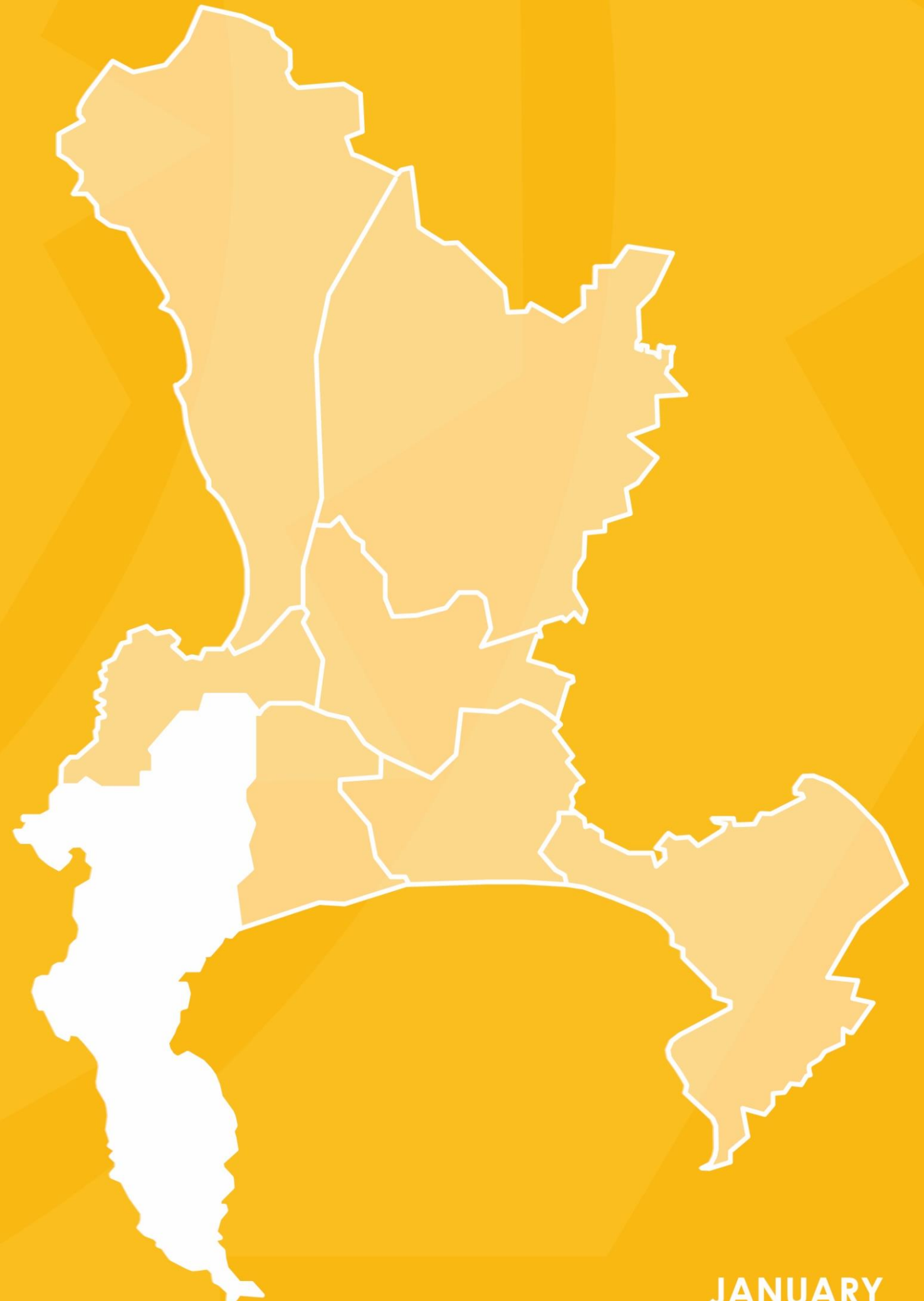


SOUTHERN DISTRICT PLAN

Integrated district spatial development framework
and environmental management framework

APPROVED - Vol. 3: Implementation Plan



CITY OF CAPE TOWN
ISIXEKO SASEKAPA
STAD KAAPSTAD

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1 IMPLEMENTATION PLAN

The primary objective of the Implementation Plan is to provide guidance in terms of prioritised public investment, local area and precinct planning priorities and enablement mechanisms required to implement the proposals contained in the District Spatial Development Framework (DSDF) and sub-district DSDF. The plan consists of the following key sections described and depicted in 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 1.2), the Spatial Targeting Framework (Section 1.3) and Local Area Planning Priorities (Section 1.4)
- **Ease of Process:** removing red tape and improving institutional efficiencies by withdrawing contradictory or overlapping local planning policy with the approval of the DSDF (Section 1.5) 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 1) 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:

