality Improvement Plans has been initiated in 2020 for priority catchments such the Soet River in Strand.

The below outlines projects in support of the Liveable Urban Waterways programme implemented by the Catchment, Stormwater and River Management Branch, and supported by EMD, and other river corridor improvement projects:

Table 1.3: Liveable Urban Waterways Programme Project

Project Name	Waterway Name	Budget	Anticipated Start	Anticipated End
Macassar Flood Alleviation	Kuils	R460 433906	Aug 2021	June 2028

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, and
- 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 Helderberg District has been identified as sites for the development of new human settlements projects.

Table 1.4 : Planned / Proposed Housing Projects for Helderberg District

Area	Lead / Programme	Timeframe	Notes (Anticipated Yield, etc. if available)
Rusthof Infill Project (ex. Beverley Hills/ Erf 5822 (Traffic Site Development)/ Erf 13501)	BNG	Long term	387 units
Paardevelei	50% Market 50% Subsidised Housing	Long term	15 700 units
Farm 920 & Bloubos Road	BNG	Long term	754 units
Vlakteplaas	BNG	Long term	4 300 units
Vuyolwethu	PHP	Short term	400 units
Macassar	BNG	Short term	2 469 units
Morkel's Cottage (Strand)	BNG	Short term	562 units
Lourensia Park (10ha site)	BNG	Short term	150 units
Sir Lowry's Pass Village	BNG	Short term	307 units

1.2.3.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 publicly assisted housing projects within the Helderberg District include:

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

1.2.3.c Inclusionary Housing

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

1.2.3.d Informal Settlement Upgrade

The City of Cape Town has embarked on a new strategic approach to the upgrading of informal settlements. The new approach to informal settlements upgrading interventions can be characterised as follows:

- Working with and not against informality (and accepting that, given our constrained economic future, it is likely to persist in the future);
- Ensuring that there is a rapid response at scale (i.e. ensuring some level of change and improvement occurs in all informal settlements within a short period of time with no informal settlements left on a developmental 'back-burner');
- Multi-pronged and flexible (consisting of a range of different responses which are responsive to and appropriate for local conditions);
- Giving priority to the upgrading and improvement of informal settlements in-situ with relocations being only undertaken as a last resort;
- Ensuring meaningful community participation, engagement and local ownership;

- Giving priority to the provision of basic services and functional tenure as the first line of response and ensuring that this is expedited (except in rare cases where relocations are necessary and justified);
- Maximising the use of scarce land;
- Integrating and including informal settlements into the planning of the city
- Understanding informal settlements in their spatial and socio-economic context;
- Ensuring that livelihoods and economic opportunities are afforded priority (protected or supported);
- Improving access to key social facilities (e.g. education and health care);
- Improving public transport access;
- Accepting that collective functional tenure (through settlement-level recognition) is the minimum form of tenure and that conventional tenure title deeds) are in most instances incompatible with rapid basic services delivery.

The following Incremental Upgrading of Informal Settlements Initiatives were identified:

Table 1.5: Incremental Upgrading of Informal Settlement Initiatives

Category	Location	Settlement
Category A – Conventional Formal Full Upgrading	Strand	Eagle Bar, Sir Lowry's Pass Village IDA, Wag n Bietjie 1 & 2
Category B1 – Interim Basic Services	Macassar	Block Macassar
	Strand	Kaleni 1 to 5, Kat se kamp, Wag n Bietjie 3 & 4, Greenfields, Sir Lowry's Pass Village IDA
Category B2 – Emergency Basic Services	Strand	Sollys Town 2 TRA
Category C – Full Relocation	Strand	Beverly Hills, Bloekombos Somerset West, Dark City, Garden Village Nuwe Mosienes, Pholile, Enkanini (Lwandle)/ 49 Plots, Pine Town, Rasta Camp – Sir Lowry's Pass, Savage and Lovemore, Sollys Town 1 and 2 Sun City, Uitkyk, Vlakteplaas

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

Table 1.6: CoCT Informal Settlements Planning and Pipeline Projects in Helderberg District

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

1.2.3.e Human Settlement Priority/ Catalytic Projects

The Southern Corridor, North Eastern Corridor and Voortrekker Integration Zone Social Housing Integrated Human Settlement Programmes were approved by MINMEC on 1 February 2016 as part of the 50 catalytic programmes in the country that are being prioritised by the National Department of Human Settlements.

The Southern Corridor Human Settlement Programme endorsed by the Province and City is focused on the implementation in the short-medium term of 27 linked informal settlements upgrades benefiting more than 50,000 households residing in existing informal settlements close to Cape Town and in particular near the airport and along the N2 freeway. A number of these settlements intersect with the Metropolitan South East and the Blue Downs Integration Zones.

The main aim of the Southern Corridor Human Settlement Programme is to provide formal settlement solutions to residents of selected informal settlements, alongside the N2 freeway. These settlements are prioritised due to the age of settlement, size, density, poor services, fire risks and high need. The primary objective will be achieved through BNG housing development, in-situ upgrades and mixed-use Greenfield developments. Notably, housing opportunities have already been created at the Forest Village and Sweet Homes projects.

The following areas have been included within the Southern Corridor Sustainable Neighbourhoods:

- Laurensia Park
- Vlakteplaas
- Macassar
- Morkels Cottage

1.2.4 Bulk Infrastructure and Utilities

In order to support proposals contained in the Helderberg District Spatial Development Framework, infrastructure maintenance and upgrading is necessary. Detailed planning for infrastructure services are captured in department sector plans- and the implications for future growth and maintenance of infrastructure in the Helderberg District are summarised in the sections that follow.

1.2.4.a Waste Water Treatment Works

WWTW-treated effluent compliance has declined over the last 10 years from close to 90% overall compliance with licence conditions down to 80%. WWTW upgrade projects can include of a capacity upgrade or a treatment process upgrade for existing treatment infrastructure, or both. All WWTW upgrade projects are implemented to (i) improve or maintain treated effluent quality and (ii) ensure sufficient treatment capacity for future growth.

Four of the City’s large activated sludge WWTW are currently undergoing capacity and process / infrastructure upgrade projects. Two of these WWTW are located in the Helderberg District, namely: Zandvliet and Macassar. The planned completion dates are 2023 and 2027 respectively. These upgrades are critical to the growth of development in the district.

Table 1.7: Waste Water and Sanitation Projects in Helderberg

Project Name	Description
Zandvliet WWTW	- Currently undergoing capacity and process / infrastructure upgrade. The planed completion date is 2023. - Second capacity expansion of the Zandvliet WWTW (5 to 10 years).
Macassar WWTW	Currently undergoing capacity and process / infrastructure upgrade. The planed completion date is 2027.
Faure Direct Reuse Plant	The Faure Water Treatment Plant will receive water treated to potable standard from the planned Faure Direct Reuse Treatment Plant which in turn will receive treated effluent from the Zandvliet WWTW.

1.2.4.b Water

Steenbras100 Mℓ storage reservoir: to provide for strategic storage in the vicinity of Steenbras WTW and the Helderberg basin, the buffering capacity of which will allow the Steenbras WTW to be operated at an even rate, thereby providing operational relief and avoid major operational problems at the Steenbras WTW, to increase flexibility of the subsystem it is proposed to provide a cross-connection between the 810 and 840 mm pipelines.

A bulk water project in the form of a new 100Ml reservoir is being investigated, which would provide both redundancy within the bulk water system and address the 48-hour storage issue across Region 2 (Somerset West up to Gordons Bay). Approximately R95 million has been budgeted over the next 10 years to ensure that priority reservoirs are attended to, which will aid in water security across the city.

Table 1.8: Water Projects in Helderberg

Project Name	Description
Harmony Park: New Water & Sewer Infrastructure	Upgrade asset
Water Supply At Baden Powell Dr To Khayelitsha	Expand/develop city/asset
Helderberg/Faure Scheme	New replacement
Steenbras Reservoir	New replacement (major)

1.2.4.c Stormwater (projects above R5 million)

Key planned projects in the Helderberg district that provide additional capacity include the following:

- Lourens River Phase 2 Project is a flood alleviation project** - Phase 2 of the project entails the design and construction of a bypass channel around the Somerset West CBD, which will protect the CBD and the vulnerable residential areas and communities along the river corridor from flooding during the 1 in 100 year flooding event. This project will free-up development land (thereby creating economic opportunities) and prevent potential loss of life, damage to property and infrastructure, and economic loss due to flooding. The project is estimated to be completed by 2030 with an estimated cost of R 530 mil.
- Macassar Flood Alleviation Project** - (R4.2 million in 2022/23, R1.6 million in 2023/24, R5.3 million in 2024/25) for the upgrade of the Macassar River Corridor, bordered by Baden Powel Drive

to the West and the N2 to the North. The project is vital to secure the safe conveyance of up to the 1 in 100 year flood event, to alleviate flooding in the areas of Kramat, Sandvlei and Macassar. This is to ensure vulnerable communities are protected from loss of life and property and to free up land for development. Focus is also placed on the Kuils River corridor flood protection using natural or alternative methods to protect land from flooding and securing the land for development. This is a major project with a targeted completion date of 2028 at a cost of R 470 mil.

