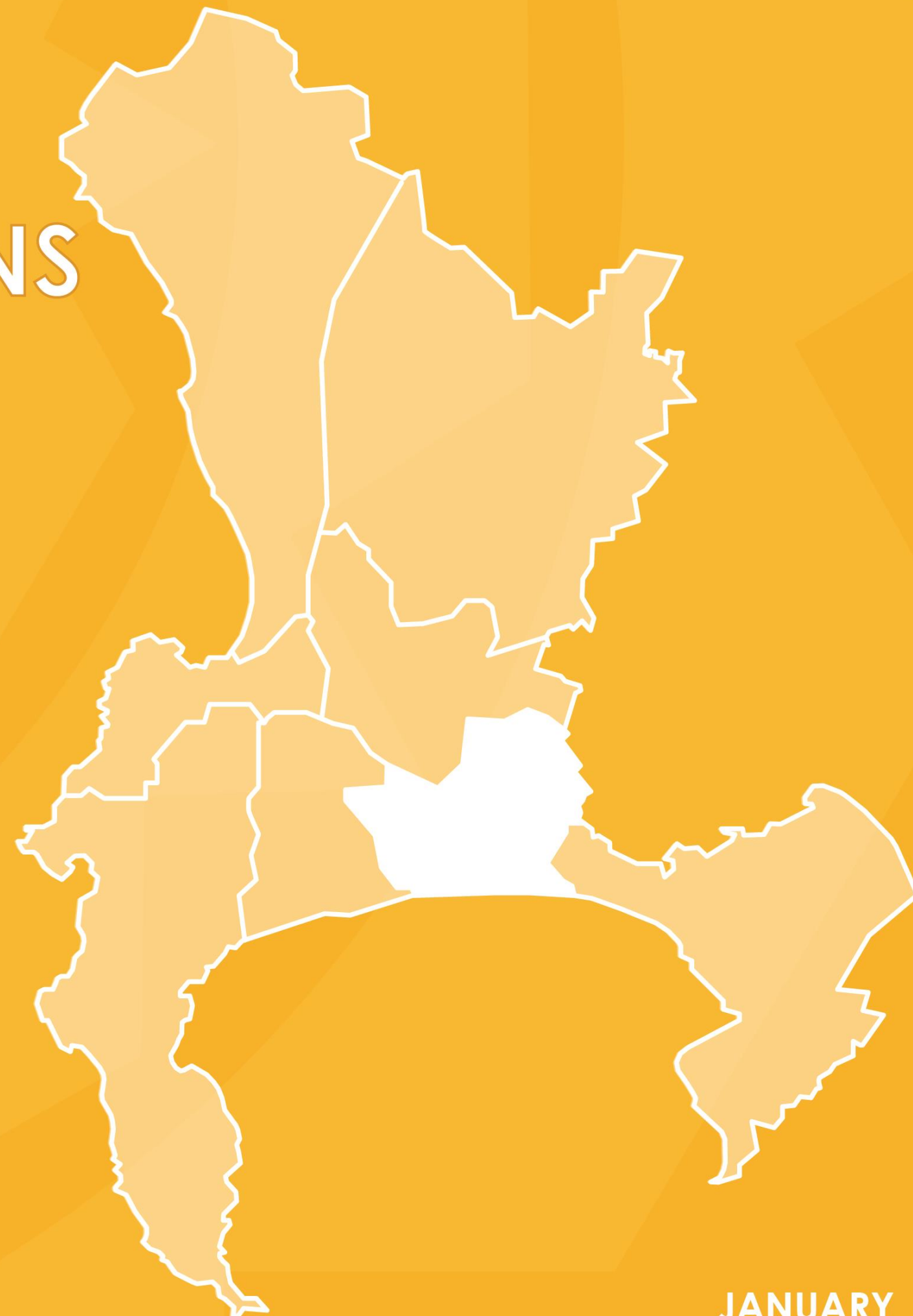


KHAYELITSHA MITCHELLS PLAIN GREATER BLUE DOWNS

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

1 IMPLEMENTATION PLAN 1

1.1 Approach to Implementation 1

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

1.2.1 Transport & Access Infrastructure.....3

1.2.2 Environmental Infrastructure and Open Space System7

1.2.3 Human Settlements8

1.2.4 Bulk Infrastructure9

1.2.5 Public Facilities and Public Space12

1.2.6 Urban Management Areas17

1.2.7 Urban Restructuring and Upgrading Plan17

1.3 Spatial Targeting Framework for Prioritising Public Investment19

1.3.1 Overview of Priority Area Identification20

1.3.2 Capital Investment Prioritisation23

1.4 Local area planning priorities24

1.5 Local Policies to be Withdrawn or Amended28

1.5.1 Policies to be withdrawn.....28

1.6 Implementation Mechanisms.....28

1.6.1 Categorisation of Mechanisms28

1.6.2 Available Mechanisms.....29

1.6.3 Proposed Mechanisms.....29

1.6.4 Local Application Method30

1.6.5 Spatially Targeting (Review of ECAMP)31

1.6.6 Mechanisms Underway / for Investigation in the Khayelitsha Mitchells Plain Greater Blue Downs District.....31

2 MONITORING AND EVALUATIONS FRAMEWORK35

2.1 UP&D Framework for Spatial Data and M&E: An overview35

2.2 Monitoring35

2.3 Evaluation37

2.4 Review 37

2.5 Action plan..... 37

List of Figures

Figure 1.1: Implementation Plan Process Diagram..... 1

Figure 1.2: DSDF Approach to Implementation..... 1

Figure 1.3: Public Right of Way 6

Figure 1.4: Philippi MTS supply area 11

Figure 1.5: Hierarchy and ranking of nodes for 2020 estimates..... 13

Figure 1.6: Urban Restructuring and Upgrading 18

Figure 1.7: Link between spatial strategies, scale and policy elements..... 19

Figure 1.8: DSDF Spatial Targeting Framework Methodology..... 19

Figure 1.9: Khayelitsha Mitchells Plain Greater Blue Downs District Prioritised Local Area 22

Figure 1.10: Khayelitsha Mitchells Plain Greater Blue Downs District – Local Planning Initiatives..... 27

Figure 1.11: Methodology for Implementing Mechanisms 31

Figure 1.12: Exclusions and Exemptions for Implementation Mechanisms 32

Figure 1.13: Incentives for Implementation Mechanisms..... 34

Figure 2.1: Overview of the UPD Spatial Data & M&E framework..... 35

Figure 2.2: Focus of DSDF/MSDF M&E Framework 36

List of Tables

Table 1 : Planned / Proposed Housing Projects for Khayelitsha Mitchells Plain Greater Blue Downs District8

Table 2: Priority Human Settlements and Housing Development Areas9

Table 3: Electricity projects (excluding Eskom) 10

Table 4: Solid Waste Major Projects in Khayelitsha Mitchells Plain Greater Blue Downs 12

Table 5: 2020 Top Areas of Need in Khayelitsha Mitchells Plain Greater Blue Down District 14

Table 6: Education pipeline projects 15

Table 7: Pipeline Projects in the Khayelitsha Mitchells Plain Greater Blue Downs District 16

Table 8: Major District Prioritisation23

Table 9: Sub-District prioritisation per category23

Table 10: Local Area Planning Initiatives25

Table 11: Policies to be withdrawn.....28

Table 12: Available mechanisms.....29

Table 13: Proposed mechanisms.....30

Table 14 Key milestones for M&E deliverables37

1 IMPLEMENTATION PLAN

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

Figure 1.1 below.

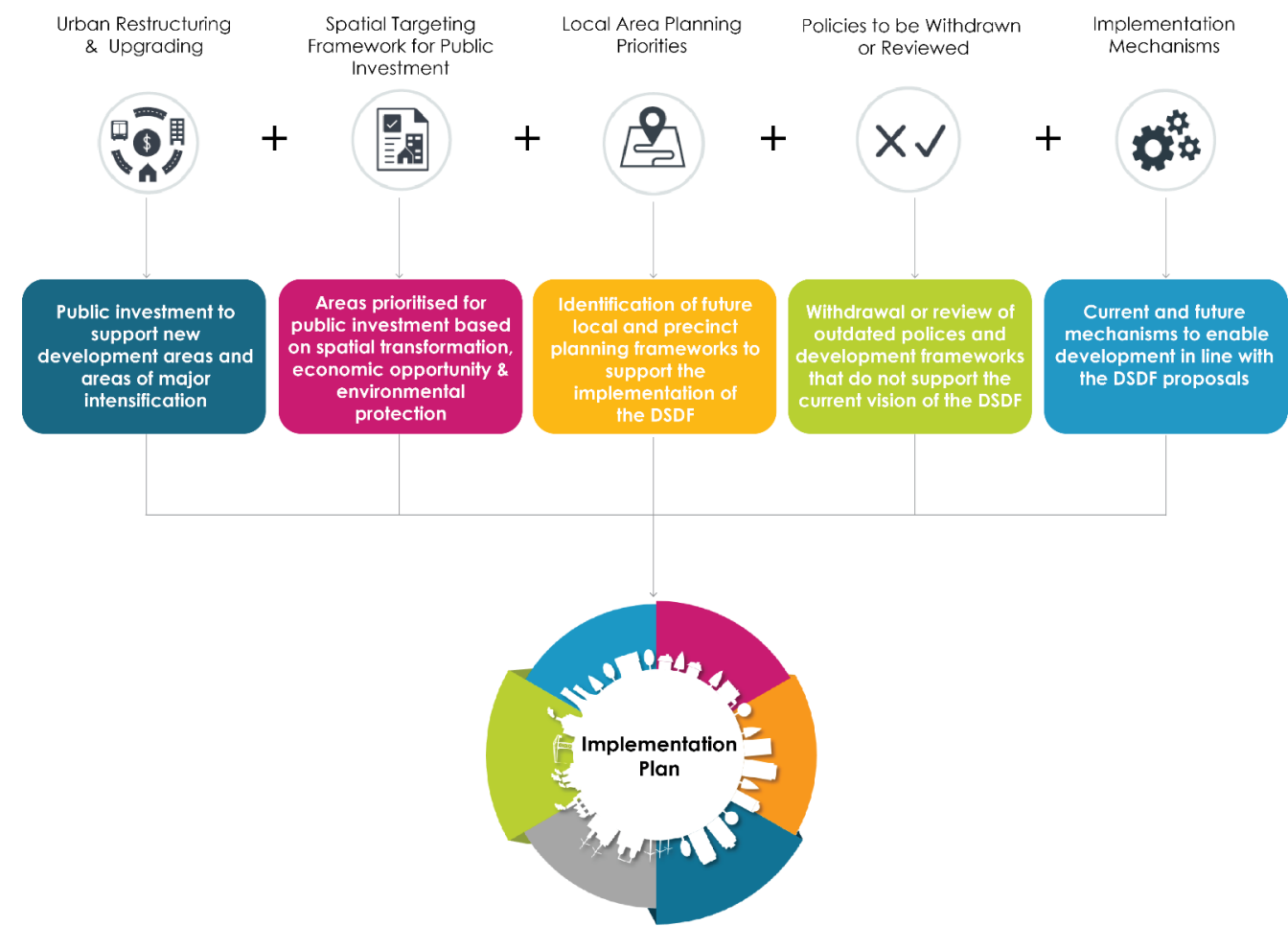


Figure 1.1: Implementation Plan Process Diagram

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 DSDF spatial planning objectives. To effectively achieve this the following three key interventions

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

- **Public Investment**: integrated and aligned public sector investment through *Urban Restructuring and Upgrading* (Section 0), the *Spatial Targeting Framework* (Section 1.4) and *Local Area Planning Priorities* (Section 1.4)
- **Ease of Process**: removing red tape and improving institutional efficiencies by *withdrawing contradictory or overlapping local planning policy* with the approval of the DSDF (Section 1.1) or *pursuing mechanisms* to streamline processes such as development applications in line with strategic planning initiatives to provide certainty and transparency to developers and businesses.
- **Enabling Incentives**: *Development Mechanisms* (Section 1.6.1.a) to stimulate private sector development and leverage public investment designed to change the behaviour of role-players in the property development process or influence their decisions in order to achieve specific outcomes.

The process is conceptualised in

Figure 1.2 below:



Figure 1.2: DSDF Approach to Implementation

1.2 Urban Restructuring and Upgrading Proposals

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

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

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

While the Khayelitsha Mitchells Plain Greater Blue Downs DSDF promotes general intensification across the district, in particular along the higher and lower order development routes. Further specific areas identified for mixed use intensification include:

- Khayelitsha CBD including Ntlazane, Phakamani Road and portion of Spine Road between Jeff Masemola and Mew Way, Mitchells Plain CBD and portion of AZ Berman, Blue Downs CBD, Eersteriver.
- Stock Road and Blackheath station.
- Philippi Opportunity area including Govan Mbeki Road.
- Mitchells Plain CBD and Lentegour station

Significant New Development Areas in the Khayelitsha Mitchells Plain Greater Blue Downs District Include:

- Swartklip site
- Kapteinsklip Station Precinct
- Philippi Opportunity area
- Blue Downs CBD

Taking the above into account the following capital investment is required to support the implementation of the long term development proposals in the DSDF. However, it is important to note that final project selection is dependent on a number of detailed economic, financial and operational assessments to be determined by the City's Infrastructure Strategy and Sector Plans.

1.2.1 Transport & Access Infrastructure

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

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

1.2.1.a New road links

There are a number of existing new road link proposals in the district. While these are all important to the overall (eventual) integration and functioning of the district, in terms of the stated shift in focus for transport infrastructure in the city and in the Khayelitsha Mitchells Plain Greater Blue Downs district the most important new road links required in the district are the proposed Extension of **Sheffield Road** west and across the railway line to Ottery Road.