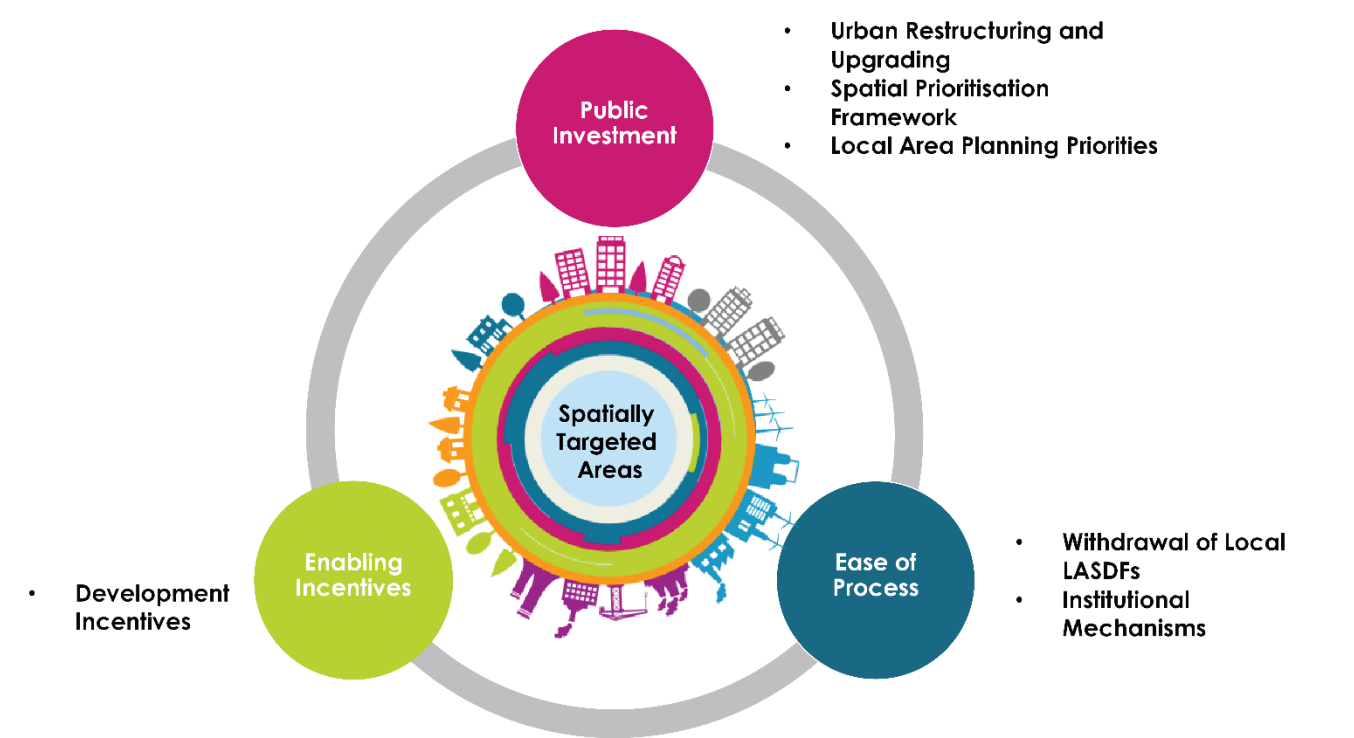


Figure 1.2: DSDF Approach to Implementation

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 integrated District Spatial Development Plan (DSDF) and Environmental Management Framework (EMFs.)

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

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

These areas for future development have been identified in the Southern DSDF Technical Report. These include areas for intensification, the Mixed-Use Intensification Areas (see Section 3.1.2.4) and the New Development Areas (see Section 4)

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

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

Significant new development areas in the Southern District include:

- Claremont Station site

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

1.2.1 Transport & Access Infrastructure

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

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

1.2.1.a New Road Links

There are a number of existing new road link proposals in the district, see Figure 1.4 below. While these are all important to the overall (eventual) integration and functioning of the district, in terms of the stated shift in focus for transport infrastructure in the city and in the Southern district, the most important new road links required in the district are the proposed Wynberg CBD Couplet and South Road Constantia Road link. While the others will assist freight movement and public transport movement to a degree, they are primarily focussed on private mobility. Thus, while not dismissed as opportunities, these should not be prioritised in the short to medium term as other priorities in terms of the movement system could hold more significant social and economic impact. Of these, however, the most urgent is the Houmed Avenue bypass (phases 1 & 2) as it will assist in providing a clear urban development edge to limit current informal settlement encroachment into wetland area (outside the urban development edge).