- Onverwacht** - Upgrading of the existing stormwater drainage channel along Onverwacht Road, south of Broadway Boulevard; and includes the upgrading of the existing 2.4m x 1.2m rectangular culverts with additional 2.4m x 1.2m culverts.
- Sir Lowry's Pass River** – A 2.7 km river upgrade stretching from the N2 to False Bay and Gordon's bay. The Sir Lowry's Pass River Upgrade (R115 million in 2022/23, R91.2 million in 2023/24, R122.6 million in 2024/25), which is required to secure the safe conveyance of up to the 1 in 100 year flood event through the Firlands agricultural area and the 1 in 50 year flood event in the existing development areas in Gordon's Bay. Once completed it will alleviate flooding and free-up land for further future development.
- Stormwater Dams** - This is a safety upgrade of stormwater dams across the City (R1.7 million in 2022/23, R8.2 million in 2023/24, R16 million in 2024/25) from Category I to Category II stormwater dams. The project will implement the recommendations of the recent dam safety evaluations and the work will rehabilitate various elements of the stormwater dams including spillways, embankments and outlet channels. This project is required to ensure compliance with the Water Act and applicable regulations, which in turn would produce safe and functional stormwater dams as well as reduce risk to human life and infrastructure due to dam failure. In addition, the work will provide some water quality improvement in the City's waterways.
- Other projects include upgrades to Soet River by means of a detention pond within the Soet River upstream of Nomzamo and Lwandle will reduce flood risk to the settlements.

1.2.4.d Electricity Projects

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

Table 1.9: Electricity Major Projects in Helderberg

Project		Description
Mitchell's Steenbras OHL loop in	Plain- 132 kV	Due to the delays in Eskom's Erica Substation TDP scheme (KMPGBD District) and the extreme security-of-supply risk at Philipp MTS (Cape Flats District), the City initiated the Mitchell's Plain – Steenbras 132 kV loop-in project. This project entails the loop-in of one of the Mitchell's Plain – Steenbras 132 kV lines into Eskom's new Pinotage MTS. Eskom commissioned the new 400/132 kV Pinotage MTS, close to Somerset West, in July 2020 with a firm capacity of 500 MVA. The City commissioned the Pinotage – Steenbras and Pinotage – Mitchell's Plain 132 kV feeders in July and August 2020.
Paardevlei Switching 132/66 stepdown	Station, kV	Helderberg substation is currently supplied from Eskom's Firgrove substation at 132 kV. Energy is purchased at Eskom's distribution HV tariff. With the recent Mitchell's Plain - Steenbras loop-in project to Eskom's Pinotage MTS, the opportunity exists to supply Helderberg from Pinotage at a transmission tariff. This requires the establishment of a 132 kV switching station in the area. The Paardevlei SwStn is currently under construction with an expected completion date of 2021. Somerset West MS and Strand MS are currently supplied from Eskom's Lourensriver substation at 66 kV. Energy is purchased at Eskom's distribution HV tariff. The opportunity exists to supply these main substations from the new Paardevlei Switching Station that will enable a transmission tariff if a Paardevlei stepdown substation (132/66 kV) can be established.

Eskom's Pinotage MTS in the Stellenbosch area was commissioned in July 2020. Pinotage MTS was proposed as a solution to deload both Stikland and Muldersvlei MTSES. Eskom's TDP of 2021 – 2030 indicates that installation of a third Pinotage 400 / 132 kV 500 MVA transformer is in Pre-concept phase.

1.2.4.e Solid Waste

The following solid waste projects were identified:

Table 1.10: Solid Waste Major Projects in Helderberg

Project	5 years 2022 - 2025	10 years 2026 - 2030	20 years 2031 0 2040	Opex linked to Capital Budget Infrastructure
New Drop Off Helderberg	R68m			R16m
New Materials Recovery Facility (MRF) Helderberg		R118m		R30m
Helderberg Refuse Transfer Station (RTS)			R180m	R50m

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 with regards to community facilities. **Figure 1.4** should be read in conjunction with **Table 1.11**, as 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.

Nomzamo/Lwandle has been identified as a backlog precinct in the Community Services and Health Infrastructure Plan and ranked the highest area of need in this district, followed by Gustrow and Macassar. Investment in community facilities should be prioritized in these areas.

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.

The Nomzamo node is ranked 1st in the district and 21st within the Metro, the need for recreational facilities such as parks and sports grounds is high and will continue to grow if it is not addressed. Gustrow and Macassar have a significant need for education facilities as such there is a need to ensure that sufficient education facilities are provided for in the proposed developments to ensure that the need for education facilities is sufficiently addressed.

Table 1.11 below is a guide and highlights key facility development priorities within specific catchments (and nodes) resulting from the modelling exercise across the district. It should be noted that this is a guide in terms of the type of facilities of highest need within the catchment areas. Targeted investment into these nodes and facility types is key to addressing the existing service shortfalls and providing access to communities where those facilities are required most.