The follow road improvements and route connections are required to promote integration

Philippi area

- Extension of **Sheffield Road** west and across the railway line to Ottery Road.
 - This will improve access to the industrial and commercial complex.
 - Development of a central structuring route through the Philippi/Browns Farm area should promote connectivity and structure local activity. This should link **Colorado/Bristol Road** through the 'old cement factory' site to Stock Road and beyond this follow the existing road reserve through the industrial area.
 - Extension of a new road to the east of the 'old cement factory' site, across Sheffield to link to **Ngqwangi Drive**.
 - Investigation into the feasibility of linkage of **Nondlwana** across the R300 to link with Auber Avenue.
 - Extension of Sheffield Road west through the northern portion of the PHA
- The redesign of Sheffield Road for a dual functionality (both a mobility and an activity and amenity corridor) and extension to Vanguard Drive. The re-alignment of Borchers Quarry to

support the improved connection between Philippi and the Airport Industrial (access to employment)

- The extension of Symphony Way Southwards into Philippi from the northern Metropolitan node of Bellville.
- R300 extension southwards to Main Road.

Mitchells Plain

- Extension of **Alpine Road** through Lentegeur sports complex to link up with Lobelia Street which links to the Lentegeur Station via Katjeepering Street.
- Northern extension of **Samantha/Montclair/Hillcrest** to provide a direct link to Mandalay Station.
- Investigation into the feasibility of the link of **Merrydale** via Johannes Meintjies, Hans Aschenborn Road and Washington Drive.
- The realignment of Baden Powel Drive to the north of the Wolfgat Reserve, while not dismissed as an opportunity, should not be prioritised in the short to medium term as other priorities in terms of the movement system could hold more significant social and economic impact.
- Extension of Washington Drive with Hans Aschenborn Road.

Khayelitsha

- The completion of **Mew Way/Saxdowns** link to improve the broader level linkage of Khayelitsha to the northern parts of the metropolitan area.
 - The completion of the road link will increase not only the accessibility to and from Khayelitsha in the south, but will also create a better integration of Blue Downs with the surrounding urban environment. Although mobility should be the primary focus of the road, its role as a development route should also be optimised where the applicable access policy allows for infill developments, which could be of a mixed -use nature. Such potential may exist at the intersection with Stellenbosch Arterial.
- Expanding the off-ramp from N2 to Mew Way and Spine Road entering Khayelitsha, to alleviate traffic congestion during peak hours, also signalling those entry points to facilitate smooth traffic flow.
- The extension of Aliam Drive south of Nolungile Station through the Swartklip site to link with Mitchells Plain with potential links to Highlands Drive and Mandalay Station.
- Upgrading **Jeff Masemola** to facilitate developments of the route as metro corridor.

Blue Downs

- Extension of **Silversands Road** from Delft–Westbank through to link to Blue Downs CBD.
- Upgrade of **Eerstriv Road** to fulfil the function of an activity route in order to optimise development opportunities in its proximity.
 - Vast undeveloped portions of land are evident along this route, which is earmarked for higher density residential developments and which may include subsidised housing. In order to optimise the potential for smaller enterprises to be introduced, accessibility from/onto the road should be maximised.
- Saxdowne Road extension from Hindle Road to link up to Stellenbosch Arterial via Highgate, Sunbird Park and Hagley.
- Dualling of Hindle Road extension (in Rosedale) to link up with Raymond Ackerman Ave and Forest Drive.
- Spine Road Extension north of the N2 from Faure Road to link up with Stellenbosch Arterial via van Riebeek Road.

1.2.1.b Public Transport

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

Proposed priority station upgrades to support the heightened role of these places within the area include:

- Kapteinsklip Station
- Nolungile Station
- Philippi Station (southern forecourt and pedestrian access across the rail)
- Lentegeur Station
- Kuyasa Station
- Existing transport interchanges at stations throughout the District should be upgraded where necessary and equipped with station park and ride facilities including non-motorised transport (NMT) facilities (paths, underways or bridges, bicycle facilities).

This includes major building and refurbishment in some cases park and ride facilities, and non-motorised transport (NMT) facilities (paths, underways or bridges, bicycle facilities). Attention needs to be given to railway stations where intermodal facilities or other land use activities existing in terms of upgrading them, where it will minimise the waiting time for transferring passengers, it should also develop models that deals with coordination challenges during peak hours. The following stations

that should be prioritised for upgrades: Khayelitsha, Kuyasa, Mitchells Plain, Lentegeur, Nonkqubela and Philippi.

The MyCiTi Phase 2A is a critical public transport requirement in the district given the massive numbers of commuters moving through the district from east to west, and the lack of rail connection between the east and key opportunity areas in the Southern Suburbs. MyCiTi Phase 2A consists of two trunk routes (T11 and T12). T12 starts in Mitchells Plain and links up with T11 in Nolungile and Khayelitsha via Govan Mbeki Road, and then continues to the Cape Flats District via Govan Mbeki towards Claremont and all the way into Wynberg in the south district.

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

- i. Developing public transport lanes on the abovementioned roads (inclusive of necessary road widening).
- ii. Developing a major BRT interchange on Govan Mbeki Road just east of Jan Smuts Drive (before the T11 and T12 routes split and go south and north respectively).
- iii. Developing appropriately scaled BRT stops at other key points along the road, including Ottery commercial centre.

Key to all public transport provision is integration with other modes of movement, and especially non-motorised transport (NMT).

Attention needs to be given to the inclusion of 'park and ride' facilities associated with both the existing rail stations as well as the proposed IRT Trunk route stations.

1.2.1.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 along the NMT.

In the Khayelitsha Mitchells Plain Greater Blue Downs district, interventions should focus on:

- Linking Khayelitsha and Mitchells's Plain to the coastal nodes of Mnandi and Monwabis and the Kapteinsklip Station by means NMT. Also access to Oscar Mpetha Road should be upgraded or prioritised for access to the coastline.
- NMT along development corridors and at main movement generators (i.e. transport interchange/station areas – see above). This includes along development corridor main roads, with primary focus on pavements and pedestrian links across roads (design, surfacing, street

furniture, etc.). It may also where possible also include bike routes, but these may often be better accommodated along parallel supporting connector routes or in association with the identified open space link related routes. See the City's planned NMT network for guidance.

- The role of NMT for bikes, including especially commuter bikes, will become increasingly important along particularly district connector routes in line with the City's increasing focus on densification, walkability and liveability, and new bike technology (especially the emergence of electric bikes). A major focus must be on safety (and security) with a goal of zero deaths, which has implications for changes to current design of movement routes (e.g. separation of NMT, traffic calming, nature of road crossings), the management thereof (e.g. vehicular speed) and the nature of urban development interfacing with these routes (positive frontages will support surveillance and safety).
- The development of main public (and where possible private) links into and through major open space areas in the district which connect destination places and movement generators. These include nature tracks for hiking and biking.
- The linking of significant public open spaces within urban areas, along open space (green) corridors or most appropriate public roads, towards the establishment of a network accessible to NMT across the district, and through the district to neighbouring districts. This should include the establishment of pathways through/around/along open spaces, and appropriately (re-)designed, landscaped, tree-planted roads/pavements between these open spaces. See sub-district maps.
- Tree planting and landscaping should be a focus (for Ward budgets, adjacent property developers, etc.) along Walter Sisulu, AZ Berman, Pama, Mew way extension linking Khayelitsha and Blue Downs via Mfuleni amongst others. to assist with NMT legibility, safety, and attractiveness, while progressively contributing to urban heat generation mitigation by effectively narrowing asphalt exposure to the sun.

i. Streets and Public Squares

Improvements to key streets and public squares include re-designed, engineered and constructed roadways, landscaping and locally indigenous planting, appropriate lighting and 'street furniture', and provision of facilities linked to public transport (e.g. bus shelters). The following areas should be prioritised in terms of formalising street and public square and places improvements:

- AZ Berman / Stock Road;
- Oscar Mpetha Road to Steve Biko Road;
- Pama Road;

- Harare Safe Node;
- Weltevreden Park Way (Morgenster Rd to Highlands Drive);
- Weltevreden Park Way (Highlands Drive to Philippi Station);
- Mitchells Plain: Rosewood Drive & Washington Drive to Eisleben, Hans Aschenbom Road, Johannes, Merrydale Avenue, Kilimanjato Road;
- Mfuleni : Lerato Ponoane Street, Uluntu Street and Mfuleni Main Road;
- Eerste Rivier: Canal Link (Albert Philander Way to Stratford Ave, Forest Drive (Eerste River Station to Eerstriv Way);
- Investigate NMT link from Kapteinsklip to Strandfontein pavilion.
- Eerstriv Road and Hindle Road (providing access especially to the Blue Downs and Delft CBD's);
- Lansdowne Road, Bonga /Lwandile/ Walter Sisulu activity routes;
- Future Saxdowns Road (Mew way extension linking Khayelitsha and Blue Downs via Mfuleni);

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

ii. Significant public links

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

The links identified as public links of district significance include:

- **Philippi horticultural area** – proposed Swartklip conservation area: Morgenster Road
- should be reinforced as a landscaped boulevard accommodating NMT through Mitchells Plain, linking the district sports complexes, the Philippi horticultural area in the west and the Swartklip conservation area in the east.
- **Nolungile Station – Swartklip urban park:** With the development of the Swartklip urban park, a new link should be created to ensure strong NMT access between Nolungile station and this destination place.
- **Kapteinsklip Station – Mnandi:** With the development of this precinct, safe NMT access between Kapteinsklip Station and the coast should be a priority.

- **Oscar Mpetha – Monwabisi:** Oscar Mpetha Road should be reinforced as a NMT friendly landscaped structuring route. Aligned with initiatives around the Monwabisi node, the route should follow a new alignment directly to the core of the coastal node or destination place.
- **Monwabisi – Mnandi:** The idea of promoting a coastal recreation link including footpaths / walking trails should be investigated. The link between Monwabisi and Mnandi through the Wolfgat Nature Reserve has the potential to be such a link (possibly potentially including the proposed Baden Powell Road alignment). Should Baden Powell Drive be realigned as is proposed, access to this area and the potentially downgraded route could be secured as part of the Wolfgat Reserve.
- **KuilsRiver corridor:** River corridors provide the opportunity as critical natural linkage systems and also provide/increase pedestrian accessibility between the built environment and the coast. Effort should be made to increase such accessibility by means of formal footpaths, and where roads interrupt such accessibility (as will be the case with the extension of Saxdowne Road adjacent to Mfuleni), such road reserves should be utilised to provide the linkage. It is important that fencing along such river corridors be prohibited.

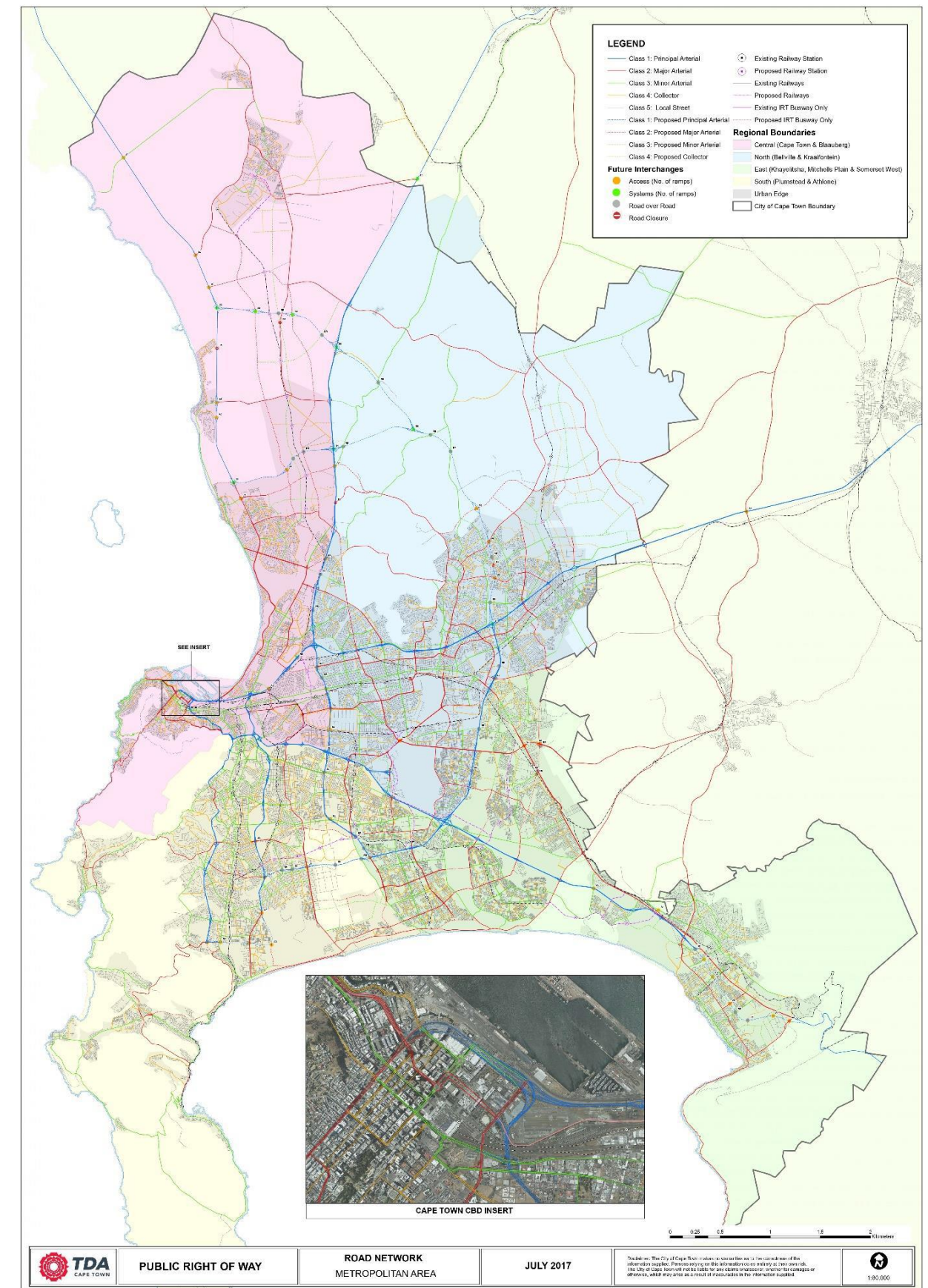


Figure 1.3: Public Right of Way

1.2.2 Environmental Infrastructure and Open Space System

Open space maintenance, 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. Some critical natural areas have been affected by significant land invasions such as the Driftsands Nature Reserve, Monwabisi Nature Reserve, portions of the Swartklip site along Mew Way which have rendered critical biodiversity degraded and potentially available for development. To mitigate for the lost biodiversity, careful consideration will be required to open space planning to promote the principles of connectivity and multi-functional open space and conservation with some requirement for offset recommended.