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

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

connecting green corridors and sustainable drainage systems) must be factored into capital projects.

i. Wynberg couplet

The 'Wynberg couplet' will serve to relieve congestion on and improve the functioning of Main Road through Wynberg. It will also be critical to the proposed BRT (IRT) feeder service along Main Road and assist in defining and releasing mixed-use development opportunities in the area between Maynardville and Main Road. The couplet could also be used to define the public space interface with Maynardville and boost development fronting the park. Finally, and critical to the re-generation of Wynberg, support for this development would permit de-proclamation of previously proclaimed 'by-pass' road reserves in the area. The couplet, between Wetton Road and Wellington Road, is a proclaimed road area, is on the Integrated Transport Plan and engineering design has been completed. This is considered a high priority project and is recommended to be undertaken in the short term (next two to five years).

ii. South Road - Constantia Road link

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

iii. Gabriel Road re-route

Developing this small re-routing of Gabriel Road to link up directly with Victoria Road would improve east-west access by relieving congestion in the Plumstead Main Road area. This is considered a high priority project and is recommended to be undertaken in the short term (next two to five years).

iv. Zandvlei Parkway

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

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

v. Fish Hoek by-pass

This involves primarily a link between Sun Valley and Clovelly, where it re-joins Main Road. However, the complete planned link, as reflected in the Integrated Transport Plan, includes a proposed tunnel through the mountain at Kalk Bay, an upgrade of Boyes Drive and a tunnel link through Westlake golf course to the M3. This is intended to, in the first instance, relieve congestion through Fish Hoek, but as a whole to relieve pressure on Ou Kaapse Weg, and on Main Road from Lakeside to Muizenberg and through to Fish Hoek, and thereby also improve access between the 'far south' and the metropolitan area to the north. However, implementation of even a single component of this plan would be prohibitively expensive and also have considerable environmental implications. This proposal is therefore not supported in the immediate future. However, it is considered prudent to retain the proposal on plan as a possible option for the very long term that should not be discarded.

vi. Houmoed Avenue by-pass

This will improve access between Ou Kaapse Weg, the Longbeach commercial area, and most specifically Masiphumelele (and associated pedestrian and non-motorised movement), but also Ocean View and Kommetjie by relieving congestion on Kommetjie Road. In fact, it is seen as a fundamental support to Kommetjie Road if the Kommetjie Road upgrade is to be limited to four lanes (rather than six lanes). This bypass is a proclaimed road area, is on the Integrated Transport Plan and engineering design has been completed. This is considered a high priority project, particularly as it will assist in providing a clear urban development edge to limit informal settlement encroachment into wetland area, and was therefore recommended to be undertaken in the short term (next two to five years). Phase 1 has been approved and an appeal dismissed. Phase 2 is (at end 2020) awaiting an appeal decision.

vii. Hout Bay by-pass

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

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

viii. Long Street extension (Bergvliet)

The development of this small link eastwards from Long Street which connects Francis Street will allow for easier access onto Main Road. This will in turn reduce the traffic volumes at the intersections of Burnham and Gabriel Road and Boundary and Kendal Road. This proposal, although considered necessary in the longer term, is not considered to be critical to the movement network and public transport orientated movement in particular. Therefore, implementation is supported only in the medium to long term

ix. Triggs Road to Kommetjie extension

The extension of Triggs Road to Kommetjie Road where it intersects with Abington Road. This will relieve the congestion on the Wood Road and Kommetjie intersection as this is the only other access point, apart from Capri Drive, onto Kommetjie Road from Capri. This proposal, although considered necessary in the longer term, is not considered to be critical to the movement network and public transport orientated movement in particular. Therefore, implementation is supported only in the medium to long term

x. De Stadler Avenue extension

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

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

xi. Lilly Road extension

The extension of Lilly Road in Retreat northwards intersecting Keyser Road and linking up with Tokai Road will lessen traffic volumes on Main Road and thus reducing congestion during peak hours. This proposal, although considered necessary in the longer term, is not considered to be critical to the movement network and public transport orientated movement in particular. Therefore, implementation is supported only in the medium to long term.

xii. Link between M3 and Boyes Drive

The link between the M3 and Boyes Drive will improve the north-south linkage providing easier access to the areas further south while reducing pressure at the Steenberg Road and Main Road

intersection. This will further be strengthened by the realisation of the proposed Fish Hoek bypass which is planned for the long term. This proposal, although considered necessary for the medium term, is not considered to be critical to the movement network and public transport orientated movement in particular. Therefore, implementation is supported only in the medium term (>10 years).

xiii. Extension of Mocke Road (Elfindale)

The extension of Mocke Road in Elfindale is proposed to link up with Elfin Avenue to the south. This will allow for easier access onto De Waal Road and improve east-west connections within Elfindale by connecting Estmil Road and Elfin Avenue, which runs into Roscommon Road and Bergvliet Road. This proposal, although considered necessary in the longer term, is not considered to be critical to the movement network and public transport orientated movement in particular. Therefore, implementation is supported only in the medium to long term

xiv. Tokai Road extension

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

1.2.1.b Road upgrades

i. Kommetjie Main Road

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

This aims to relieve congestion and enhance mobility, as well as allow for nodal point access, from (existing) retail node feeder roads and housing estate areas. The nature of the route would be expected to largely perform the same functions as it currently does, being essentially a mobility route, and varying from more intense nodal land use areas in the east to a more limited access 'connector route' character towards Ocean View. However, it does need to accommodate greater capacity (requiring further signalised intersections), and an NMT route. Importantly, it should also include appropriate landscaping in keeping with a scenic route (even if it is not declared as one) since it is a well-utilised tourist route and joins scenic routes at either end. It is also located in a scenic part of the peninsula, and while the surrounding urban area is not yet particularly attractive, it is a newly developing area and the road upgrade should aim to encourage and support the development of a unique sense of place and an attractive urban (urban-rural) character.