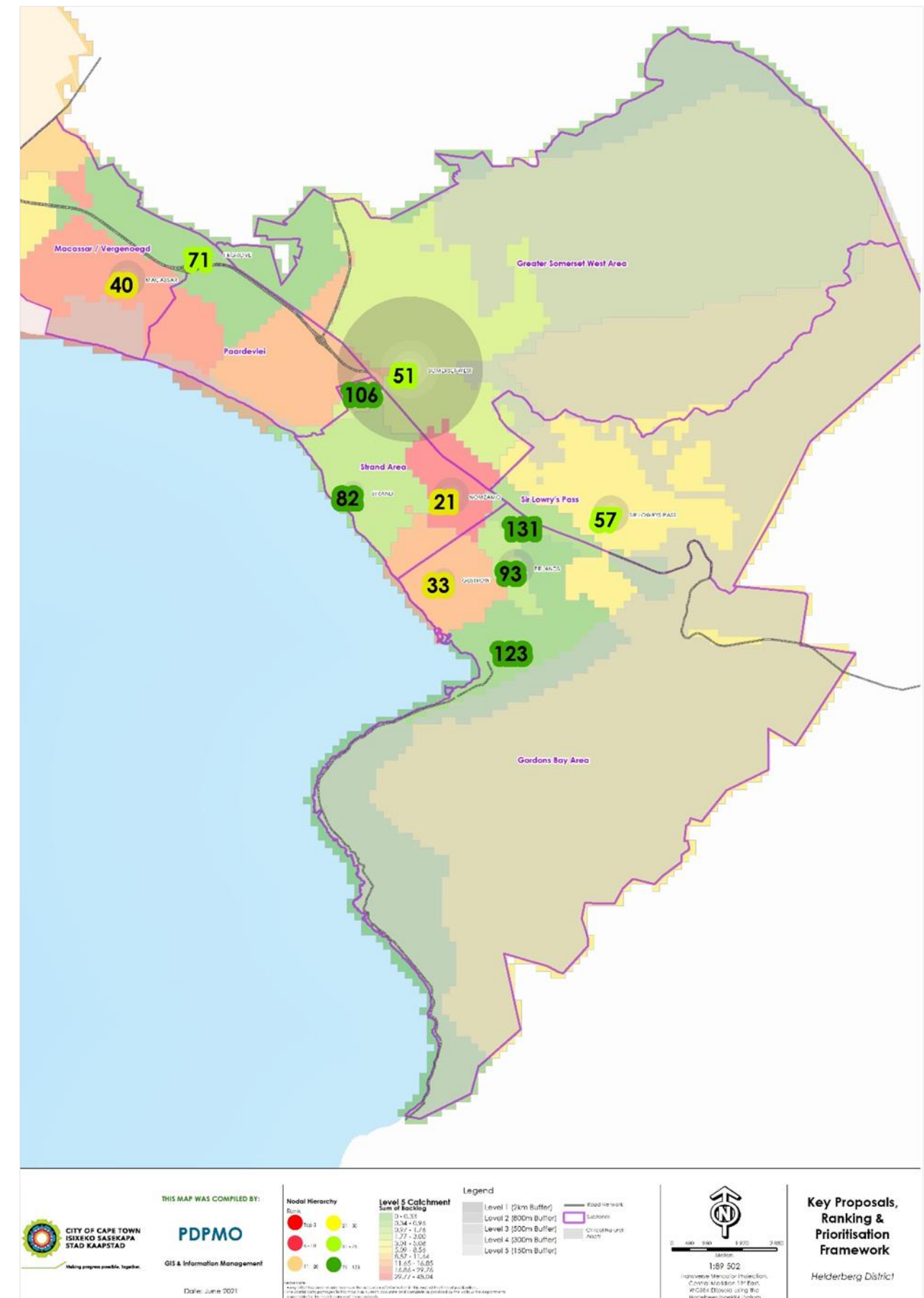


Table 1.11: Helderberg District top areas of need and facilities required 2020

Catchment & Node	Rank in Terms of Need within District	Rank in Terms of Need at Metro Level		Facilities of greatest need	Sub-district
NOMZAMO	1	21		Community Library	Strand
				Community Park	
				Neighbourhood Parks	
				Sports Ground	
				Secondary School	
GUSTROW	2	33		Secondary School	Gordon's Bay
				Neighbourhood Parks	
				Primary Schools	
MACASSAR	3	40		Community Park	Macassar/Vergenoegd
				Sports Ground	
				Secondary School	
				Primary School	
SOMERSET WEST	4	51		Regional Park	Greater Somerset West area
				Regional Library	
SIR LOWRYS PASS	5	57		Community Park	Sir Lowry's Pass
				Sports Grounds	
				Secondary Schools	
				Neighbourhood Parks	
				Primary Schools	
FIRGROVE	6	71		Primary Schools	Macassar/Vergenoegd
STRAND	7	82		Secondary Schools	Strand
FIRLANDS	8	93		Sports Grounds	Gordon's Bay
PAARDEVLEI	9	106		Null	Paardevelei
GORDONS BAY	10	123		Primary School	Gordon's bay
				Secondary School	
VLAKTEPLAAS	11	131		Sportsgrounds	Gordon's bay
				Community Park	
				Primary School	
				Secondary School	

*The colour in the boxes represents 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 exact number of facilities be provided as indicated by the results. In addition to fiscal and land availability constraints, results should be read with the understanding that it is up to line departments to devise a strategy on how to meet the need identified.

Key:

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

An integrated planning approach needs to be adopted when planning and developing future community facilities adopting the principle of clustering and co-location. New facilities should be developed in clusters located in close proximity to public transport in pursuit of TOD principles to ensure the development of integrated human settlements. Owing to the pressure for land and development in this district, areas of need should be prioritized and state owned land leveraged.

Table 1.12 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.

Table 1.12: Pipeline/proposed projects for public facilities

Facility Type	Pipeline Projects		Time Frame
			Short/Medium/Long-term
	New/Replacement	Upgrade/Expansion	
Libraries	Upgrading	Lwandle Community Library Upgrade	Short/Medium
City & Provincial Health	New	Macassar CDC	Medium
	New	Somerset West clinic	Medium-Future
	New	Sir Lowry's Pass clinic	Medium-Future
	New	Gordon's Bay clinic	Medium-Future
	-	Gustrow CDC	Medium-Future

	-	Helderberg Regional Hospital	Medium
Social Development	ECD centers of excellence are to be explored where need arises and subject to budget availability.		
Sports	-	Nomzamo/Lwandle Sports field upgrade	Medium
*IRF –Integrated Recreation Facility *CDC – Community Day Centre *CHC –Community Health Centre *ECD –Early Childhood Development			

1.2.5.a Educational facilities

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

A. Short-Term Need 1-3 years)

- *Sir Lowry's Pass: This need has been recognised previously and is currently in process of constructing a new high school*
- *Strand/Lwandle: An area that has constantly been under pressure and the WCED has worked towards supplying future brick and mortar infrastructure in the form of a different school model. An all-inclusive education model which makes provision for both primary and high school learners.*

B. Long-Term Need (> 5 years)

- *Gordons Bay & Surrounds: With anticipated residential growth from both public and private sectors, the education supply will need to be augmented from both a primary and high school provision.*
- *Somerset: Continuous monitoring regarding the growth of the wider area and the impact it is foreseen to have on education provisioning.*
- *Macassar: An area that is monitored from an education supply perspective in light of anticipated growth.*

Table 1.13: Education pipeline projects

WCED Pipeline projects		Time frame
New(N)/replacement(R)	Expansion(E)/Upgrade(U)	Short/Medium/Future
Sir Lowry's Pass SS (N)	-	Short
Macassar PS Nr.2 (N)	-	Short
-	Danie Ackermann PS (E)	Short
Nomzamo PS & HS	-	Medium

1.2.6. Urban Management Areas

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

1.2.6.a. City Improvement Districts (CIDs)

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

- Somerset West
- Strand

1.2.6.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 MVSA programme relies on the collective efforts made by various line departments in order to fast-track efforts to improve the quality, safety and the environment of communities in the 23 identified precincts across the metro. Precincts relevant to the Helderberg district include:

- Macassar

1.2.7. Urban Restructuring and Upgrading Plan

Error! Reference source not found. below synthesises the key sector specific capital investment p rojects described in this section that need to occur within the existing urban footprint to reinforce the Helderberg District Plan and its associated development proposals, in particular new development areas and areas where major intensification is proposed.

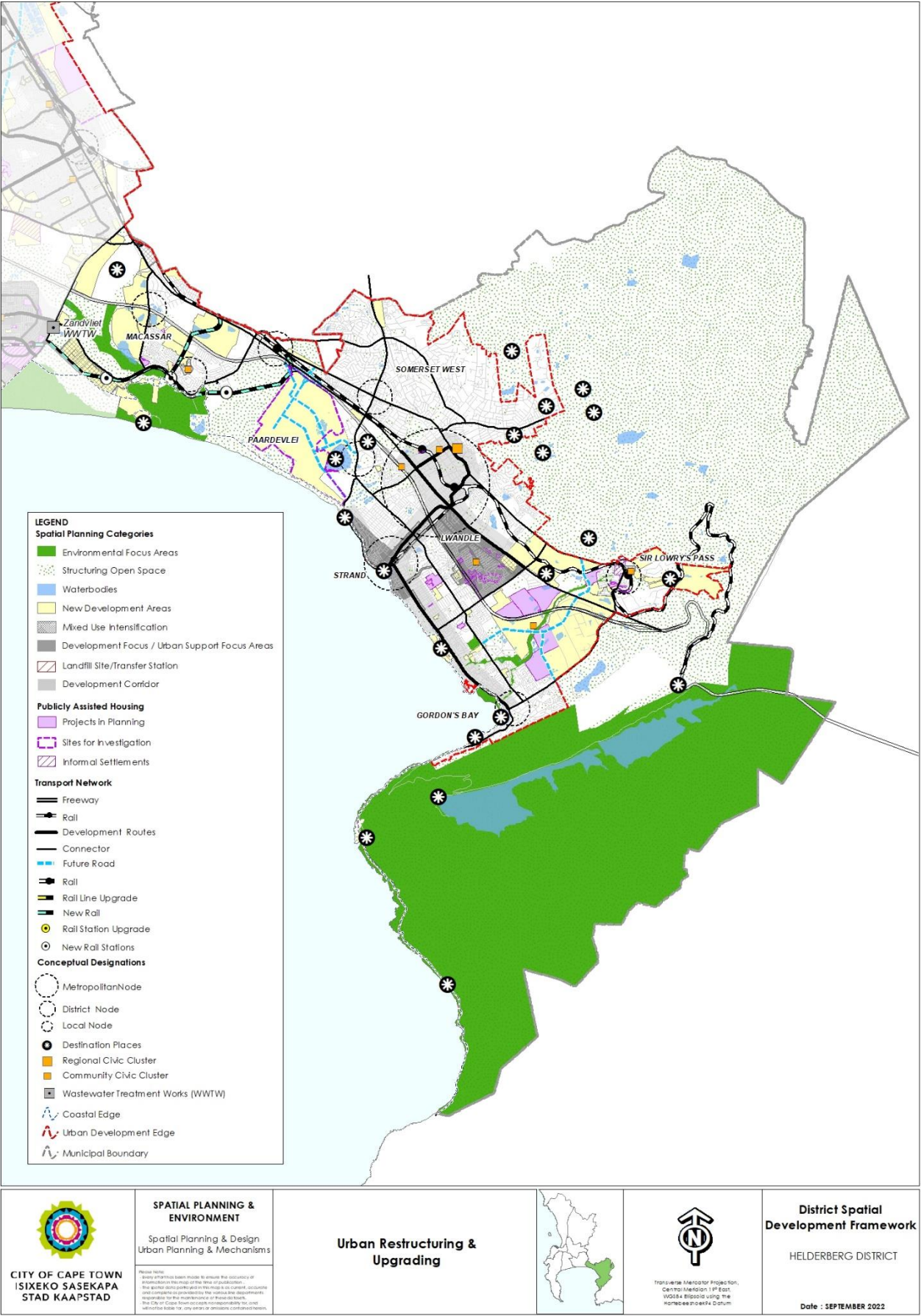


Figure 1.5: Urban Restructuring and Upgrading for the Helderberg District

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's 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.