1.2.2.b Public Open Space

The Khayelitsha Mitchells Plain Greater Blue Downs district has unequal distribution of public open space relative to population with areas like Philippi east having significant shortfalls in usable recreational space. In other areas for example Site C and Tafelsig, open space is poorly defined and needs to be rationalised and made more usable. Projects for open space are listed in section 1.2.5 Public Facilities and Public Space.

Multi-functional open spaces can be delivered in association with infill development and around public facilities and religious institutions. Creative solutions to address this shortfall will be needed in the future and an investment in developing connections to managed open spaces in the surrounding areas.

In addition, the provision of active and passive recreational space is also recommended in locations along the major Metropolitan Open Space System, such as the Kuils River corridor.

Existing sports complexes: Upgrading of sport and recreation facilities should be focussed 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. Rationalising a number of these open spaces through allowing new development should be encouraged to improve the quality of place and define the space.

1.2.2.c Coastal Management

The coastal environment in Khayelitsha Mitchells Plain Greater Blue Downs has been dramatically transformed. Mnandi and Monwabisi should be promoted as coastal special places and priority given to maintenance and protecting its amenity value as destination places within the district, enabling meaningful and safe access to the coast for residents and visitors. 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.

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

1.2.2.d Water Systems

The Kuilsriver corridor leading up to Cape Town Film Studio can be developed further for their green infrastructure potential, to become multi-functional spaces, where water is a celebrated part of the landscape. Water sensitive urban design applies to the manner in which development relates to urban waterways. There are other areas within the district that has further potential to explore innovation in urban river management and further develop the area as an integrated and multi-functional urban park.

1.2.3 Human Settlements

In the context of the District SDF, Human Settlements relates to the realisation of a range of housing opportunities, formal or informal, that the public sector plays a role in providing or supporting. The DSDF 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 Khayelitsha Mitchells Plain Greater Blue Downs District has been identified as sites for the development of new human settlements projects.

Table 1 : Planned / Proposed Housing Projects for Khayelitsha Mitchells Plain Greater Blue Downs District

AREA	LEAD/PROGRAMME	TIMEFRAME (Short / Medium / Long Term)	NOTES (Anticipated Yield, etc. if available)
Blue Downs	IRDP	Short	4820 (Implementation)
Eerste River	IRDP	Short – Medium	4000 (Implementation)
Eerste River	IRDP	Medium - Long	4000 (Detailed Planning)
Blue Downs	IRDP	Medium - Long	3247 (Implementation)
Philippi	UISP	Medium - Long	5000 (Detailed Planning)
Woodlands	IRDP	Short	432 (Implementation)
Philippi	IRDP	Medium - Long	5000 (Feasibility)
Khayelitsha	UISP	Medium	5000 (Detailed Planning)
Khayelitsha	UISP	Short	1384 (Detailed Planning)
Khayelitsha	EHP and UISP	Short	1542 (Implementation)

AREA	LEAD/PROGRAMME	TIMEFRAME (Short / Medium / Long Term)	NOTES (Anticipated Yield, etc. if available)
Eerste River	FLISP	Short	211 (Implementation)
The Conifers	FLISP	Short	88 (Implementation)
Highbury	MV	Short	100 (Implementation)
Blue Downs	FLISP	Short- Medium	450 (Detailed Planning)
Blue Downs	FLISP	Short	30 (Implementation)
Khayelitsha	FLISP	Short	214 (Implementation)
Khayelitsha	FLISP	-	0 (Feasibility)
Mitchells Plain	FLISP	Short	284 (Detailed Planning)
Brentwood	FLISP	-	0 (Implementation)

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 Khayelitsha Mitchells Plain Greater Blue Downs District include:

- Parts of Greater Mitchells Plain
- Kapteinsklip station
- Monwabisi area
- Nkanini area
- Hagley
- Blue Downs

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 housing¹ by the private sector. In the absence of policy, potential areas in close proximity to public transport, public amenities and employment

opportunities (such as nodes, corridors and mix use development and/or intensification areas) should be considered for inclusionary housing.

1.2.3.d *Informal Settlement Upgrade*

Informal settlement upgrading is a priority in terms of the City's obligation to provide basic services in terms of its constitutional mandate, as well as improving the quality of life of its citizens through improving the urban environment.

Table 2: Informal Settlement Upgrading Projects for Khayelitsha Mitchells Plain Greater Blue Downs District

Area	No. of units	Notes
Khayelitsha	31557	Various sites were affected by the land invasion that took place around July 2020 toward mid 20, some of the sites are in pre-feasibility stage and others the planning application have been submitted for land use rights approval.
Philippi	8250	Pre-feasibility stage and for other sites land use rights application underway
Blue Downs/Mfuleni	500	Planning application for land use rights approval to commence soon.

1.2.3.e *National programmes for prioritised human settlement areas*

The Priority Human Settlements and Housing Development Areas (PHSHDAs) Programme and the Social Housing Restructuring Zones (SHRZs) are an alignment and spatial transformation mechanism involving national housing programme funding and municipal implementation. The purpose of the City's Social Housing Programme is to deliver quality affordable rental housing in strategically located parts of the City (Restructuring Zones) and receive grant funding through the Social Housing Regulatory Authority (see Diagram 6.1 in the MSDF Volume 1, 2022).

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

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

- i. Areas of urgent housing need where there is an established high demand and low supply of housing opportunities;

- ii. Areas requiring upgrading and/or redevelopment for purposes of delivering housing choices including subsidised housing; and
- iii. Areas requiring improved access to infrastructure, amenities and services
- iv. Areas that supports the integration of different housing typologies, land uses and economic development.
- v.

Table 2: Priority Human Settlements and Housing Development Areas

PHSHDAs in the Cape Khayelitsha Mitchells Plain Greater Blue Downs District	Main places	Wards
Khayelitsha corridor	Crossroads, Khayelitsha, Mandalay, Mitchells Plain, Philippi, Schaap Kraal, Weltevreden Valley	75, 76, 78, 79, 80, 81, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99
Blue Downs Integration Zone	Blackheath, Blue Downs, Eerste River, Gaylee, Hagley, Kleinvlei, Mfuleni,	14, 16, 17, 19, 108, 114

1.2.4 Bulk Infrastructure

In order to support proposals contained in the Khayelitsha Mitchells Plain Greater Blue Downs District Spatial Development Framework, infrastructure maintenance and upgrading is necessary.

1.2.4.a *Waste Water Treatment Works (WWTW)*

The Zandvliet catchment is currently the fastest growing catchment in terms of wastewater production within the City. The WWTW is currently operating above its flow capacity and significantly above its nutrient load capacity. No new flows to the WWTW will be approved until its capacity is upgraded. This affects the area east of the airport and south of Stellenbosch Road (Delft), as well as small catchments to the south and far east of Kuilsriver. An upgrade project is currently underway that will provide significant refurbishment and upgrades to increase the WWTW capacity from 72 to 90 MI/d.

It is likely that soon after completion of the current capacity upgrade a further capacity upgrade will be required to incrementally increase the WwTW capacity further towards its ultimate 150 MI/d requirement. Some process units provided under the current upgrade are already sized to accommodate this ultimate flow. The Zandvliet WWTW may remain a constraint for development in the catchment until after the second capacity upgrade.

1.2.4.b Water

The high housing densities, coupled with the prevalence of backyard dwellings, places a high demand on infrastructure. There are numerous infill projects to accommodate informal dwellers and notable future developments include Penhill, Forest Village, Blueberry Hill, iThemba, the formalisation of the Enkanini, Kosovo and Taiwan informal settlements, the Mahama infill projects and the Highlands Drive and Swartklip developments. With further development, water supply zones need to be reconfigured and PRVs adjusted.

1.2.4.c Stormwater

Water quality is the biggest concern in the district; it deteriorates annually. This is due to inadequate service provision in the catchment and regular sewers spills. This issue is currently in the process of being addressed by the infrastructure line department. There is a need for an upgrade in following areas: along the northern edge of Mitchells Plain and straddling the railway line through Khayelitsha these areas are severely constrained as there are backlog of attenuation facilities. In addition, the main backlogs of stormwater conduits are spatially distributed as follows:

- Along Merrydale Avenue and to the west of Eisleben Road, Mitchells Plain
- Along the southern and eastern portions of Swartklip and Spine Roads, respectively
- The south-western edge of Mew Way, Khayelitsha
The land adjacent to the N2 corresponding with Site B, Site C & TR Section

1.2.4.d Electricity Projects

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

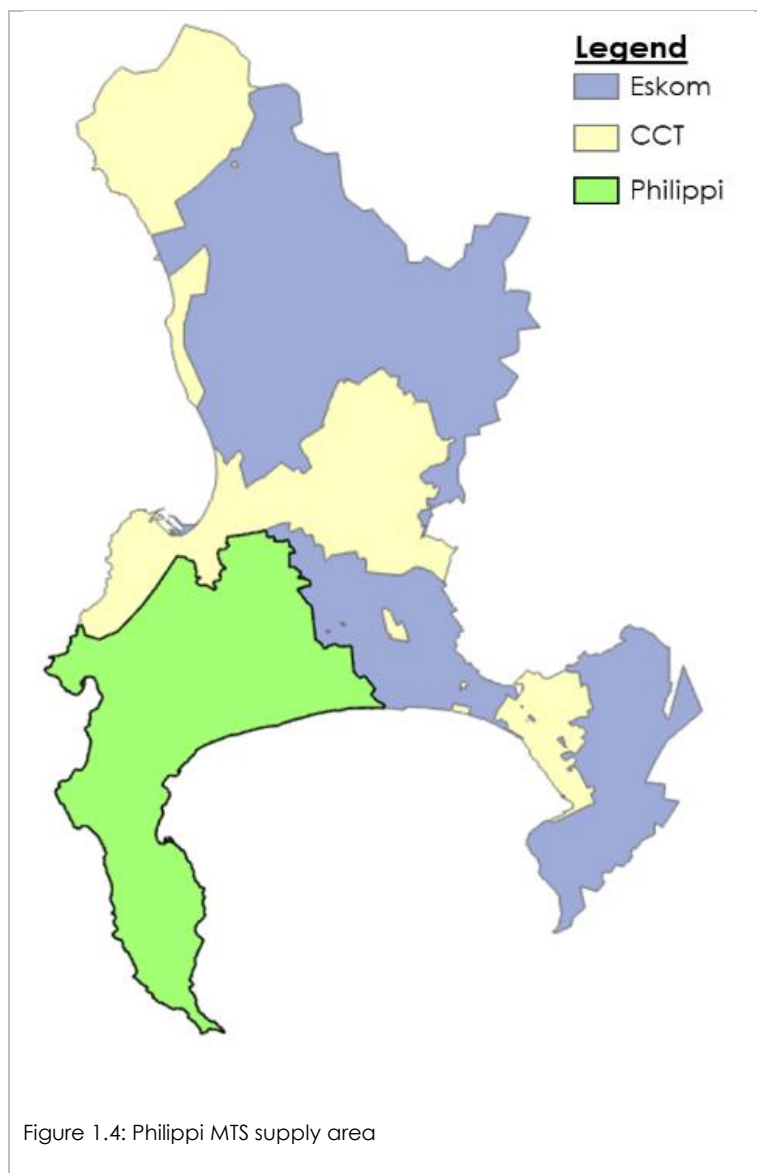
Table 3: Electricity projects (excluding Eskom)

PROJECT	DESCRIPTION
Mitchell's Plain Intake Integration	This project entails turning the City's 2 X Mitchell's Plain – Gugulethu Overhead Line (OHL) into Eskom's proposed Erica Main Transmission Station (MTS). It is expected that the peak load at Eskom's Philippi MTS (Cape Flats District) will reduce to the 500 MVA firm capacity after the Mitchell's Plain and Gugulethu load are transferred to Erica

PROJECT	DESCRIPTION
	MTS. This project is dependent on Eskom's execution of the Erica Substation Transmission Development Plan (TDP) scheme.
Weltevreden Valley SwStn and Oakland City MS	Future developments are expected to exceed the 12 Mega Volt Ampere (MVA), and 22 MVA spare firm capacity of Weltevreden Valley Weltevreden Valley (MS) and Spine Road MS respectively. A new main substation, proposed Oakland City MS, is therefore required. A new switching station is proposed at Weltevreden Valley MS, to supply the new Oakland City MS. The initiation of this project is development dependent and will be triggered once the Weltevreden Valley and Spine Road main substations are close to its firm capacities.
Eisleben Drive Transformer Replacement	The transformers at Eisleben Drive MS are expected to reach their end of life (50 years) in 2027. The replacement of the transformers is therefore planned for 2027, subject to a thorough condition-based assessment at the time of replacement.
Spine Road Transformer Replacement	The transformers at Spine Road MS are expected to reach their end of life (50 years) in 2030. The transformers may need to be replaced by 2 x 50 MVA transformers subject to load density and forecasting at the time of replacement.

1.2.4.e Eskom Electricity Projects

Eskom's Philippi MTS from which the City receives 2 X 132kV intakes falls within the Cape Flats District. The Philippi MTS is equipped with 2 X 500MVA 400 / 132kV transformers and provide supply to the entire Southern Peninsula (refer to Figure 1.4: Philippi MTS supply area). Philippi MTS have been over-firm for a number of years.