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

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

ii. Ou Kaapse Weg between Sun Valley and Tokai

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

iii. Gabriel Road

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

iv. Kendal and De Waal roads

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

1.2.1.c *Public transport*

The re-establishment of rail as a primary public transport route in the longer term is of key importance as it is the most cost-effective mode of transportation and it will also provide relief to the City's road system.

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

- Newlands Station*
- Claremont Station
- Wynberg
- Steurhof Station
- Retreat Station*
- Steenberg Station
- Fish Hoek Station*

(stations identified by Intersite for redevelopment)*

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

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

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

(Claremont, Wynberg, Plumstead and Retreat), close to many schools and major sports facility precincts (Hartleyvale, Rondebosch, Newlands, Kenilworth), and major recreational attractions (e.g. Table Mountain/Rhodes Memorial), Zandvlei, Muizenberg, Kalk Bay). Significant facilities that cater to different needs at different times would be most optimal.

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

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

- Developing public transport lanes on Imam Haron and Chichester Roads (inclusive of necessary road-widening).
- Developing public transport infrastructure on Klipfontein Road west of the Red Cross Hospital. This will require significant road-widening. Existing road-widening plans require review since there are considerable obstacles to the substantial road-widening plans. This may require review to a more creative outcome (i.e. two lanes and another shared public transport lane)

1.2.1.d *Non-motorised transport*

Investment in NMT infrastructure is a priority in this district. Intervention should occur as part of a programme to develop a broader NMT network, but be prioritised on where NMT activity is already greatest (but in sub-optimal conditions). 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. Importantly, however, in most cases a pre-condition to this investment has to be addressing (traffic) safety and (crime) security concerns, as failure to do so will result in wasted investment (as has been observed with numerous such projects).

In the Southern district, interventions should focus on:

- NMT between Muizenberg (Sunrise Circle) and Simon's Town. This should better accommodation of commuter and training cycling within roadways and, more importantly, an enhanced pedestrian (and running) route, especially between Muizenberg and Fish Hoek which is a high amenity, high attractor, but limited space stretch. Strong consideration should be given to planning for a promenade environment as far as possible. This is likely to require utilisation of rail reserve area in addition to existing Main Road pavement area and coastal walkway, and is likely to result in a variable promenade dependent on where opportunity is

most or less constrained. This has high potential as a regional economic attractor with significant economic leverage potential.

- NMT along development corridors and at main movement generators (i.e. transport interchange/station areas – see above). This includes along development corridor main roads, with primary focus on pavements and pedestrian links across roads (design, surfacing, street furniture, etc.). It may also where possible also include bike routes, but these may often be better accommodated along parallel supporting connector routes or in association with the identified open space link related routes. See the City's planned NMT network for guidance.
- The role of NMT for bikes, including especially commuter bikes, will become increasingly important along particularly district connector routes in line with the City's increasing focus on densification, walkability and liveability, and new bike technology (especially the emergence of electric bikes). A major focus must be on safety (and security) with a goal of zero deaths, which has implications for changes to current design of movement routes (e.g. separation of NMT, traffic calming, nature of road crossings), the management thereof (e.g. vehicular speed) and the nature of urban development interfacing with these routes (positive frontages will support surveillance and safety).
- The development of main public (and where possible private) links into and through major open space areas in the district which connect destination places and movement generators. These include nature tracks for hiking and biking. In the Southern district this should include provision for enhanced linkage from Signal Hill to Cape Point, as well as into the Constantia and Tokai Greenbelts and wine farms, Hout Bay and Noordhoek riverine and wetland corridors to enhance the tourism and recreation industry.
- The linking of significant public open spaces within urban areas, along open space (green) corridors or most appropriate public roads, towards the establishment of a network accessible to NMT across the district, and through the district to neighbouring districts. This should include the establishment of pathways through/around/along open spaces, and appropriately (re-)designed, landscaped, tree-planted roads/pavements between these open spaces. Key open space areas for focussed attention includes Rondebosch Common, the greater Wynberg sports precinct area (between Ottery Road and Doncaster Road, and Princess Vlei area.
- Tree planting and landscaping should be a focus (for Ward budgets, adjacent property developers, etc.) along identified NMT routes to assist with NMT legibility, safety, and attractiveness, while progressively contributing to urban heat generation mitigation by effectively narrowing asphalt exposure to the sun.