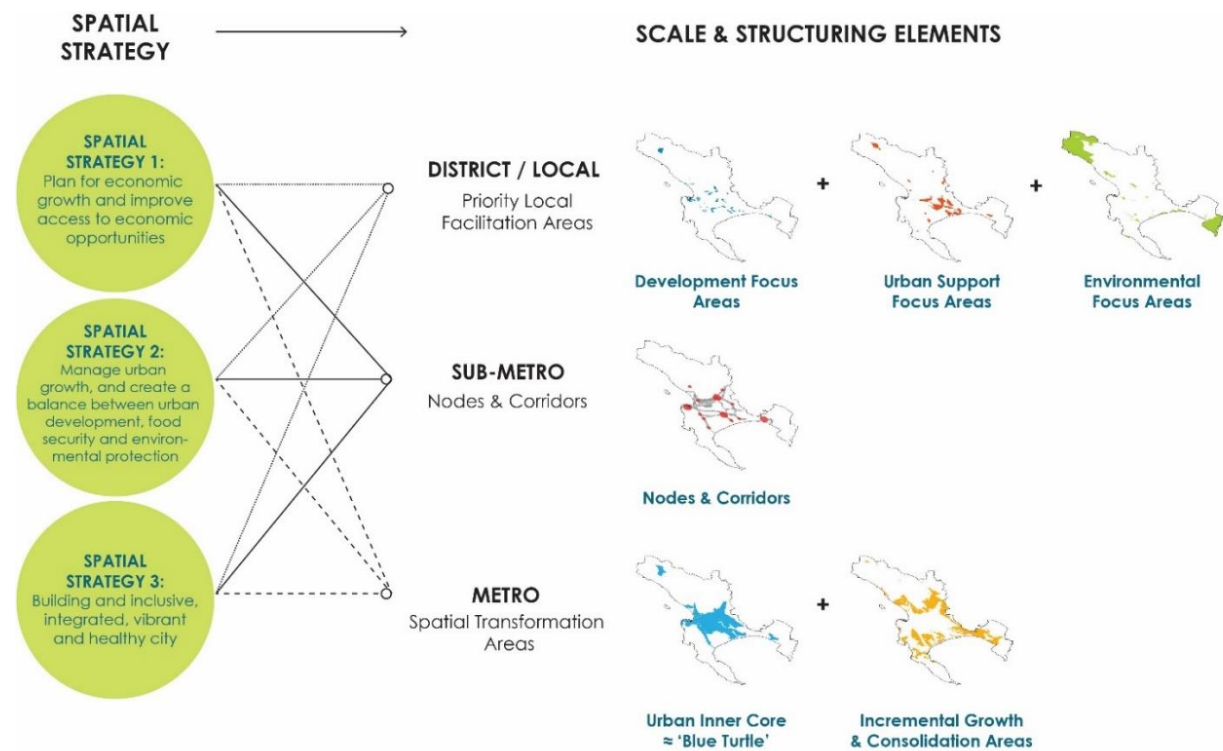


Figure 1.6: Link between spatial strategies, scale and policy

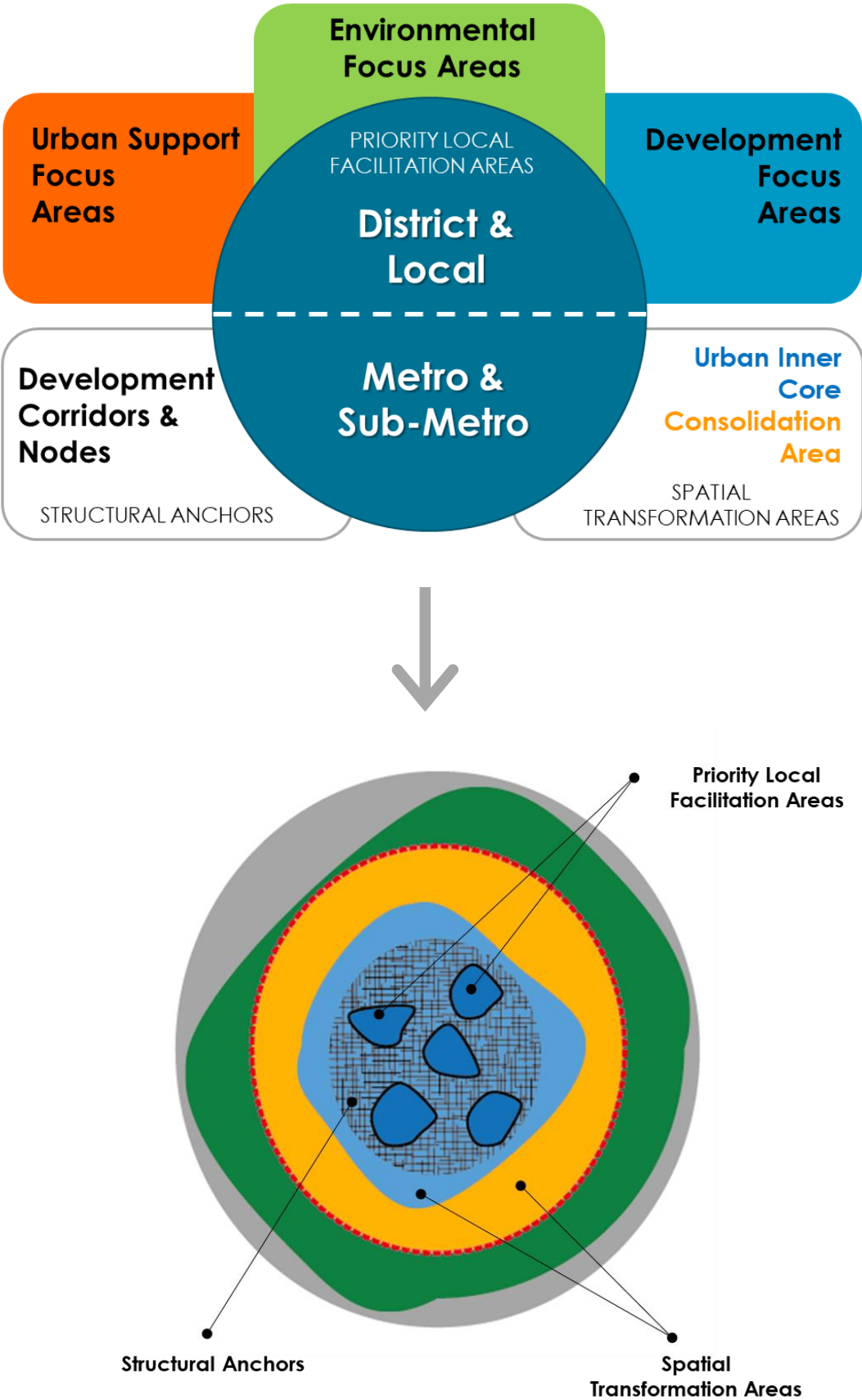


Figure 1.7: District Plan Spatial Targeting Framework Methodology

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 District Plan). 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: Spatial Targeting Framework - Priority Local** Facilitation Areas; 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 Plan.

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 coordinated 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 (NLIs), 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 District Plan, given its environmental significance but are not within designated DFAs and USFAs and hence require equivalent focus.

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

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

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

- Catalysts for integrated development with cross-cutting benefits:
 - 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 District Plan 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 1.15** for further details on the EFAs.