Mitchell's Plain 400 / 132kV substation)	Loop-in and out Pinotage – Stikland 400kV line		2028
Philippi Substation extension	- Establish 400kV busbar - Install third 400 / 132kV 500 MVA transformer as a hot standby	2013	2023

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

The proposed Erica MTS falls within the KMPGBD District. The proposed Eskom Philippi – Erica 400kV line route follows Jakes Gerwel Drive (M7) from Philippi MTS until it reaches Highlands drive, crossing over from Cape Flats District into the KMPGBD District. Within the KMPGBD District, the route runs alongside Highlands Drive, New Eisleben road and the R300. Eskom is in the process to purchase the last outstanding property and conclude three relocations before the entire future proposed Philippi – Erica 400kV line servitude have been secured.

Eskom is still in the process of securing the Erica loop-in loop-out Pinotage – Stikland 400kV double circuit transmission power line servitude, which is likely to traverse the KMPGBD District in its entirety.

Apart from the information presented here in the DSDF, readers are encouraged to consult Eskom's Transmission Development Plan for more information.

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

TDP SCHEME	PROJECT NAME	EXPECTED COMMERCIAL OPERATION (CO) YEAR ²	EXPECTED CO YEAR ³
Erica Substation (previously	- Erica Substation (1st and 2nd 400 / 132kV 500 MVA transformers - Philippi – Erica 400kV line	2015	2027

² Source: TDP Report 2010 - 2019

1.2.4.f Solid Waste

Presently there is a 7km radius coverage standard for waste drop-off facilities throughout the City, however the strategy is to change the coverage to a 3km radius as there is a demand for drop offs to be closer to communities, with prioritisation in low income and informal areas. Improving the coverage would require additional drop-offs to be implemented in areas such as Philippi, Mitchells Plain, Khayelitsha, Bellville and Durbanville.

³ Source: TDP Report 2021 - 2030

Table 4: Solid Waste Major Projects in Khayelitsha Mitchells Plain Greater Blue Downs

PROJECT	DESCRIPTION
Land acquisition for Regional Landfill	Increase existing landfill airspace. Invest in stimulating resource beneficiation. Accelerate waste avoidance. Invest in a new landfill site with a minimum of 35 years of airspace.
Construction of Regional Landfill (alternative technologies/best practice)	Build an efficient, effective, future-focused and sustainable waste

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 1.5 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. Table 4 should be read in conjunction with Figure 1.5. It highlights the areas of need in order of priority (ranking) as well as the key facility development priorities within specific catchment areas (and nodes) resulting from the modelling exercise. It should be noted that the table is a guide in terms of the type of facilities of highest need within the specified catchment area and also indicates the ranking of the specific node at district level as well as at metro scale.

Regional Recreation Hubs should be prioritized at metro scale as they would provide a clustering of large multi-code formal and informal sport and recreation facilities that serves the local communities but also the wider metro region. Figure 1.6 shows the Blue Downs, Mandela Park in Khayelitsha, and Westridge in Mitchells Plain which has been identified as a regional recreation hub located within the Khayelitsha Mitchells Plain Greater Blue Downs district.

At a more local scale targeted investment into these nodes and facility types is key to addressing the existing service shortfalls and providing access to these communities where those facilities are required most e.g. The Hague should be prioritised in terms of investment, particularly for sports grounds, neighbourhood parks as well as schools. (Figure 1.6).

1.2.5.a Community Facilities

Figure 1.5 illustrates a hierarchy of nodes (depicted by circles and size of circle) which is the development framework and a ranking at a citywide level, depicted by the number in the circle which is the key prioritisation framework. The hierarchy of nodes and the ranking encapsulate the plan of the proposals for development for this district. It should be noted that the proposed facilities as set out in the Community Services and Health Infrastructure Plan remain a key capital investment priority with regards to Community Facilities and should be read together as they both indicate areas of need in order of priority (ranking) at both district level and a metro wide scale.

Owing to the scarcity of land in this district, consideration should be given to upgrading community facilities within areas with greatest need, for example, in areas such as Philippi East, Colorado Park and, Bongweni. The objective is to increase capacity, improve quality and promote efficiency by providing for a broader range of facilities within clusters.

Table 6 below is a guide and highlights key facility development priorities within specific catchments (and nodes) across the district. Targeted investment into these nodes and facility types is key to addressing the existing service shortfalls and providing access to communities where those facilities are required most. Six of the top 10 areas of need in the City fall within the Khayelitsha Mitchells Plain

and Greater Blue Downs District, these are Philippi East, Colorado Park, Bongweni, Harare, Mfuleni, Mkhaza. This district contends with high levels of informality that continue to grow and exert pressure on the need for land. There is a significant need for parks and recreational space in this district, as well as Health, Sport and Library facilities.

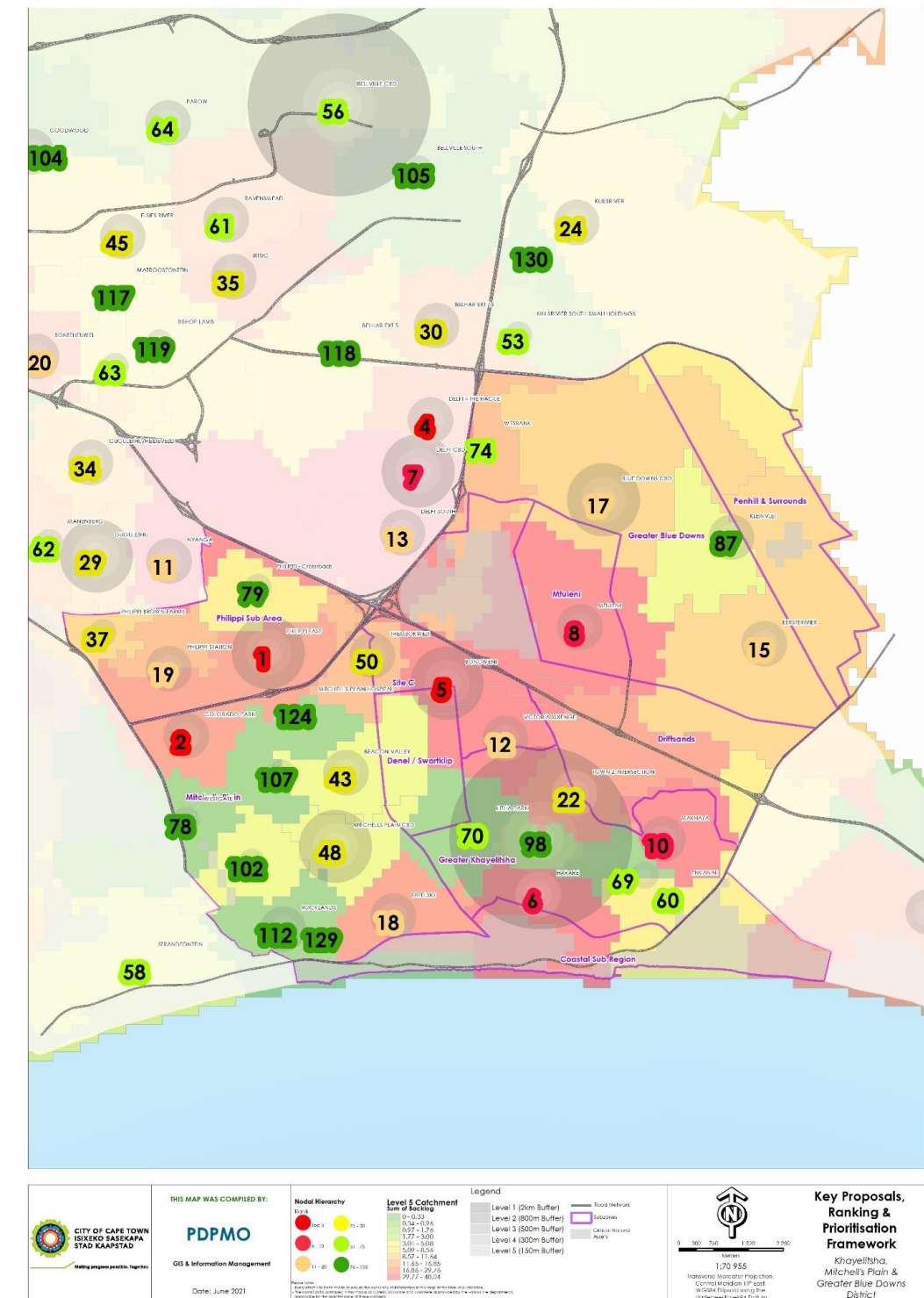


Figure 1.5: Hierarchy and ranking of nodes for 2020 estimates

Table 5: 2020 Top Areas of Need in Khayelitsha Mitchells Plain Greater Blue Down District

Catchment Node	&	Rank in District	Rank City Wide	Facilities of greatest need	Sub-district
Philippi East		1	1	Libraries	Philippi
				Community Library	
				Primary School	
				Regional Park	
				Community Parks	
				Sports Grounds	
				Secondary School	
Colorado Park		2	2	Community Park	Philippi
				Sports Grounds	
				Community Library	
				Secondary School	
				Neighbourhood Parks	
				Primary Schools	
Bongweni		3	5	Regional library	Site C
				Regional Park	
				Community Park	
				Sports Grounds	
				Secondary Schools	
				Neighbourhood Park	
				Primary Schools	
Harare		4	6	Community Parks	Greater Khayelitsha
				Sports Grounds	
				Secondary Schools	
				Neighbourhood Parks	
				Primary Schools	
Mfuleni		5	8	Community Park	Greater Blue Downs
				Sports Grounds	
				Secondary School	
				Neighbourhood Parks	
				Primary Schools	
Makhaza		6	10	Sports Grounds	Greater Khayelitsha
				Secondary Schools	
				Neighbourhood Parks	
				Primary Schools	

Catchment Node	&	Rank in District	Rank City Wide	Facilities of greatest need	Sub-district
Victoria Mxenge		7	12	Sports Grounds	Site C
				Community Library	
				Secondary Schools	
				Neighbourhoods Parks	
Eersterivier		8	15	Community Park	Greater Blue Downs
				Sports Grounds	
				Secondary Schools	
				Primary Schools	
Blue Downs Cbd		9	17	Regional Library	Greater Blue Downs
				Regional Park	
				Community Park	
				Sports Grounds	
				Secondary School	
				Primary Schools	
Tafelsig		10	18	Sports Grounds	Mitchells Plain
				Secondary Schools	
				Neighbourhood Parks	
				Primary School	
Town Intersection	2	11	19	Sports Grounds	Greater Khayelitsha
				Secondary Schools	
				Neighbourhood Parks	
				Primary School	
Philippi Farms	Brown	12	22	Sports Grounds	Philippi Sub Area
				Secondary Schools	
				Neighbourhood Parks	
				Primary Schools	
*Coloured boxes represent the number of facilities required following the results of the modelling exercise done. Note that modelling illustrates the severity of need, however it does not mean that the required facilities must be provided, instead it is up to line departments to devise a strategy on how to meet the need.					

Key:

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

The development of human settlements has been prioritized in this district, as such, an integrated planning approach needs to be adopted when planning and developing future community facilities adopting the principle of clustering and co-location. In addition, new facilities should be developed in clusters located in close proximity to public transport in pursuit of Transit Oriented Development principles to ensure the development of integrated human settlements.

Owing to the pressure for land for development in this district, areas of need should be prioritized, state owned land should be leveraged and an integrated precinct planning approach between line departments should be adopted when planning new facilities within prioritized development areas, ensuring that land is packaged and prepared for development in alignment with budget in order for implementation to occur timeously to avoid land invasion. Table 5 lists pipeline projects, the proposed projects are located in the nodes prioritized for investment in community facilities and seek to address the need for facilities within catchments with the highest need.

Table 6 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.

1.2.5.b Education Facilities

Education Needs Assessment: Mitchells Plain/Khayelitsha

While parts of the Mitchells Plain/Khayelitsha District are considered volatile from an education provisioning aspect. Mitchells Plain and Khayelitsha is home to majority of its learners accessing the WCED's system. While there may be a greater amount of schools, some more oversubscribed than others, there is an opportunity for the WCED (not only infrastructure planning) to explore the optimal use of classroom capacity where appropriate – This includes the option of expanding at well performing schools where land is available. New housing and informal settlement upgrades are an important requirement; however, it places further strain on the WCED especially when comment is requested on a 1:1 basis. Furthermore, the municipality has recently also requested land from the WCED in certain parts of the district, yet also expects the WCED to make the necessary provision for schooling when required.

From an education provisioning perspective and its contribution to 'Equitable Access to Education', the following area-based needs are identified:

Short-Term Need (1-3 years)

- Mfuleni: The need for a high school south of Mfuleni is required. The WCED has identified Erf 11387 Mfuleni for development of Junior High School.
- Silversands: A primary school is considered a need to accommodate the surrounding areas.

Medium-Term Need (3-5 year)

- Eerste River/Blue Down: This area has experienced significant residential growth which is anticipated to be expanded. The WCED is already experiencing challenges in the wider Forest Village area and therefore constantly trying to augment the current education supply in order to accommodate the growth.
- Philippi: Although having recently contributed to expanding the supply, this area remains to be monitored based on the existing enrolment figures where much of these schools are reaching their capacity.

Long-Term Need (5 year+)

- Khayelitsha: The wider area is constantly being assessed in relation to overall growth taking place. However, the challenge for WCED is to deal with this growth incrementally which is not considered sustainable from a fiscal perspective, recognising the constraints in which WCED needs to operate in.
- Mitchells Plain: An area which present a number of schools where opportunities exist to optimise the capacity in order to create a balance. Safety plays a major role across the Mitchells Plain area which influence the utilisation of schools.
- Macassar: An area that is monitored from an education supply perspective in light of anticipated growth.