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

Detailed investigations are required for the proposed cycle network areas in terms of the City's NMT Masterplan (2017), which includes Main Road and key east and west linkages from it (such as Constantia Main Road, South Road, Retreat Main Road, and Kommetjie Main Road) and other key connector routes across the district.

i. Streets and Public Squares

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

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

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

ii. Significant public links

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

The links identified as public links of district significance include:

- **False Bay and Atlantic coastline links:** public and walking access should be possible around the entire coastline within the district. In rocky areas, this may require walking inland a little. However, where urban development is along rocky shorelines effort should be made to provide easy walking access. Principal of these areas is the Muizenberg to Simon's Town link. The existing pedestrian sea-front links between Muizenberg and Danger Beach (St James), and from Clovelly to past Fish Hoek (Jagers Walk) needs to be upgraded and extended to link up continuously between Muizenberg and Simon's Town. The idea of in future realising a more generous (wider and multi-purpose) NMT link between these two destinations should be seriously considered. This would need to investigate the potential impacts of predicted sea-level rise, as well as explore the future feasibility of the rail connection and its possible re-engineering (e.g. reducing to single track except for stations which act as passing areas) or replacement by IRT, and also bicycle route and pedestrian esplanade that would fundamentally improve access, the public coastal experience and the overall public good.
- **Mountain links:** The most important of these is the Cape Point to City Bowl link. The Table Mountain National Park (TMNP) Hoerikwaggo trail already provides a hiking route across the peninsula from Cape Point to Table Mountain, with only a section outstanding above Simon's Town. Formal NMT linkage between Cape Point and the City Bowl needs to be investigated for implementation. This should include pedestrian access as well as continuous Mountain Bike access, and would probably need to include a combination of complementary routes which may in certain areas overlap, and in others serve varied 'off-shoot' destinations (i.e. Hout Bay, Kommetjie). This would, of necessity require close co-operation between the City, the TMNP and certain private landholders. Critical link areas include north-south linkage at Protea Ridge near Imhoff's Gift, and through the urban area between the mountains on either side of Fish Hoek/Sun Valley, and finally, at Constantia Nek.
- **Open space links:** All major green open space corridors should include public links, primarily for walking, but also in some cases, cycling and horse riding. In many cases, most particularly along rivers and streams, this may require a long-term process of reclaiming into public ownership some privately owned linkages, including servitudes / public open space during the development process of private land that incorporates watercourses. This may also require ensuring that safety and security are adequately addressed in effecting these links. The most important new open space links to be addressed are the Tokai 'Forest' to Princess Vlei link, the Diep River (south) link from Cecilia Forest to Zandvlei Nature Reserve, the Prinkasteel-Keysers Rivers from TMNP Tokai to Zandvlei Nature Reserve and the Hout Bay River source to sea link.

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

1.2.1.e *Road schemes*

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

A road scheme can significantly impact adjacent properties; as planned developments are required to take into account proposed road widening. This has a long term impact on the built environment (with buildings unnecessarily setback from the road, poorly defined interfaces and wasted carriageway / pavement space) and is an additional regulatory hurdle. An analysis has been undertaken to identify road schemes that hinder the most development opportunities.

Within the Southern District, the Claremont Bypass, which was approved by Council in 1984, falls within the Claremont/Wynberg Metropolitan Node. It is within a Higher Order Development Corridor and a Development Focus Area (DFA) and, therefore, affects a number of well-located properties. It is proposed that the review of this road scheme is prioritised by the Transport Department to inform urban development processes in the area.

Where a road scheme has been de-proclaimed, the rezoning of TR2 zoned properties should be prioritised.

1.2.2 Environmental Infrastructure and Open Space System

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

1.2.2.a Biodiversity

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

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

Hout Bay, Diep (southern) and Prinkasteels-Keysers from TMNP to Zandvlei Nature Reserve and along the coast to False Bay Nature Reserve.

1.2.2.b Public Open Space

The following objectives should be prioritised in terms of developing and enhancing the district's public open space system:

i. New district park:

It is proposed that a new district park be established in the Greater Princess Vlei area, inclusive also of the Little Princess Vlei. Although in the current circumstances budget for such may not be prioritised by City Recreation and Parks Department for some time, at the very least the area should be reserved for such, and a high priority is the preparation of a planning framework for the area to guide future decision-making. Room exists in future for public private partnerships to realise a park area that becomes a major attraction as a multi-purpose area. Areas and concepts which should be investigated in this regard include:

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

- The re-development of the area should not compromise the Princess Vlei and Little Princess Vlei Conservation Area, as it is a signed Biodiversity Agreement with CapeNature to be managed for biodiversity conservation in perpetuity.

ii. Consolidate existing district parks:

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

iii. Existing sports complexes:

Upgrading of sport and recreation facilities should be focussed within existing sports complexes. Focus should be on upgrading and maintaining the existing sites of regional, national, and international competition significance (including Newlands Cricket & Swimming). Efforts should also be made to broaden the diversity of activity available within these areas to maximise utilisation and include activities beyond formal sport to passive recreational activity. Rationalising some of these areas, through review of utilisation and standards, and/or allowing new sensitively located and designed development, should be considered to improve the quality of place and define the space. This includes the Wynberg Sports Centre and William Herbert Sports Centre areas, and also Princess Vlei and Sun Valley Sports precincts.

iv. Linear open space system:

It is proposed that open space upgrading of local parks seek opportunities within the local linear open space system, where the sum of benefits of the system can be greater than that of the individual component open spaces (e.g. through maintenance and safety, multi-functionality, and walkways etc. through or around the larger area). The focus for upgrading and development of the linear spaces should be where there is a potential to cluster uses (e.g. development of a small park in the system adjacent to an existing primary school, clinic or police station). In lower income areas in particular, the emphasis should be on active public spaces rather than merely passive open space. This should include consideration given to introducing mini-astro-turf soccer pitches in these public open space areas. The opportunity also exists in these areas for active environmental education activities, and also to promote upgrading of Public Open Space / greenbelts along river corridors and the enhancement of the interfaces with adjacent urban development (through 'framing' with denser urban development, 'fronting' development onto spaces, linking access

points to walkways etc., permitting associated and linked commercial activities in certain key locations, and landscaping and planting).

1.2.2.c Coastal Management

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

- Millers Point and Soetwater infrastructure
- Muizenberg Beach Front Upgrade
- Muizenberg Beach Front Upgrade Phase 2
- Fish Hoek Dunes
- Glencairn Rail Revetment
- Seaforth Beach Precinct Upgrade

1.2.2.d Water Systems

The following objectives should be prioritised in terms of protecting and enhancing the district's water systems:

i. River system functionality:

Greater attention generally needs to be given to improving the lower reaches of most riverine systems to ensure that they function hydrologically and ecologically as well as do their upper reaches currently. This includes in some areas providing further detention pond facilities along their lengths, de-canalising, removing alien vegetation, and introducing natural vegetation filtering where possible, as well as other modifications which would not compromise the hydraulics and improve the ecology, and introducing more restrictive future re-development building line setbacks. It also includes ensuring that redevelopments and new developments maximise their on-site water infiltration permeability and minimise runoff.

ii. River system social quality:

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

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

The Liveable Urban Waterway programme is a City initiative aimed at the rehabilitation of watercourses (including de-canalisation). The programme seeks to, amongst others, improve habitat, ecological functioning and amenity value of water bodies in the Sand River catchment. The project focuses on five areas namely; Grootboschkloof River; Keyser River between Military and Tokai Main roads; Spaanschemat and Prinskasteel rivers; Westlake River; and the confluence of the Sand River and Langevlei canal, at Coniston 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;
- identified areas to apply inclusionary housing policies;
- identifying areas for incremental upgrading; and
- identifying areas for potential shortened land development procedures (i.e. the NDAS and Mixed Use Intensification areas).

1.2.3.a Planned/ Proposed Housing Projects

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

Table 1.1: Planned/ Proposed Housing Projects for the Southern District

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

¹ Affordability is a function of context. The National Government determines that the GAP market (those households who should be targeted for affordable housing provision) refers to households earning less than R22 000pm. This Strategy recognises that nominal

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 Southern District include:

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

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

Table 1.2 indicates the informal settlement areas that has been identified for upgrade.

Table 1.2: Planned / Proposed Informal Settlement Upgrades in Southern District.

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

1.2.3.e National programmes for catalysing 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

indicator whilst maintaining that affordability fluctuates dependent on the context in which housing is available; and that it would never be targeted at the highest earning income group of that context (City of Cape Town Approved Human Settlement Strategy., 2021).

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 2023).

The PSHDAs 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 1.3)

The programme aims to use the delivery of housing for a broad range of housing typologies within integrated mixed-use developments in the declared PSHDAs 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;
- iii. Areas requiring improved access to infrastructure, amenities and services; and
- iv. Areas that supports the integration of different housing typologies, land uses and economic development.

Table 1.3 Priority Human Settlements and Housing Development Areas (PSHDAs)

PSHDA’s in the Southern District	Main Places	Wards
Hout Bay / Imizamo Yethu	Constantia (Glen Alpine, Witteboomen) Hout Bay (Hout Bay Harbour, Hout Bay Heights, Hangberg, Northshore, Beach Estate, Imizamo Yethu, Tierboskloof, Oakwood Village Estate),	62, 74

1.2.4 Bulk infrastructure

The following section deals with the current infrastructure capacities and pipeline projects identified for the short, medium and longer term which are necessary in order to support proposals in the integrated DSDF and EMF. Detailed planning for infrastructure services are captured in department sector plans and only the implications for future growth and maintenance of infrastructure in the Southern District are summarised in the sections that follow.