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

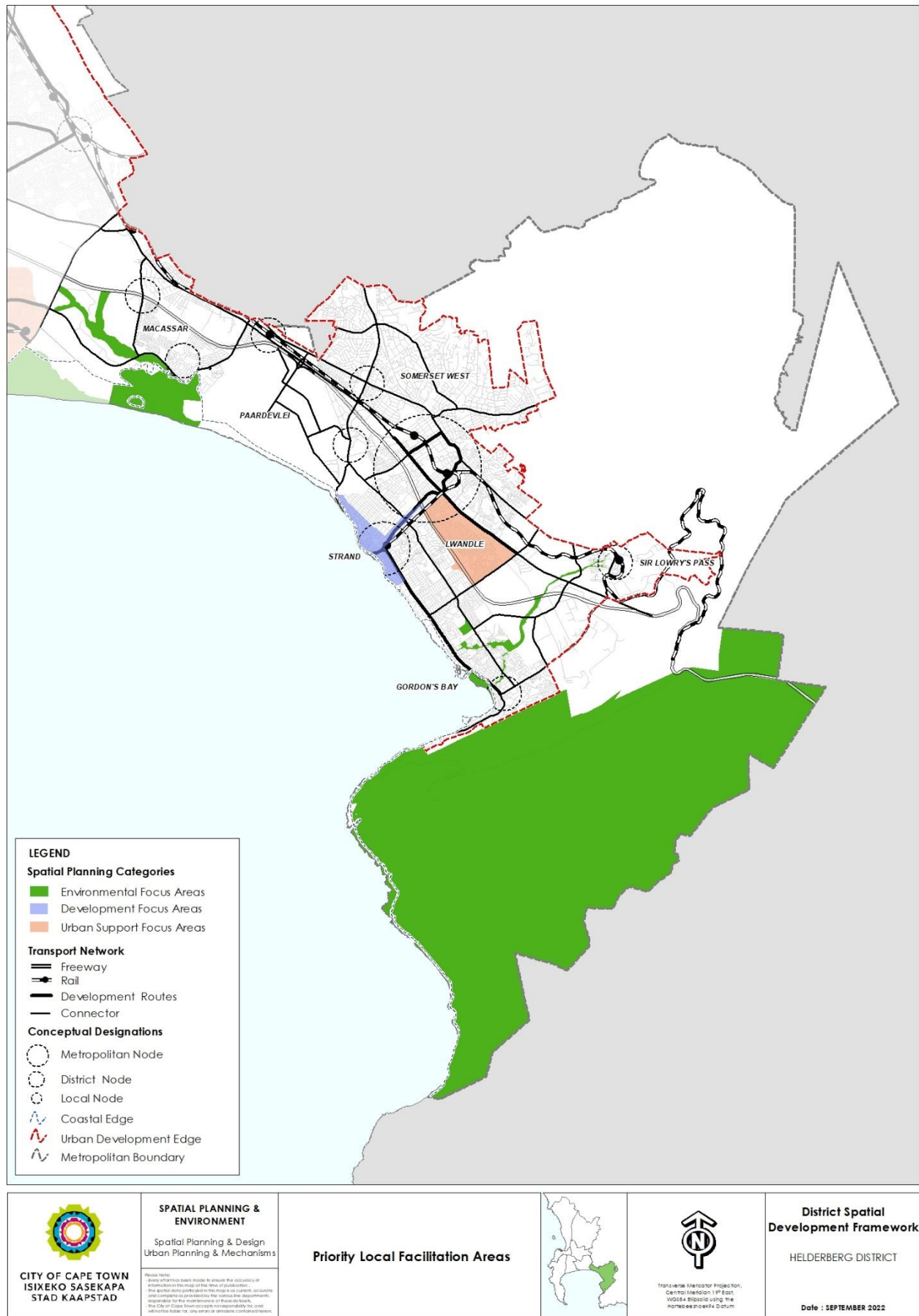


Figure 1.8: Spatial Targeting Framework - Priority Local Facilitation Areas

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 District Plan, 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 1.14 below identifies key, high impact projects that will have a significant impact at a district scale while **Table 1.15** identifies specific local level projects that support the spatial planning proposals for the priority local facilitation areas in the district.

Table 1.14: Major District Prioritisation

Project	Description	What Needs To Happen	Timeframe
Macassar WWTW	Capacity and process / infrastructure upgrade	Upgrade and expansion of WWTW	Short – Medium: 1–5 years
N2 Realignment	Capacity and Infrastructure re-alignment and upgrade	Expropriation Planning Construction	Short – Medium: 1–5 years
Heartland Beach Road Precinct and Heartland Historical Precinct,	Catalytic precinct planning Integrated mixed use intensification.	Planning	Medium - Long: 5+ years

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

Table 1.15: Sub-District prioritisation per category

Priority Area	Project	Description	Timeframe
Urban Support Focus Areas			
Lwandle	Lwandle SG - Synthetic soccer pitches	Upgrade-asset synthetic pitch replacements	Short
Asanda Village	Asanda Village Wetland Rehabilitation	Rehab/refurbish asset	Short to medium
Nomzamo	Nomzamo Pedestrian Foot bridge - Strand NMT	Expand/develop city/asset	Medium
	Nomzamo SF - Artificial Turf	Upgrade asset	Short
	Nomzamo Public Transport Facility	Upgrade	Short to Medium
Development Focus Areas			
Strand CBD	Development of a local area plan	Development plan for the area that will serve as a platform for investment in the area, with a set of logical interventions aimed at enhancing the functionality and desirability of the area.	Medium
Environmental Focus Areas			
Macassar Dunes Conservation Area	BioNet - Macassar Dunes Conservation Area	Land Transfer of Priority Public Works land (Erf CA 544-RE) requires resolution. Land invasion threatens loss of biodiversity.	Short
Macassar Dunes East Conservation Area	BioNet - Macassar Dunes East Conservation Area	Budget required for use of conservation land bank for biodiversity offsets.	Short
Upper Steenbras Catchment	BioNet - Upper Steenbras Catchment (forestry exit land)	Outside CCT; priority public land with land invasion risk to biodiversity and TMG Aquifer water security. Critical for	Medium

		surface water quality and quantity.	
Sir Lowry River	Sir Lowry River Upgrade	Safeguard Gordons Bay against flooding and open up massive tracks of land currently undevelopable for housing (e.g. City-owned Vlakteplaas).	Short to Medium

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). (Short: 1-2yr, Medium:2-5yr, Long: 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 and the new District Plan through the *spatial targeted areas* (opportunity and vulnerable areas) in **Section 0**, and programmed with due regard for resources available to undertake projects.

Based on the technical review and inputs to date, several planning and investment focus areas have been identified including preliminary local planning areas where further planning is required to guide local land use change or define capital investment interventions or where further work is needed to unlock strategic land for development. The priority local area planning initiatives for the Helderberg District are detailed in **Table 1.16** below:

Table 1.16: Local Area Planning Initiatives

Area	Description And Motivation	Planning Product	Status	Timeframe	Lead Department
Strand Beachfront / CBD	Development plan for the area that will serve as a platform for investment in the area, with a set of logical interventions aimed at enhancing the functionality and desirability of the area. Community driven planning process to be explored in this regard.	LSDF	Pipeline / Initiation	Medium term: 2-5 years	DP&M
Lwandle	The area requires detailed precinct planning to bring about a sense of legibility and identity the area. Furthermore, the design and upgrading of the public realm is important for those making use of the space.	Precinct Plan	In Progress	Short term: 1-2 years	UD
Gordons Bay CBD	The business centre of Strand and Gordon's Bay is deteriorating due to poorly maintenance of public infrastructure and due to the lack of safe and security for business. There has been a trend in businesses relocating to newer office space in Paardevlei that is more	LSDF	Pipeline / Initiation	Medium term: 2-5 years	DP& M

	accessible and a larger agglomeration of economic activity. Urban design guidelines / framework with landscaping proposals are necessary to improve the character of the area.				
Sir Lowry's Pass Village	The area has developed over the years with little planning guidance specific to the context of the area. There is a need to development a framework that is able to respond directly to character to the area and develop specific spatial objective and guidelines that can transform the area spatially to cater to the needs of the people as well as respond to the development potential and opportunities that exist within the area.	LSDF	Pipeline / Initiation	Medium term: 2-5 years	DP&M
Asanda Village	The area requires much need spatial planning guidance and intervention to address the issues faced by the community.	Local Area Plan		Medium term: 5 years	DP&M