Table 6: Education pipeline projects

WCED Pipeline projects		Time frame
		Short/Medium/ Future
New(N)/replacement(R)	Expansion(E)/Upgrade(U)	
Mfuleni HS (N)		Short
Happy Valley PS No.2 (N)		Short
Silversands New Campus School (N)		Medium
New Harare/Isipwe/ Luleka PS (N)		Medium

1.2.5.c Public Open Space Upgrades & Cemeteries

New cemeteries are proposed for areas in Lentegour and Swartklip but the identified sites need further investigation to determine suitability.

Table 7: Pipeline Projects in the Khayelitsha Mitchells Plain Greater Blue Downs District

FACILITY TYPE		PIPELINE PROJECTS		TIME FRAME	LOCATION
	New/Replacement	Upgrade/Expansion			
Libraries		Mfuleni Community Library	Short-Medium		
	Blue Downs Regional Library		Future		
	Khaya/Site B Regional Library		Future		
	Mitchells Plain Regional Library		Future		
Recreation & Parks		Nadouw Park	Short Term		
		Woodlands, Central Park/ Johannes Meintjies Park			
		Chrysler Park 2			
		Lentegour			
City & Provincial Health	Zakhele CDC		Short-Medium		
	Mathew Goniwe CDC		Short-Medium		
	Phumlani		Short-Medium		
	Kleinvlei CDC Eersterivier		Medium		
	Mfuleni CDC		Medium		
	Weltevreden CDC Colorado Park		Short-Medium		
	Nolungile CDC		Future		
	Meway CDC		Future		
		Kuyasa CDC	Short-Medium		
		Luvuyo CDC	Future		
	Mandalay Satellite		Future		
		Town 2 CDC	Medium		
		Crossroads 1 clinic	Future		

FACILITY TYPE	PIPELINE PROJECTS		TIME FRAME	LOCATION
	New/Replacement	Upgrade/Expansion		
		Rockland Clinic	Future	
ECD & Social Development	Community Services and Health collaborates with ECDSB to develop infrastructure hubs and ECD centers of excellence where need arises and subject to budget availability.			
Sports & Recreation		Mandela Stadium Park	Short- Future	
		Blue Downs Stadium	Short-Medium	
		Mfuleni Sports field upgrade	Short-Medium	
		Khayelitsha CBD Integrated Recreational Facility	Medium-Future	
		Enkanini Integrated Recreational Facility	Short-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 3 – *Implementation Mechanisms*). The section below will highlight two existing programmes and the areas covered by these:

1.2.6.a Special Rating Areas

Special rating areas can include commercial, industrial, residential or a combination of these land use areas that are funded from additional property rates levied on the municipal valuation of the property owners, which are used to provide additional services within the respective geographical areas. These areas are more commonly known as Improvement Districts, City Improvement Districts (CIDs), Business Improvement Districts or Community Improvement Districts and established in partnership with the city and they have defined boundaries. The focus of the services provided include amongst others the safeguarding of businesses/residences within these areas through improving public safety, cleaning and beautifying, urban management, social initiatives and creating employment opportunities, where possible. The Khayelitsha Mitchells Plain Greater Blue Downs only have Blackheath CID.

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 Khayelitsha Mitchells Plain Greater Blue Downs district include:

a) Nolungile Precinct

- Provision of Urban Development Framework for the precinct.
- Planning for the Upgrade of Community Facilities and associated Trading Informal Infrastructure.
- Development of strategy for pipelining and packaging of integrated mega projects for the corridor such as Human Settlements related projects, Mixed-use Public Transport Interchanges, access roads and associated infrastructure projects.

- Precinct management

b) Nonkqubela Precinct (MVSA & MURP)

- Development of strategy for pipelining and packaging of integrated mega projects for the corridor such as Human Settlements related projects, Mixed-use Public Transport Interchanges, access roads and associated infrastructure projects.
- Upgrade of Civic Node and associated Trading Informal Infrastructure.
- Development of strategy for pipelining and packaging of integrated mega projects for the corridor such as Human Settlements related projects, Mixed-use Public Transport Interchanges, access roads and associated infrastructure projects.
- Precinct Management

c) Mitchells Plain CBD and PTI

- Key focus is Stabilisation of the CBD and PTI to create a safe, clean, attractive and functional area.
 - Enforcement: crowding-in of resources (Normal Day to day operations to span 06:00 - 21:00) to undertake enforcement actions iro of those activities that have a negative impact on the CBD & PTI.
 - Basic cleaning including street cleaning
 - Boundary to boundary litter cleaning
 - Removal of illegal dumping

d) Khayelitsha Spine Road

- Strategic planning for the development of Spine Road Corridor.
- Development of Status Quo Report for Spine Road
- Regularise and support informal trading activities.
- Land Release Strategy

1.2.7 Urban Restructuring and Upgrading Plan

Figure 1.6 below synthesises the key sector specific capital investment projects described in this section that need to occur within the existing urban footprint to reinforce the Khayelitsha Mitchells Plain Greater Blue Downs District SDF and its associated development proposals, in particular new development areas and areas where major intensification is proposed.