1.2.4.a Waste Water Treatment

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

Wildevoevllei is nearing its organic load capacity, even though the current ADWF is significantly lower than its design flow. This is due to the wastewater being produced in the catchment changing over time. A capacity expansion for Wildevoevllei has been planned for in the medium term.

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1.2.4.b Stormwater

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

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

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

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

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

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

1.2.4.c Electricity

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

Table 1.4: Electricity Projects

Project	Description
Sun Valley MS Upgrade	The potential Masiphumelele informal settlement development falls within the Sun Valley MS footprint. The neighbouring Clovelly MS has spare capacity. MV primary and secondary links to Clovelly MS needs to be investigated to determine if load can be transferred to this MS, in order to provide sufficient capacity to supply Masiphumelele informal settlement as and when it develops. The two transformers at Sun Valley MS are expected to reach their end of life in 2045 but these transformers will be replaced to accommodate the Masiphumelele informal settlement development, if the load transfer to Clovelly MS is insufficient.
Philippi – Rosemead Ave cable replacement	The two Philippi – Rosmead 6.7 km Oil cables are expected to reach their end of life in 2025. These cables are fairly stable where oil leaks are concerned as the serving of these cables is still good. There are minor oil leaks, but these are usually easily detected and located. Condition assessment and monitoring will identify when replacement of these cables is required. It is provisionally estimated for the 2030/31 financial year, but needs to be confirmed by the financial motivation resulting from the condition assessment.
Muizenberg – Clovelly 3rd cable	The load forecast for Clovelly Switching Station (SwStn) indicates that the load will exceed the firm capacity if a load increase of 14

Project	Description
	MVA materialises due to the new Masiphumelele informal settlement. This will require a third cable between Muizenberg and Clovelly SwStns, to ensure firm capacity.

1.2.4.d Solid waste

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

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

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

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

1.2.5 Public Facilities and Public Space

The 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 1.3 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 1.5 should be read in conjunction with Figure 1.3. 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 e.g. The Retreat Tokai node is ranked 1st in the district and 16th at a city wide level in terms of need.

Regional Recreation Hubs should be prioritized at metro scale as they would provide a clustering of large multi-code formal and informal sport and recreation facilities that serves the local communities but also the wider metro region. Figure 1.5 shows the William Herbert sport complex which has been identified as a regional recreation hub located within the Southern 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. In addition to the above, the enhancement and/or upgrading of facilities as identified in the areas including Princess Vlei, Hout Bay and Masiphumelele should also be prioritised as the development of facilities at these locations would align with concept of creating Integrated Recreation Facilities (See Figure 1.5).