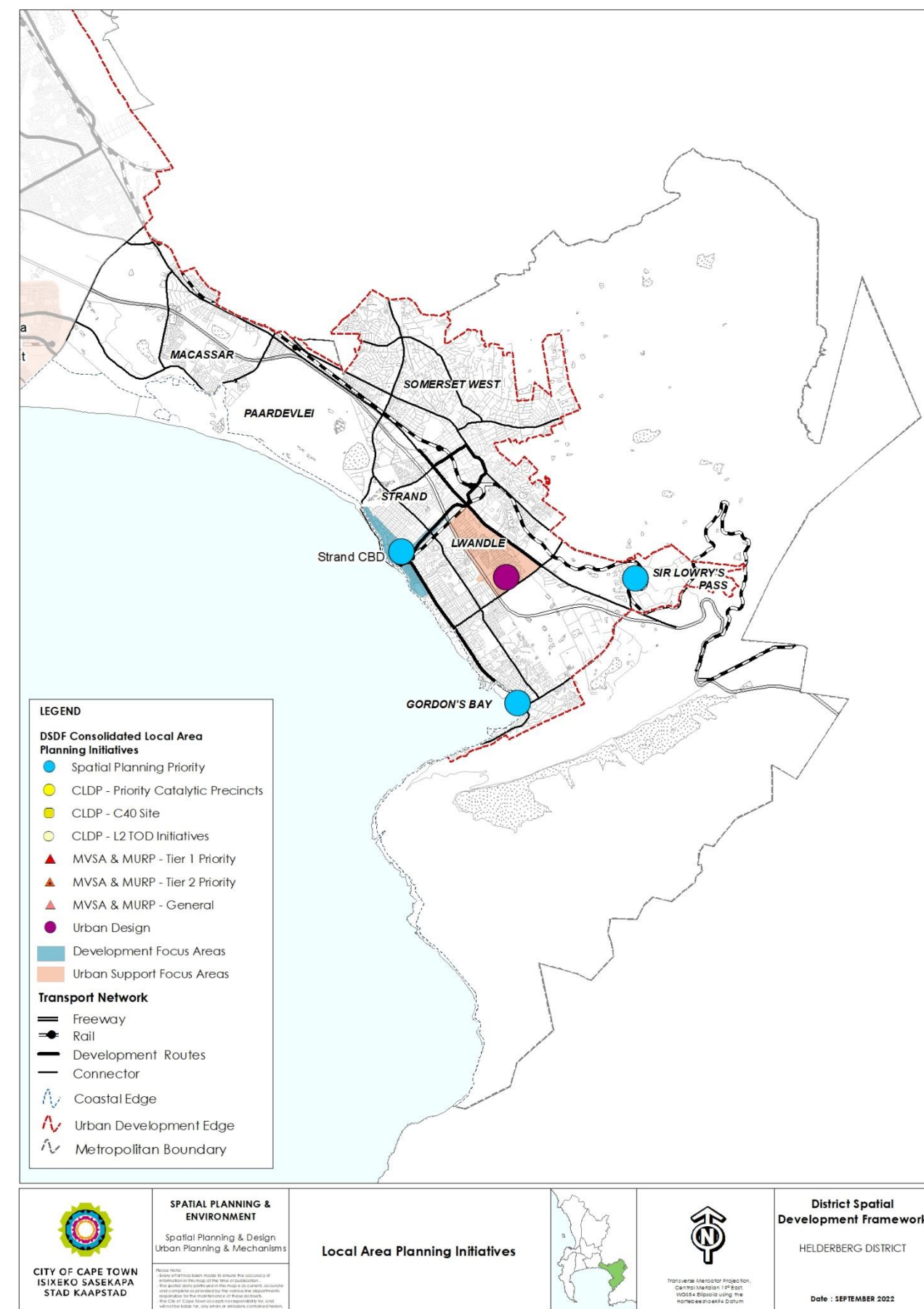


Figure 1.9: Helderberg District – Local Planning Initiatives

1.5 Local Policies to be Withdrawn or Amended

The following section includes a list of approved local level policies and plans that should be withdrawn or amended to ensure alignment with the new Helderberg District Plan, once approved. The specific motivation for withdrawal or amendments are describe in **Table 1.17** and **Table 1.18** below.

Table 1.17: Policies to be withdrawn

Policy or Plan	Motivation
Sir Lowry's Pass Structure Plan (1997)	To formulate a policy promoting future development within the study area, and the general well-being of the community.
Gordon's Bay Local Structure Plan (1989)	To lay down development guideline and objectives that will stimulate and regulate future development.

Table 1.18: Policies to be amended

Policy or Plan	Motivation
Scenic Drive Network Management Plan (Vol 3,2003)	The need to update the Scenic Drive Network Management Plan (Vol. 3, 2003) to increase alignment where necessary on policy guidelines of the Draft Scenic Drive Network Management Plan, dated 15 May 2013.

1.6 Implementation Mechanisms

A parallel investigation was undertaken during the review of the 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 land owners and reinforce the City's commitment to drive the spatial vision and development proposals contained within the District Plans.

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 one function, this categorisation focuses on their primary objective. The four categories of mechanisms are described below:

1.6.1.a Development Incentives

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

1.6.1.b Income Generation

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

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

1.6.1.c Institutional

Institutional mechanisms seek to harness the City's operational and legislative capacity as a means of improving the development process. A core facet of this is by identifying and leveraging operational efficiencies as 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 Annexure A. It should be noted that the available mechanisms listed in **Table 1.19** below is not district specific (i.e. not all mechanisms are found within the Helderberg District).

Table 1.19: Available mechanisms

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

1.6.3 Proposed mechanisms

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

Table 1.20: Proposed mechanisms

Mechanism	Description	Timeframes
Development incentives		
Integrated incentive overlay zone	A regulatory tool that refers to a zoning, in addition to the base zoning, stipulating the purposes for which land may be used and the development rule which may be more or less restrictive than the base zoning.	A: 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

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 Annexure B. This should be applied to all eight district and associated sub-districts to identify a suite of mechanisms to support the implementation of the 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.

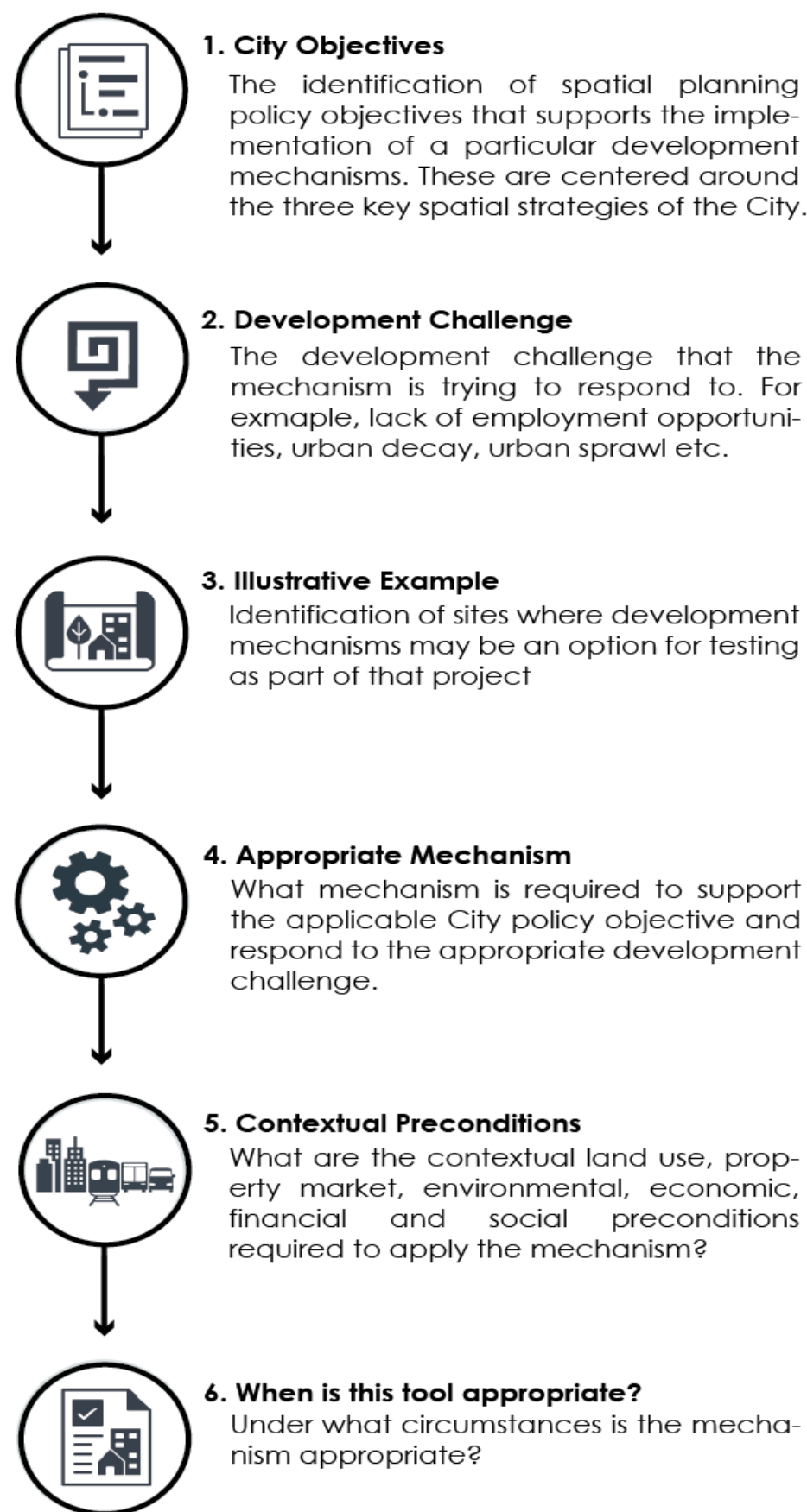


Figure 1.10: Methodology for Implementing Mechanisms.