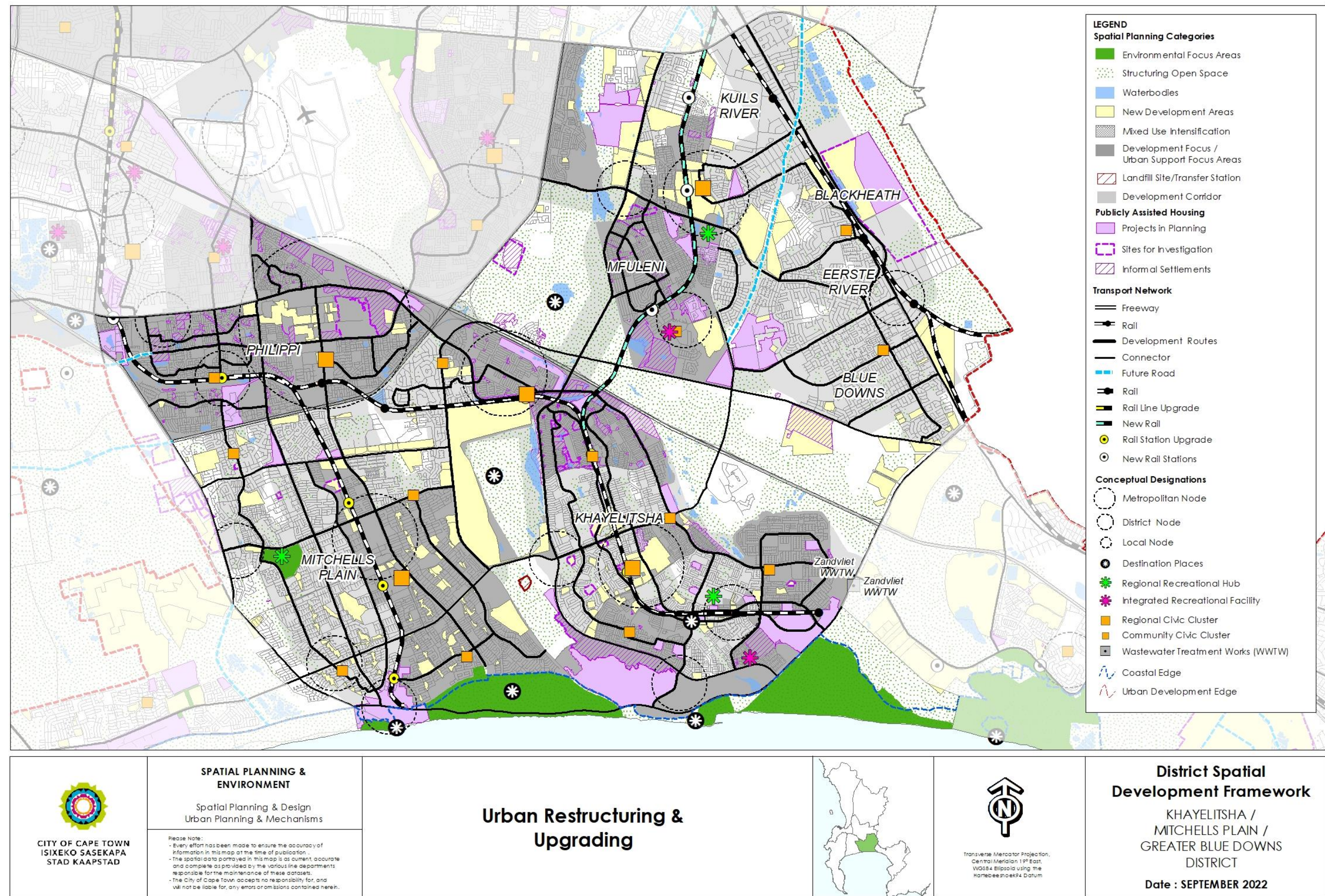


Figure 1.6: Urban Restructuring and Upgrading

1.3 Spatial Targeting Framework for Prioritising Public Investment

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

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

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

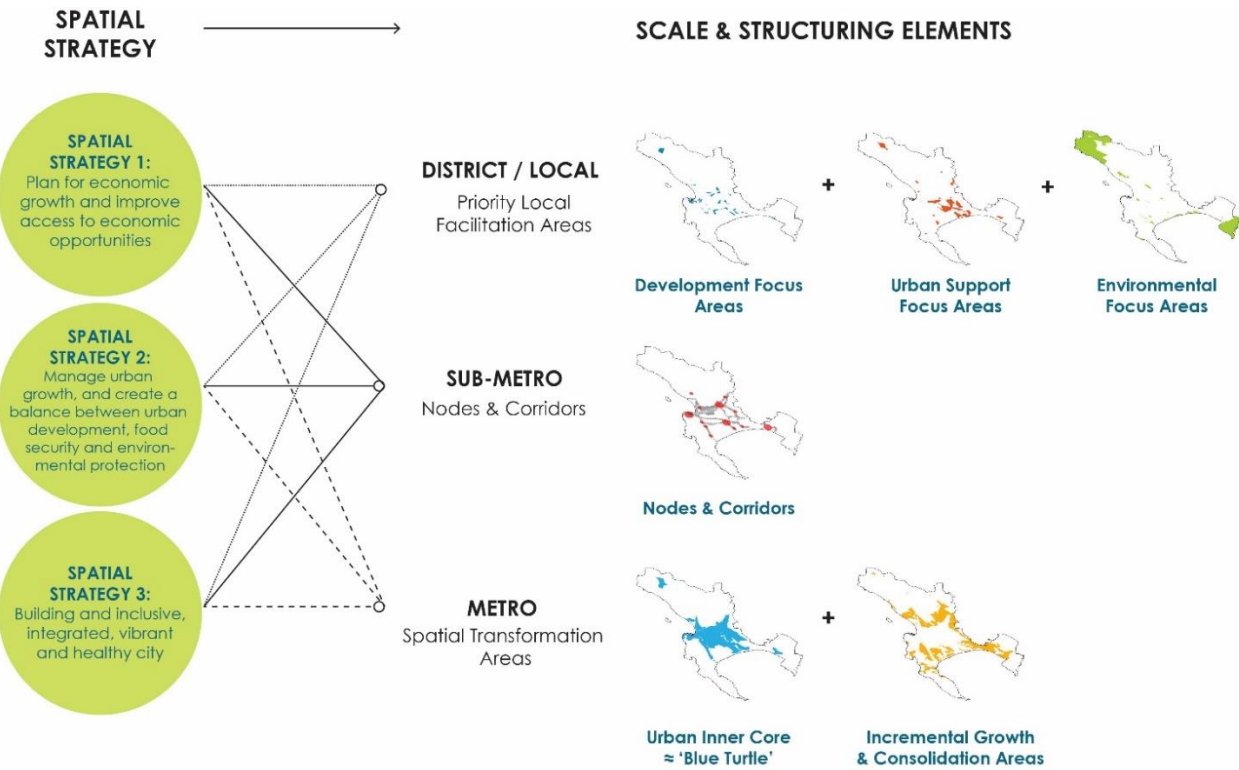


Figure 1.7: Link between spatial strategies, scale and policy elements

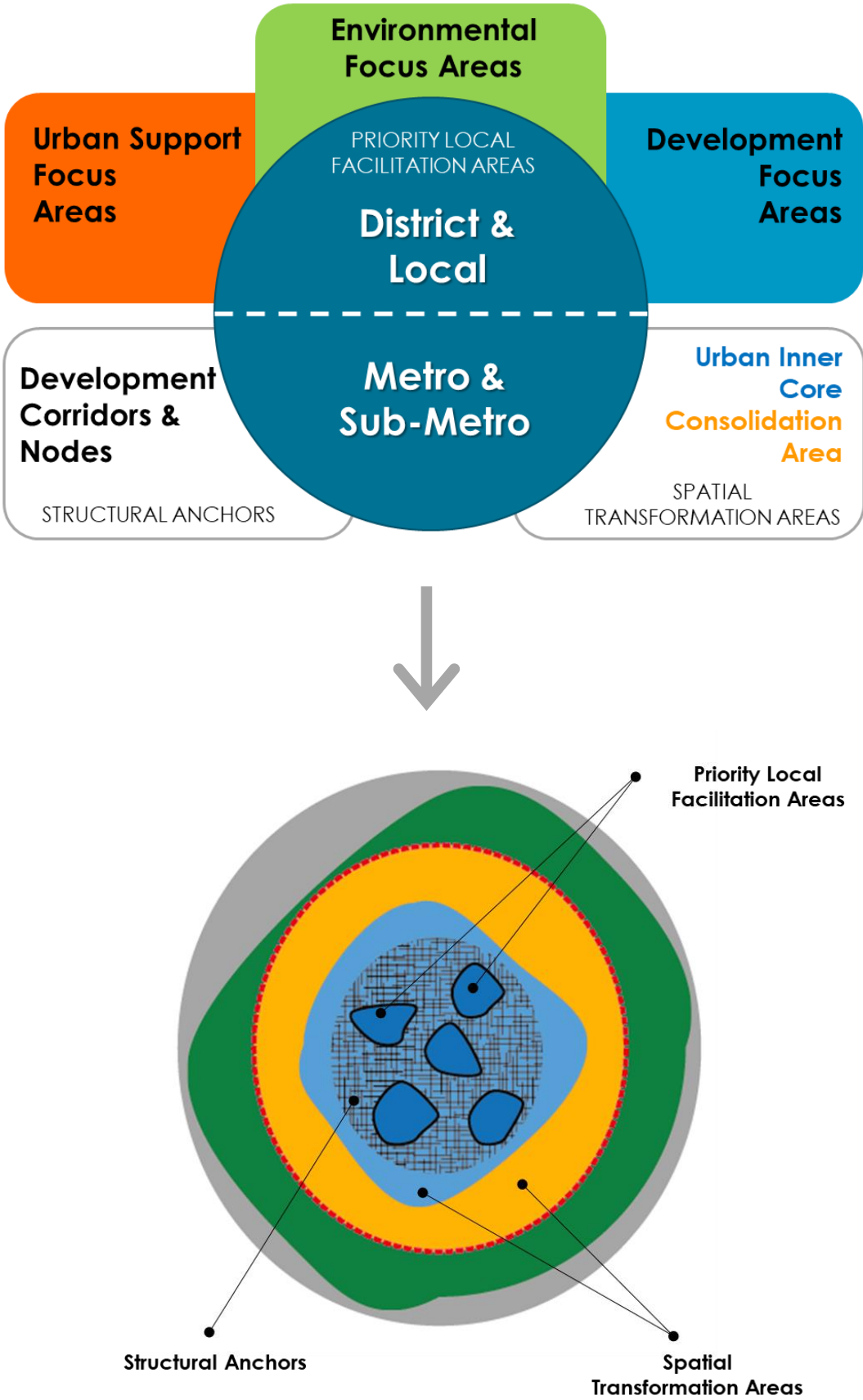


Figure 1.8: DSDF Spatial Targeting Framework Methodology

1.3.1 Overview of Priority Area Identification

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

While several priority local facilitation areas for the district are identified, and illustrated in Figure 1.9 the framework is intended to be flexible and other local areas may be identified as areas of priority for during the 5 year review of the integrated DSDF and EMFs.

1.3.1.a Development Focus Areas

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

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

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

- Areas where the focus is 'urban restructuring' and exhibit the highest location potential linked to the goals of Spatial Transformation.
- Areas linked to projects with a multi-sectoral focus where there is funding available (be it operational and/or capital), or funding to be applied for, for planning that will give rise to implementation:
 - 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 DSDF.

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

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

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

1.3.1.b Urban Support Focus Areas

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

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

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

- High socio-economic need/vulnerability (SEVI 2020)
 - WPG Socio-Economic Vulnerability Index
 - Informality *high density in informal settlements and backyard shacks*
 - Density *household and population densities per km²*
 - Poverty *income-based segmented classification (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 DSDF, given its environmental significance but are not within designated DFAs and USFAs and hence require equivalent focus.

The aim hereof is to consider 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 DSDF lifespan.
- Priority Area Alignment (i.e. DFAs, USFAs, Destination Places or new EFAs based on options provide).

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

depicts the Prioritised Local Facilitation Areas (i.e. the DFAs, USFAs and EFAs) for the Khayelitsha Mitchells Plain Greater Blue Downs District.

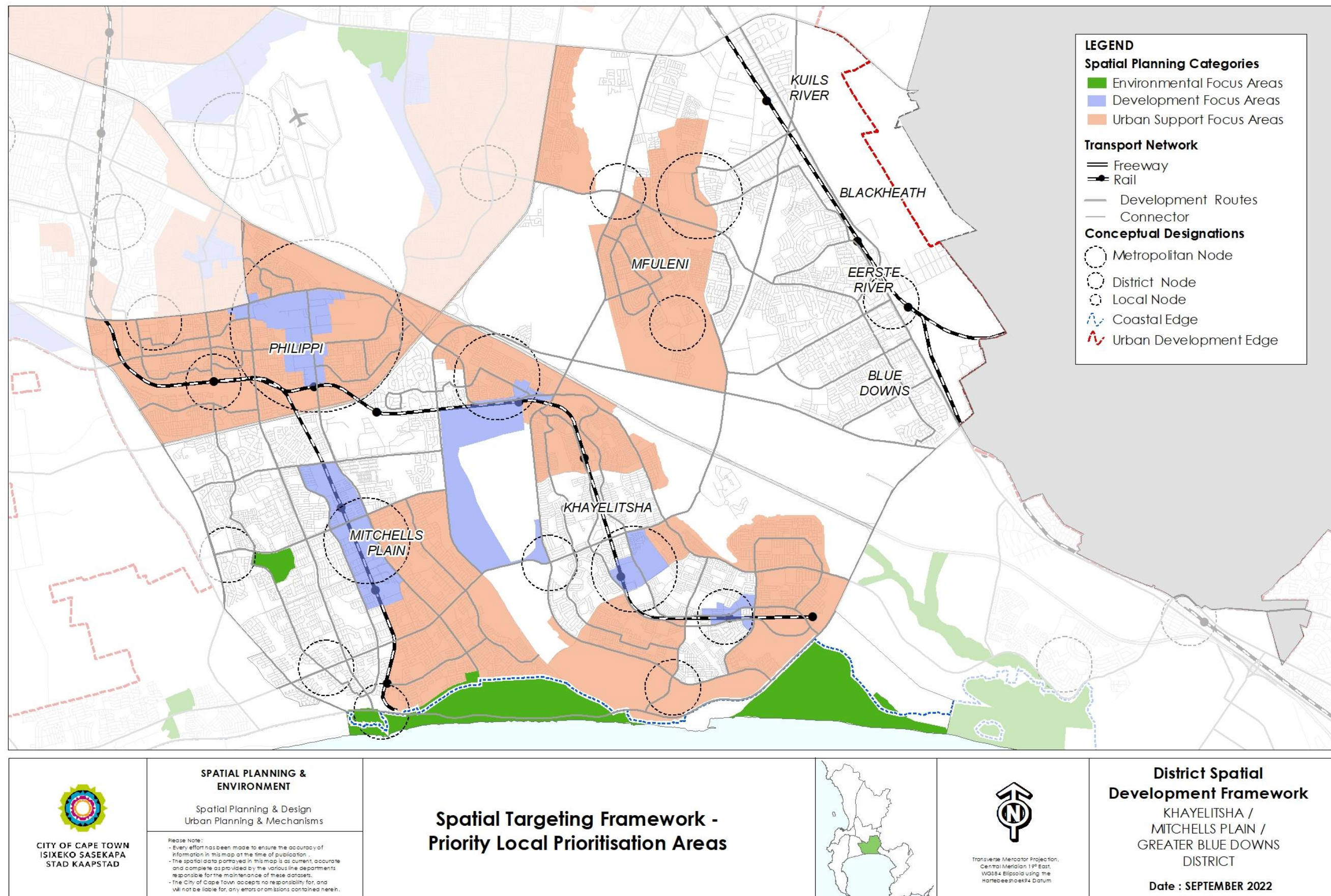


Figure 1.9: Khayelitsha Mitchells Plain Greater Blue Downs District Prioritised Local Area

Capital Investment Prioritisation

Based on the priority local areas identified above, a prioritised list of significant public capital investment to support the spatial development proposals of the DSDF, and mores 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 9 identifies specific local level projects that support the spatial planning proposals for the priority local facilitation areas in the district.

Table 8 below identifies key, high impact projects that will have a significant impact at a district scale while Table 9 identifies specific local level projects that support the spatial planning proposals for the priority local facilitation areas in the district.

Table 8: Major District Prioritisation

PROJECT	DESCRIPTION	WHAT NEEDS TO HAPPEN	TIMEFRAME (S: 1–2yr; M: 2–5yr; M/L: 5+ yr)
Phase 2A*		Planning and Construction	M/L +5 yrs.
Blue Downs Rail link and Macassar Rail link*	Has opportunities to link up to the Bellville CBD and direct link to Blackheath Industrial area which offers massive employment opportunities.	Relocation and make the land available, planning and construction	M/L 5+yrs.

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

Table 9: Sub-District prioritisation per category

PRIORITY AREA	PROJECT	DESCRIPTION	TIMEFRAME
Urban Support Focus Areas			
Philippi Informal Settlement	Various housing projects	Upgrading of informal settlement	
	Community facilities	Additional educational facilities New community centre New health centre and upgrading of existing facilities	
	MURP Programme	Improving safety, quality of life and the socio economic situation within the shared public environment by introducing a precinct Management targeted at the Enforcement activities/ interventions linked to stall short term decline and ensure continual improvements while planning commences in other programmes.	
Site C, TR Section and surrounds	Various housing projects	Various housing projects are in the pipeline inclusive of the area along Taiwan and Victoria Mxenge which will help de-densify the area and relocate people with in flood prone areas.	
	Various community facilities	New community centre, New integrated recreation facility Upgrading library & clinic and the police station	
	MURP Programme	Improving safety, quality of life and the socio economic situation within the shared public environment	
Monwabisi and Nkanini	Various housing projects	Infill housing development	
	MURP Programme	Creating safe well lit walkway Sports facilities, library church centres and business premises.	
Tafelsig	MURP Programme	Improving safety, quality of life and the socio economic situation within the shared public environment	

Mfuleni and Wesbank	Various housing projects	Infill housing development	
	Various community facilities	Recreational space/ sports ground	
Development Focus Areas			
Swartklip site	Mixed use and higher density residential	The system of access and exposure of the site presents opportunities in terms of accommodating a range of economic opportunities. However, a precinct plan is required for the area.	
	Reservation of nature reserve as a destination place for tourism attraction	Presents an opportunity to preserve natural areas while displaying special natural, ecosystem, natural habitats, plants, animals, cultural or landscape values.	
Khayelitsha CBD	Redevelopment of the CBD and surrounds	The CBD area is well connected with the rest of the City by means of rail, public bus and private minibus, as well as the IRT network along Ntlazane Street and the future extension along Govan Mbeki (Lansdown Road) and Water Sisulu, which the future development will take advantage. The area has the potential for high order commercial development within the CBD.	
Kuyasa Station	PTI upgrade, Future BRT, Integrated recreational facility, etc.)	Opportunity for infill mixed use commercial development.	
Environmental Focus Areas			
Driftsands area	Strandveld conservation implementation plan	Protection and retention of the Driftsands nature reserves area, and promote educational facilities and tourism attraction.	
Kuilsriver Corridor	Development Framework for integrated recreational area	Improve interface between communities and river	

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

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

1.4 Local area planning priorities

While the District SDF gives direction at a district scale, Local Area Planning Initiatives such as Local Spatial Development Frameworks (LSDFs), Precinct Plans and Public Investment Frameworks (PIFs) are required to provide a greater level of planning direction in strategic locations and stronger focus on implementation. Several priority local planning and investment areas are identified in order to implement the vision of the DSDF. Inputs from the public engagement process have been an essential part of this process. These inputs have been balanced with the need to be strategic in focussing on projects with maximum impact and highest alignment with the spatial strategies of the MSDF (2022) and the District Plan through the spatial targeted areas (opportunity and vulnerable areas) in Section 1.3.2 and programmed with due regard for resources available to undertake projects.

Based on the technical review and inputs to date, several planning and investment focus areas have been identified including preliminary local planning areas where further planning is required to guide local land use change or define capital investment interventions or where further work is needed to unlock strategic land for development. The priority local area planning initiatives for the Khayelitsha Mitchells Plain Greater Blue Downs District are detailed in Table 10 below:

Table 10: Local Area Planning Initiatives

Plan/area	Description and Motivation	Planning Product	Status	Timeframe (S: 1–2yr, M: 2–5yr, L: 5+yr)	Lead Department
Spine Road Development Corridor: Khayelitsha	Description: Spine Road is a social active street almost every day, and more vibrant during weekends starting on Friday afternoon. The active portion of Spine Road starts from the intersection of Mew Way and Spine towards the traffic circle with Ntlazane going right and Phakamani going left. Currently the street is characterized by informal and formal business which is attracted by the social life of the area. Along Spine the properties originally developed/ designed with their rear fronting onto Spine Road, but due to the high level of exposure in terms of social activities most of these properties directly abutting Spine have changed their frontage to face onto Spine Road and opened up business to take advantage of the current situation. Currently there are few permanent fixed businesses from the abutting properties the rest is mostly mobile caravans and stalls. Motivation: There is a need for precinct level coordination and integration. At the moment, the buildings that front onto Spine Road, have no direct access permitted. In some parts, some traders work in both streets. Activation of the area for high density commercial use within the strip of Spine Road will activate the space. By doing this, movement in along Spine Road can be enhanced.	LSDF	Pipeline / Initiation	S	DP&M
Blue Downs CBD Local Area Plan: Blue Downs	Description: Pre- feasibility study for Blue Downs area around the CBD precinct. Considering potential for this sub-district to become a major growth corridor in the District, especially considering the amount of available major vacant land Motivation: Need for precinct level planning for formulation of development scenarios of the Blue Downs CBD which forms part of a larger district node. TOD principles will be a key element to be addressed in the proposals due to 2 rail stations and future BRT route located within the precinct. Opportunity for spatial transformation with mixed land uses including a range of housing typologies.	LSDF	In Progress	L	UP&D
Khayelitsha CBD Precinct Khayelitsha	Description: Drafting of a development framework to guide the expansion of the area. Motivation: The Khayelitsha CBD has the opportunity of undeveloped large parcels of land approximately 50ha. The CBD area is well connected with the rest of the City by means of rail, public bus and private minibus as well as the IRT network along Ntlazane Street and the future extension along Govan Mbeki (Lansdown Road) and Water Sisulu, which the future development will take advantage. The area has the potential for high order commercial development within the CBD.	Precinct Plan	Pipeline / Initiation	L	CS&H
Kapteinsklip and Mnandi Coastal Node: Mitchells Plain	Description: The Kapteinsklip Station is envisaged as a sustainable, mixed use, pedestrian friendly, transit oriented precinct- with safe, well-lit pedestrian connections to a new residential, leisure and recreational node overlooking the ocean at Mnandi. Motivation: Precinct planning for Station and PTI upgrading has significant opportunities for the area that would coordinate the integration of various multi-sectoral projects that maximise the area's competitive local economic advantage, including but not limited to Transport infrastructure, Human Settlements. Locational advantage in close proximity to rail stations with opportunities for social housing.	Precinct Plan	Planning in Progress	M	UCI
Philippi Opportunity Area : Philippi	Description: Detailed planning required for future infill industrial related development and informal settlement upgrading, in order to assist in drafting of development guidelines for the area. Motivation: Detailed planning required for the areas around the noise contours in order to create opportunities for employment and enhancement of the livelihoods of communities in the immediate surrounding. The creation of formal residential development would also assist with the housing need for relocation of some informal settlements.	LSDF	Planning in Progress	M	UCI
Kuyasa Station Precinct: Khayelitsha	Description: Drafting of a development framework to guide the expansion of the area. Motivation: Detailed planning is required for the area in order to create opportunities for employment and enhancement of the livelihoods of communities in the immediate surrounding. The creation of formal residential development would also assist with the housing need.	Precinct Plan	Planning in Progress	L	DP&M