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 Helderberg District

1.6.6.a Environmental Exclusions

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

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

1.6.6.b Heritage exemptions

Legislated Heritage Exemption Areas (HEA) have also been identified as a mechanism with the potential to streamline and reduce the requirements for heritage assessments and authorisations as part of development application approval process (i.e. Heritage Impact Assessments (HIA)), reduce timeframes for approvals and contribute towards reducing the cost of doing business in the City of Cape Town. The focus of this investigation is on obtaining a legislative exemption from section 34 and 38 heritage trigger activities, of the National Heritage Resources Act, Act 25 of 1999. Refer to **Figure 1.11** below.

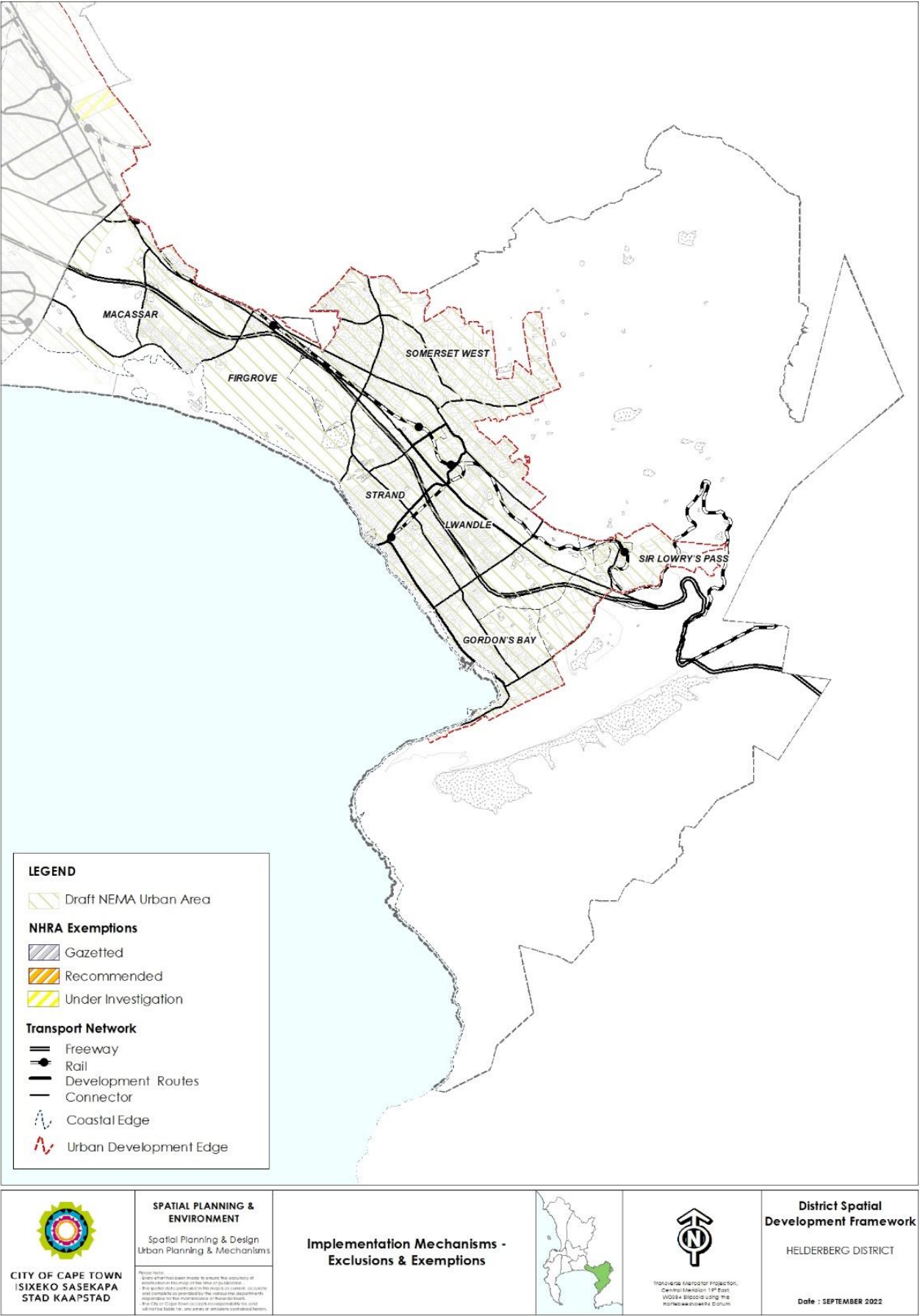


Figure 1.11: Exclusions and Exemptions for Implementation Mechanisms

1.6.6.c Investment Incentives

The City's approved Investment and Incentive Policy provides the following incentives for targeted industrial nodes with clear potential for economic growth but which is currently underperforming/lagging and select tertiary sectors (more detail on these incentives can be found in Annexure B of Volume 4).

- 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**, are eligible for the aforementioned incentives. None are within the Helderberg District, however, 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.

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 adhoc review of the MPBL. The IOZ is already contained within the MPBL, however there are no general or specific provisions attached to it (refer to 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: Somerset West and Strand

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 Strand Beachfront and CBD is identified as a DFA (a spatial targeted area for spatial transformation (refer to **Section 1.3.1.a**), 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.

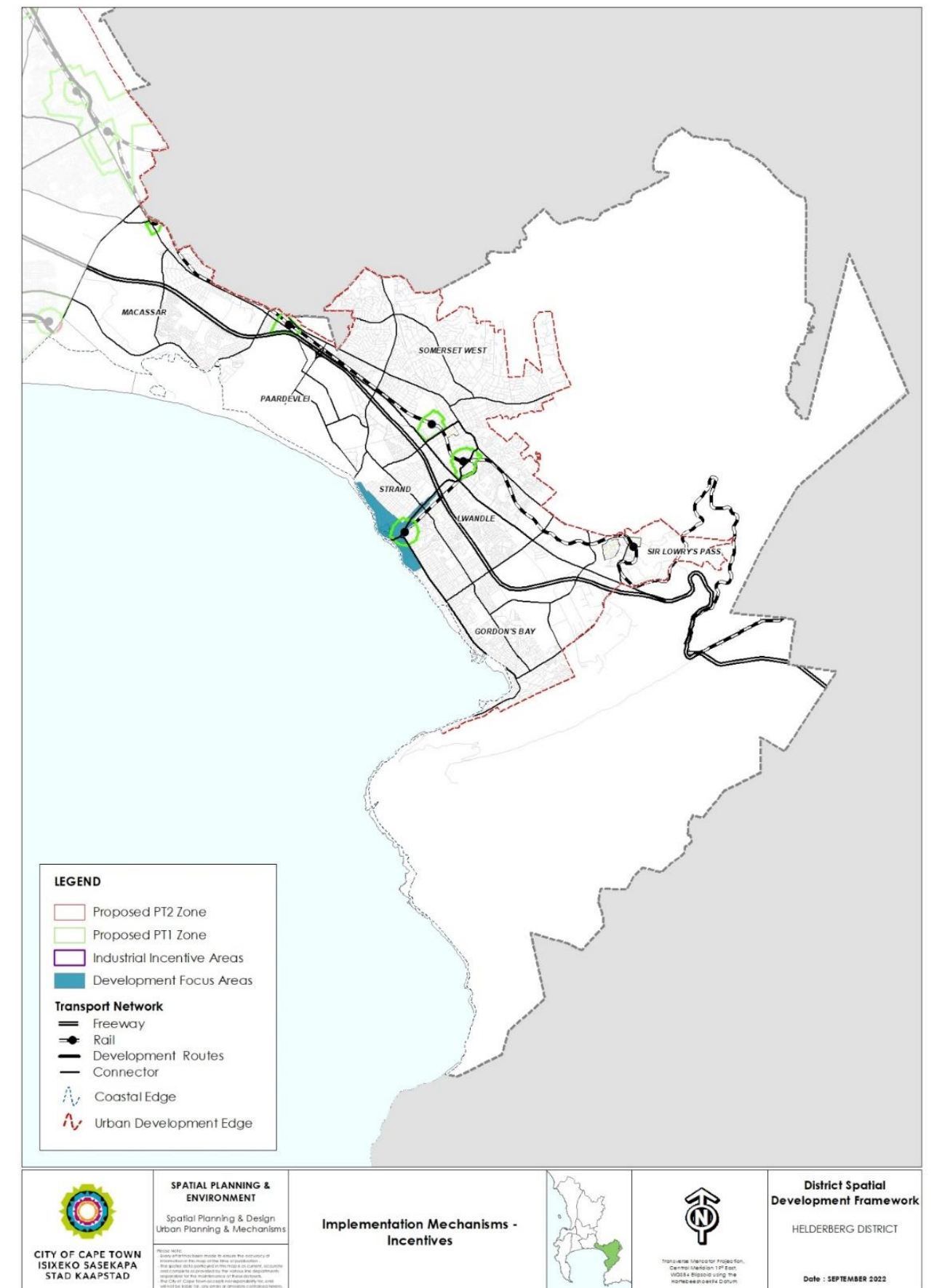


Figure 1.12: Incentives for Implementation Mechanisms

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 – refer to **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 Plans.

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 District Plan objectives – refer to **Figure 2.2** below.

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

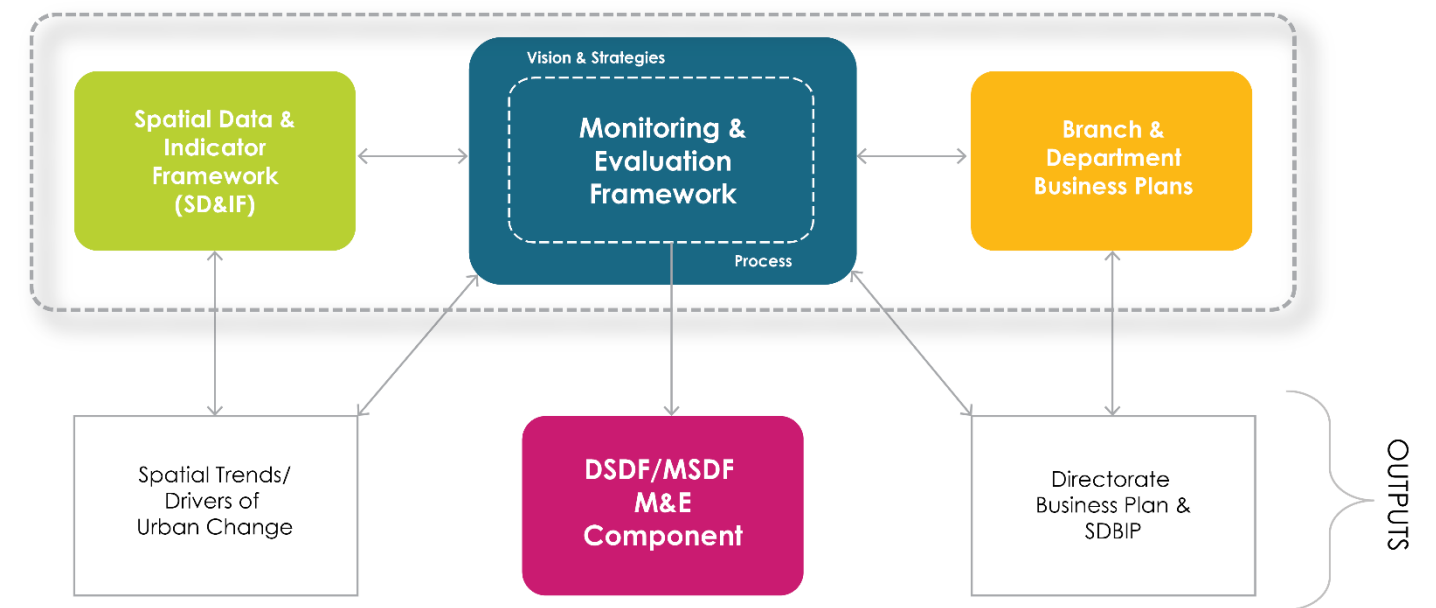


Figure 2.1: Overview of the UPD Spatial Data & M&E framework

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

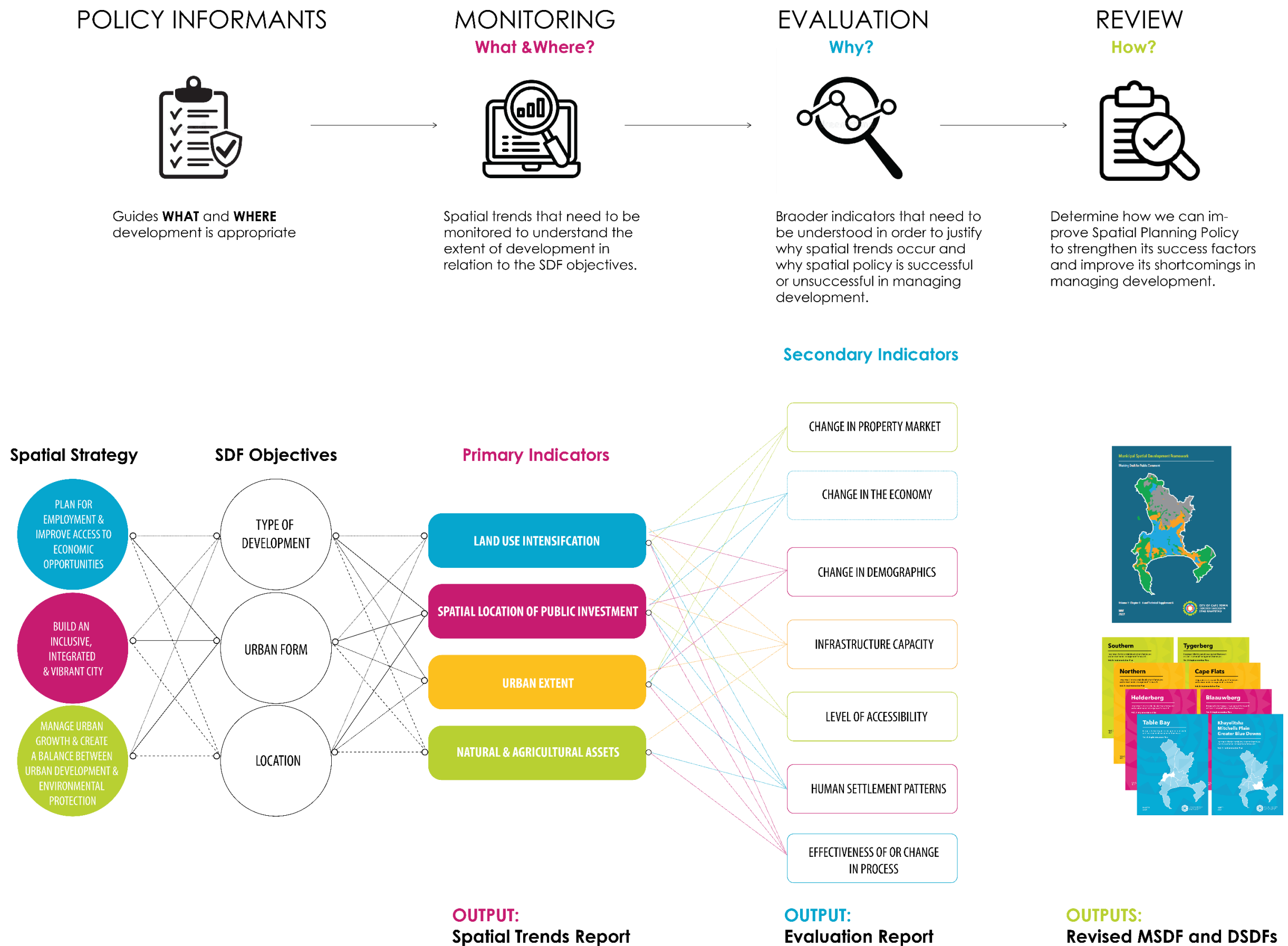
2.2 Monitoring

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 District Plan 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.



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

Table 2.1 Key milestones for M&E deliverables

Tasks	Timeline				
	Year 1	Year 2	Year 3	Year 4	Year 5
Aim to set up agreements/commitments with relevant data custodians with regards to data requirements and consistent updates.					
Undertake case studies, if more in-depth analysis is required based on any noteworthy patterns emerging from the tracking of data.					
Compile comprehensive District Plan trends profile and relevant recommendations to inform review of future District Plans.					
Start review and refine M&E framework for next five-year cycle.					