Plan/area	Description and Motivation	Planning Product	Status	Timeframe (S: 1–2yr, M: 2-5yr, L: 5+yr)	Lead Department
Nolunigle/Swartklip Precicnt: Khayelitsha	Description: Drafting of a development framework to guide the expansion of the area, incorporating the future development of the Swartklip area. Motivation: Detailed planning is required for the area in order to create opportunities for employment and enhancement of the livelihoods of communities in the immediate surrounding. The creation of formal residential development would also assist with the housing need. Also critical to improve the image of the district, as this area is seen as the entry point to the Khayelitsha section, and does present a certain image about the area.	LSDF	In Progress	M	MURP
Philippi East: Philippi	Description: Drafting of a development framework to provide guidelines on how to improve the area. Motivation: The Objective of the Programme is to uplift former neglected and dysfunctional areas, such as CBD's, Town Centers, Community Nodes and Commercial Corridors. The activity space as listed above, are lapsing rapidly. There is a need to stabilize the area by improving safety, quality of life and the socio economic situation within the shared public environment by introducing a sustainable system of operations and maintenance of public infrastructure & facilities in partnership with communities, while providing a platform for effective public and private investment.	Precinct Plan	Pipeline/Initiation	L	MURP

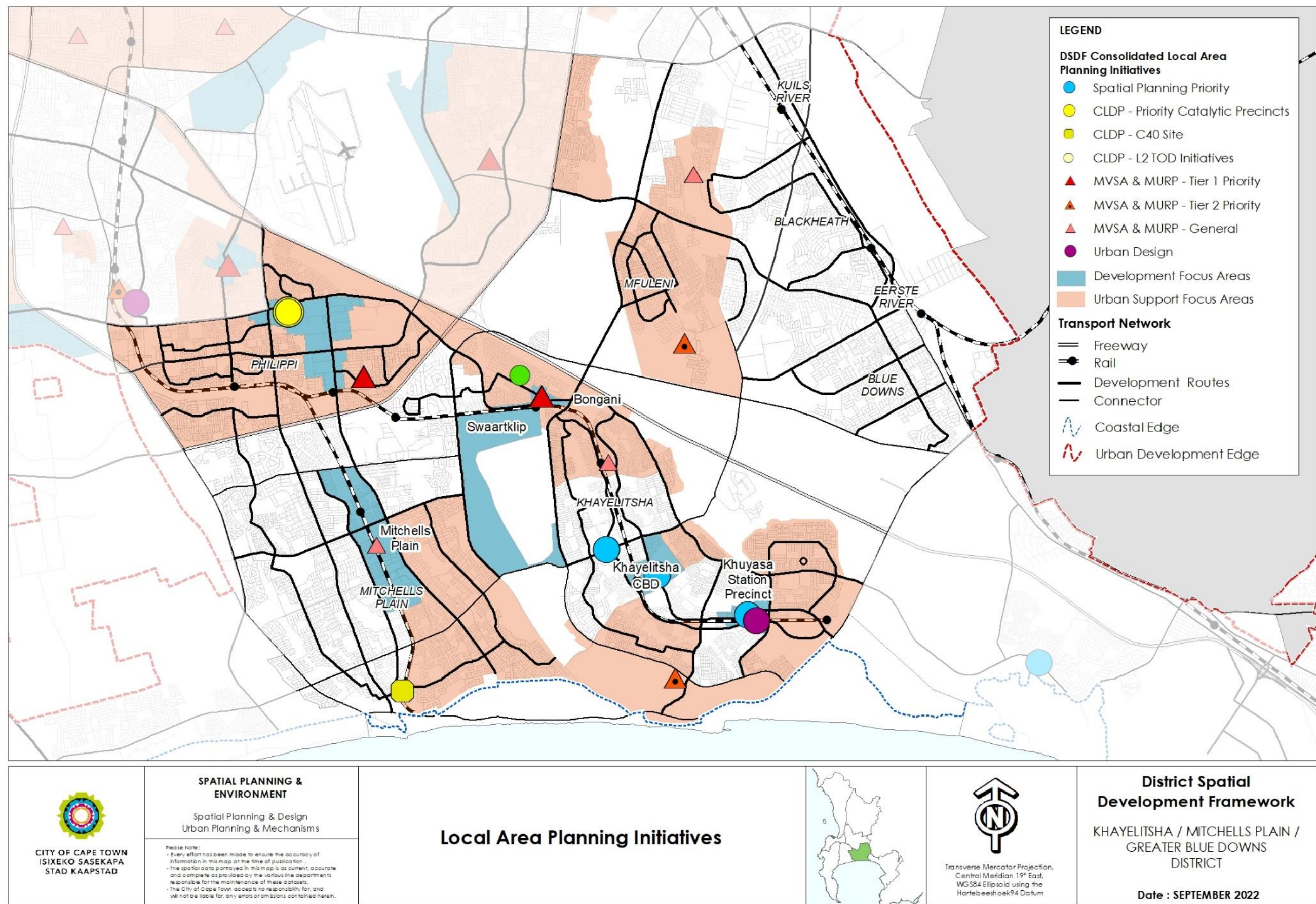


Figure 1.10: Khayelitsha Mitchells Plain Greater Blue Downs District – Local Planning Initiatives

1.5 Local Policies to be Withdrawn or Amended

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

1.5.1 Policies to be withdrawn

The following section includes a list of approved local level policies and plans that should be withdrawn or amended to ensure alignment with the new Khayelitsha Mitchells Plain Greater Blue Downs DSDF, once approved. The specific motivation for withdrawal or amendments are describe in the table 12 below.

Table 11: Policies to be withdrawn

Policy or Plan	Motivation
Weltevreden Valley Smallholding Local Area (2013)	The policy is outdated and there are new development guidelines drafted for the area thus making it irrelevant in certain sections. Further discussion with Land Use Management required.

1.6 Implementation Mechanisms

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

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

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

1.6.1 Categorisation of Mechanisms

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

1.6.1.a Development Incentives

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

1.6.1.b Income Generation

Income generation mechanisms enables the City to recover some or all of the value that public infrastructure generates for the private sector and ensure that it retains the maximum value of its

assets when leased or disposed to the private sector. The revenue or income generated by these mechanisms can be used to fund the capital and operation cost of public investment projects required to support spatial vision of the city. It should be noted that this does not exclusively deal with land based financing, rather mechanisms that has a primary objective of generating income to support the implementation of the City's spatial vision.

1.6.1.c Institutional

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

1.6.1.d Public Sector Investment

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

1.6.2 Available Mechanisms

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

Table 12: 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 13: 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 DSDF baseline analysis and the detailed analysis of each mechanism located in Annexure B. This should be applied to all eight district and associated sub-districts to identify a suite of mechanisms to support the implementation of the DSDF – some of which

has be done in Section 1.6.6. A detailed description of the method can be found in the Technical Annexure 12 in Volume 4 of the integrated DSDF and EMF.

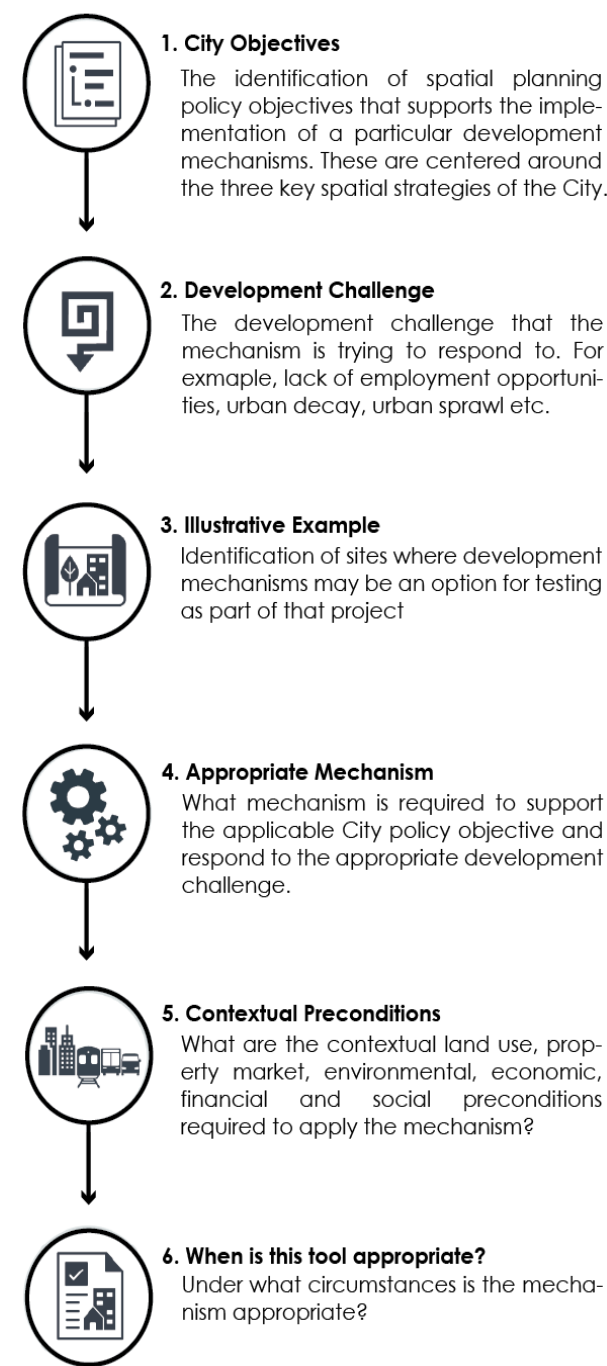


Figure 1.11: Methodology for Implementing Mechanisms

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 1.11, and provide the evidence base for pursuing the implementation mechanisms described in this report.

1.6.6 Mechanisms Underway / for Investigation in the Khayelitsha Mitchells Plain Greater Blue Downs District

1.6.6.a Environmental Exclusions

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

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

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

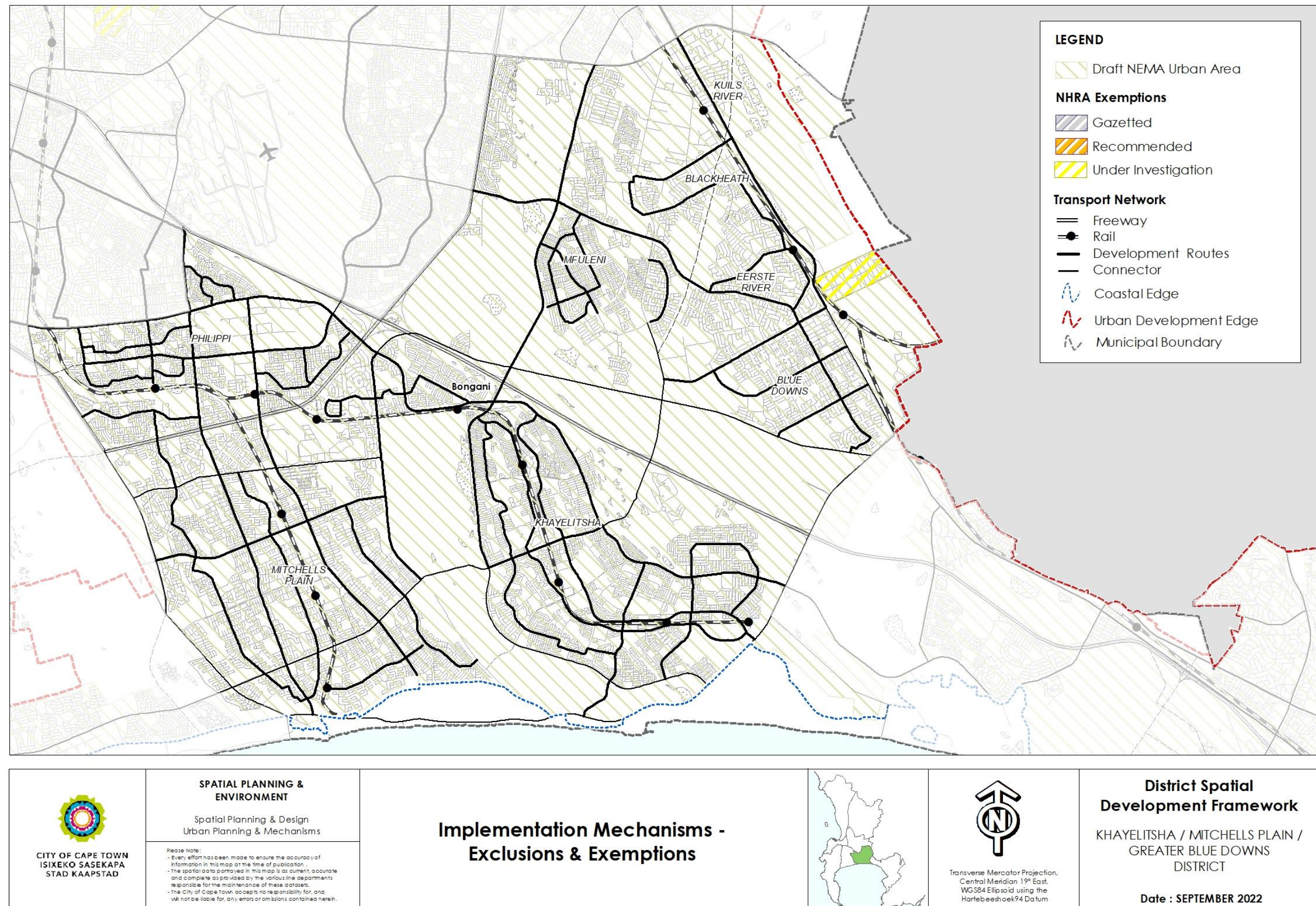


Figure 1.12: Exclusions and Exemptions for Implementation Mechanisms

1.6.6.b Heritage exemptions

Legislated Heritage Exemption Areas (HEA) have also been identified as a mechanism with the potential to streamline and reduce the requirements for heritage assessments and authorisations as part of development application approval process (i.e. Heritage Impact Assessments (HIA)), reduce timeframes for approvals and contribute towards reducing the cost of doing business in the City of Cape Town. The focus of this investigation is on obtaining a legislative exemption from section 34 and 38 heritage trigger activities, of the National Heritage Resources Act, Act 25 of 1999. At present, the areas identified for investigation as HEAs are depicted in Figure 1.12.

The City's approved Investment and Incentive Policy provides the following incentives for targeted industrial nodes with clear potential for economic growth but which is currently underperforming/lagging and select tertiary sectors (more detail on these incentives can be found in Technical Annexure 12 in Vol. 4 of the District Plan).

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

1.6.6.c 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. It is important to note that they are currently under review.

1.6.6.d Overlay Zones

A. Incentive Overlay Zone for DFAs

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

1.6.6.e Small Scale Rental Unit Overlay Zone (SSRU Overlay Zone)

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

1.6.6.f Inclusionary Housing

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

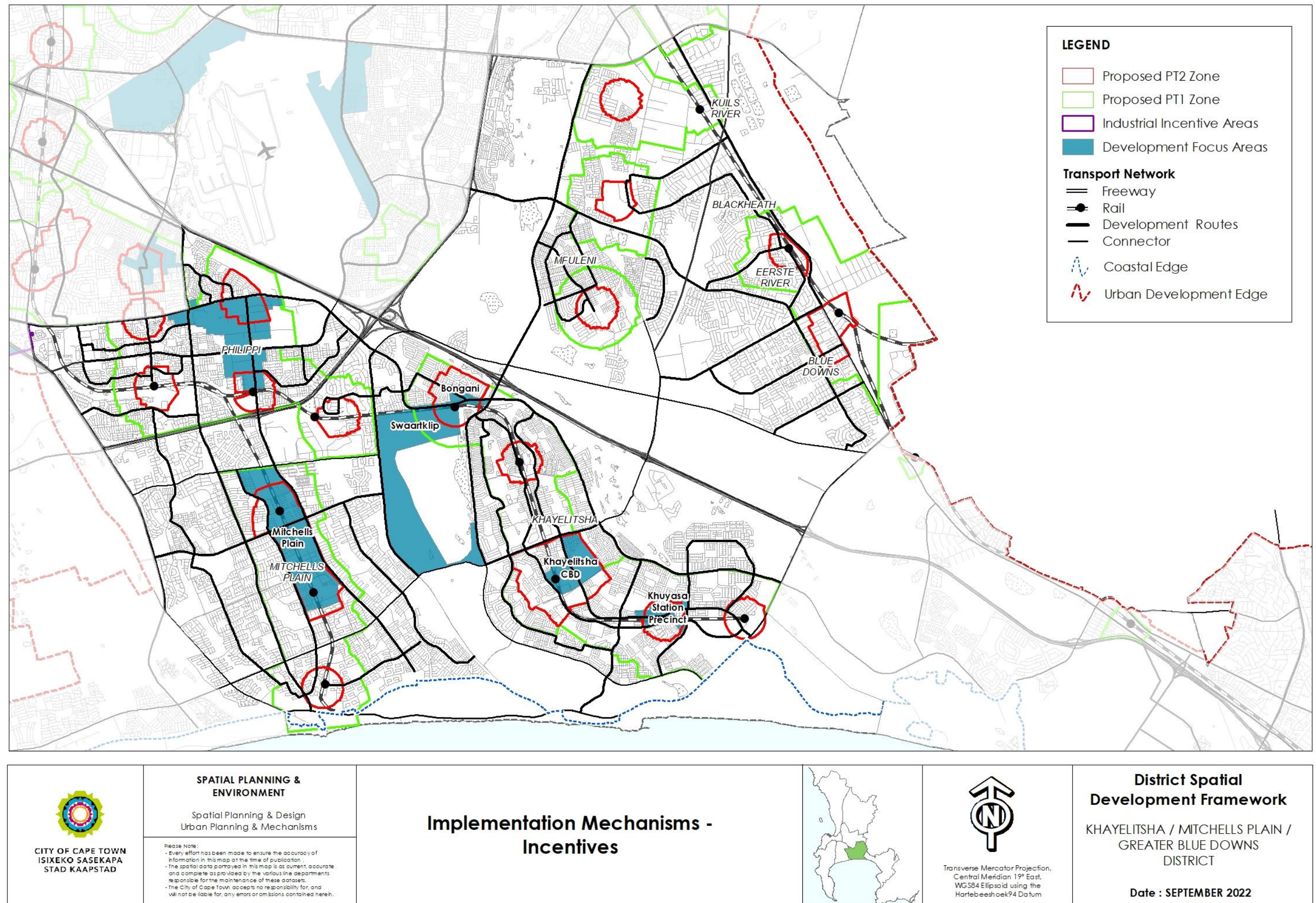


Figure 1.13: Incentives for Implementation Mechanisms

2 MONITORING AND EVALUATIONS FRAMEWORK

The District SDFs key purpose is to provide policy direction for the location, nature and form of development in each district and guide land use and environmental decisions. It is proposed that these aspects of development are to be monitored and evaluated in order to assess progress toward achieving the desired end state of Cape Town becoming a more spatially integrated and inclusive city. The focus of the proposed DSDF Monitoring and Evaluation (M&E) framework will therefore be on measuring progress in terms of restructuring the abovementioned aspects of the built and natural environment - see Figure 2.2. A further component of the proposed M&E framework pertains to process-related aspects of policy implementation, in terms of the DSDFs.

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

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

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

Spatial Data and Indicator Framework – the primary component and output, comprising of a core set of indicators, based on available data, to enable meaningful spatial trend analysis across various spatial units of analysis. The Spatial Data and Indicator Framework has been embedded into the M&E Framework and provides the core indicators to be monitored

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

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

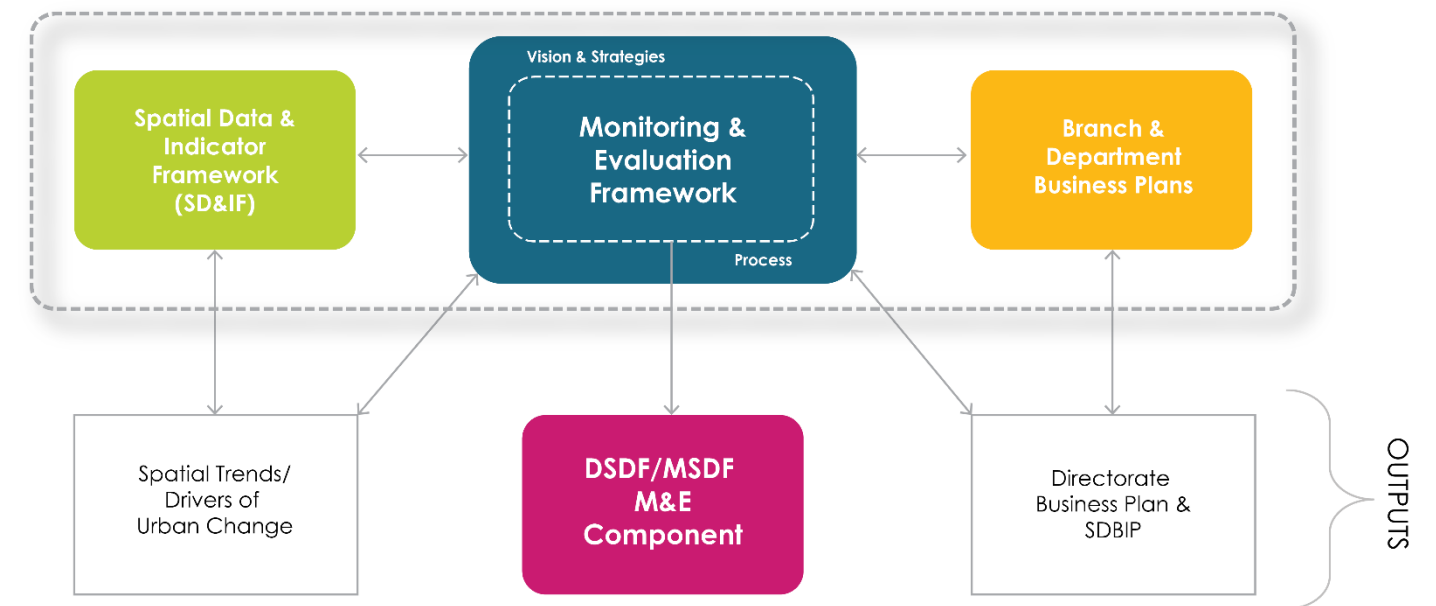


Figure 2.1: Overview of the UPD Spatial Data & M&E framework

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

2.2 Monitoring

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

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

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

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

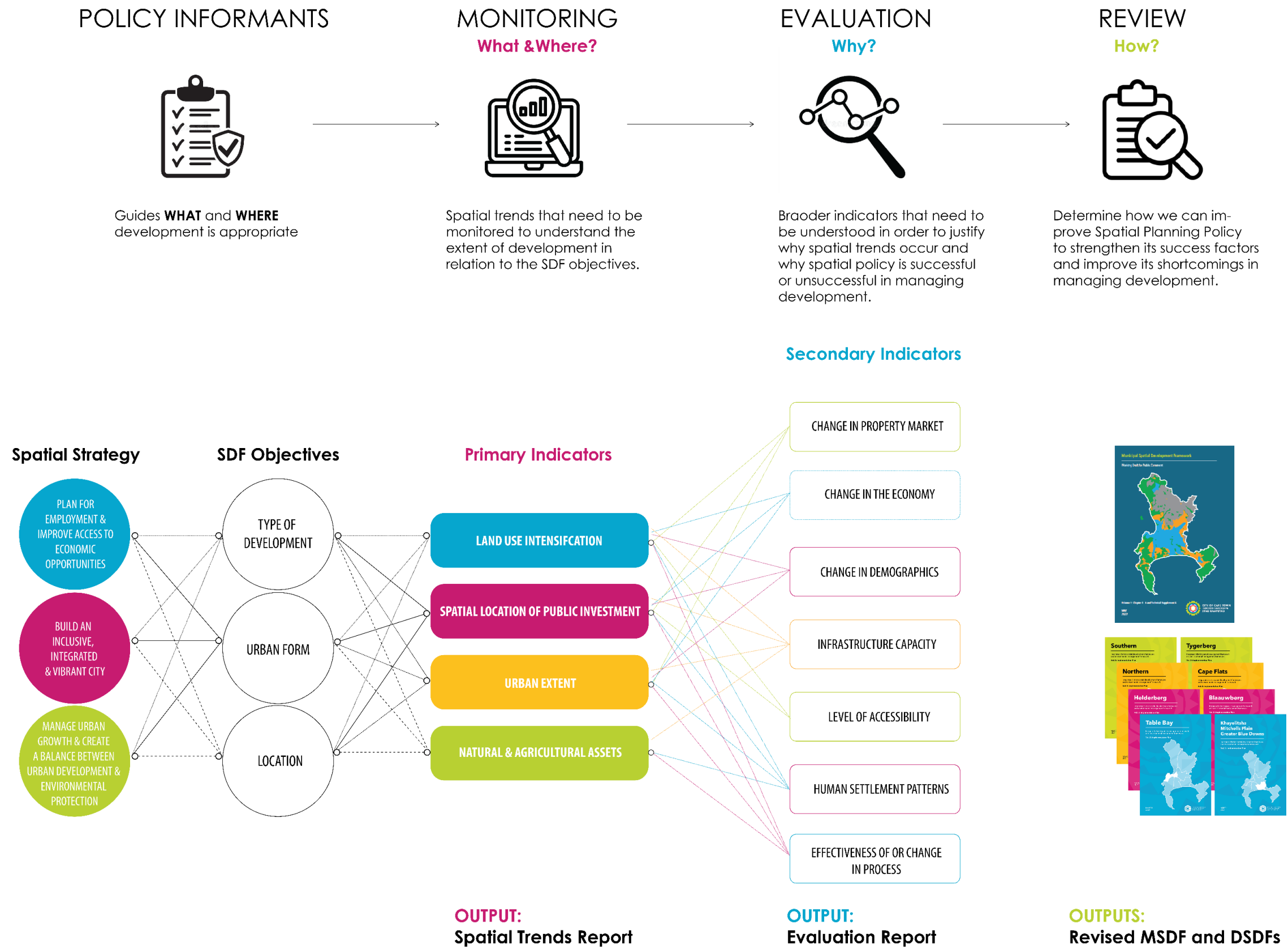


Figure 2.2: Focus of DSDF/MSDF M&E Framework

2.3 Evaluation

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

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

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

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

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

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

2.4 Review

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

2.5 Action plan

The table 14 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 14 Key milestones for M&E deliverables

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