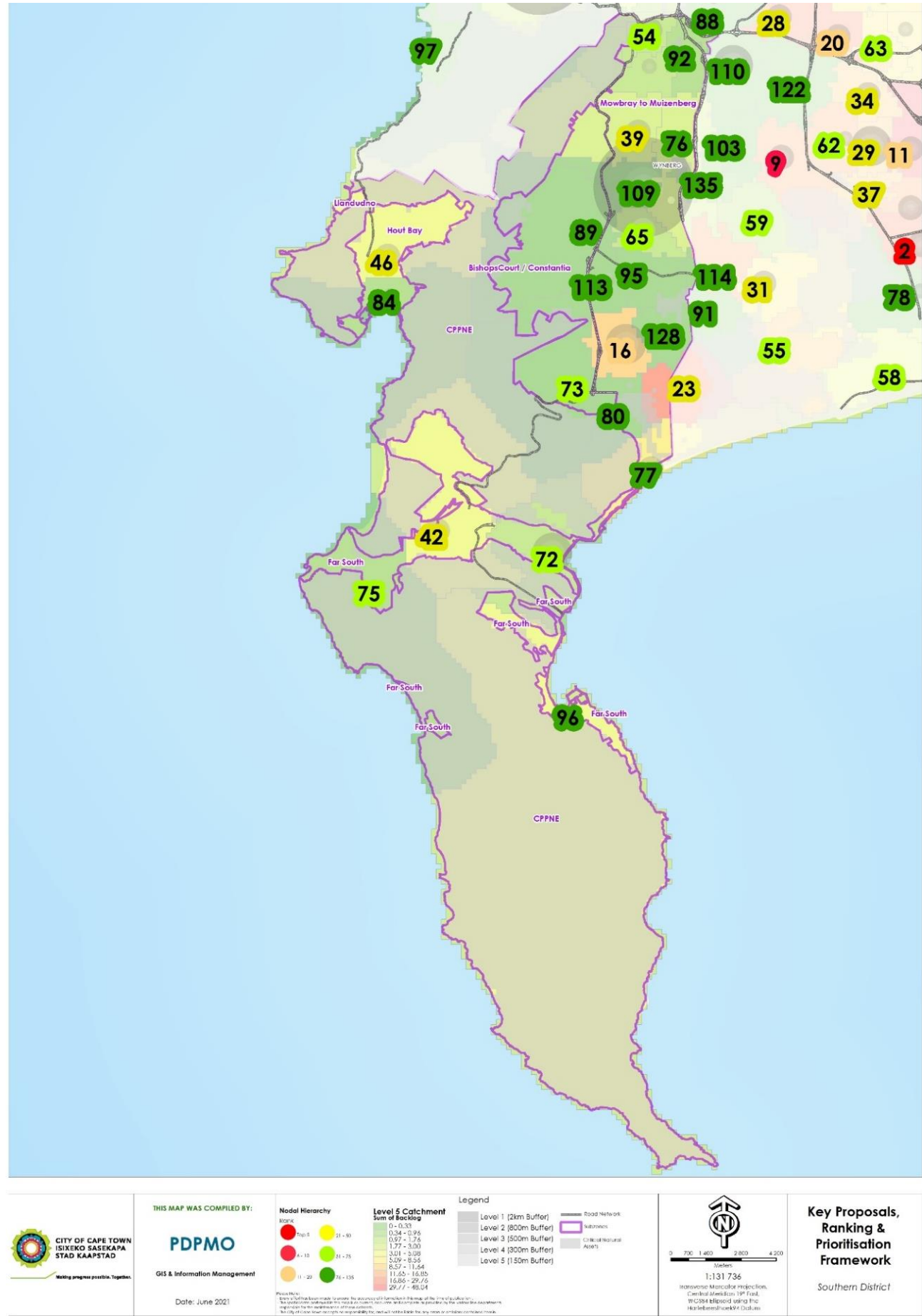


Figure 1.3: Hierarchy of Nodes

Table 1.5: 2020 Top Areas of Need in the Southern District

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

* The coloured boxes represent the number of facilities required as a result of the modelling exercise. The results from the modelling exercise are indicative of the severity of facility need. As such it is not expected that the results from the modelling exercise must be provided. In addition to fiscal and land availability constraints, results should be read with the understanding that it is up to line departments to devise a strategy on how to meet the need identified.

KEY

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

Table 1.6 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.

Table 1.6: Southern District Project pipeline

Facility Type	Pipeline Projects		Time Frame
	New/Replacement	Upgrade/Expansion	
Recreation & Parks		Leo Park, Vega Close Park	Future
City & Provincial Health		Pelican Park	Short Term
	Hout Bay CDC		Short-Medium
		Fish hoek clinic	Medium-Future
		Klip road clinic	Future
		Lavender hill clinic	Medium-Future
	Masiphumelele clinic		Short-Medium
		Muizenberg clinic	Future
		Parkwood clinic	Future
		Strandfontein clinic	Short-Medium
		Westlake clinic	Short-Medium
		Diep River clinic	Future
		Retreat CHC	Short-Medium
	Lotus River CDC		Medium
	Victoria Hospital replacement		Future
	Wesfleur Hospital replacement		Future
Social Development & ECD	ECD centers of excellence are to be explored where need arises and subject to budget availability		
		Homeless Shelter - Retreat - Wynberg - Claremont	Short term
Sports Grounds		William Herbert Sports complex- Wynberg Sports Ground has been identified as Regional Recreation Hub with significant optimisation and rationalisation opportunities	
		Houtbay Sports Precinct – including 2 multipurpose courts, upgrading parking area, pedestrian pathways, play equipment, children's sprint track, outdoor gym and picnic benches.	Short
		Newlands pool - Newlands Pool has	

		been identified as a metropolitan level facility in the Swimming Pool study undertaken by Community Services and Health in 2022. As such, it is an ideal site for cultivating income-generating opportunities. Optimisation and Rationalisation opportunities exist at Newlands pool as articulated in the 2021 Newlands Swimming Pool feasibility study.	
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1.2.5.a Educational Facilities

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

A. Short –Term Need (1-3 years)

- Imizamo Yethu/Hout Bay:* The need for a brick and mortar primary school for Imizamo Yethu has always been on the WCED's radar and has pursued with a permanent school. The aim is to also provide the required skills programmes to surrounding communities at an existing school (within Hout Bay) which is anticipated to be repurposed.
- Masiphumelele:* A need that has always been recognised. While access to suitable land is not available currently, recognising the need (similar to Dunoon), the WCED will consider prioritising this area if granted the necessary support in securing land for future education provisioning.

B. Medium-Term Need (3-5 years)

- Hangberg:* While this area is located on the slopes of the Table Mountain Nature Reserve, expanding the current supply is considered impossible. Therefore, alternative land/opportunities are scoped in order to support the education need of this community.

Table 1.7: Education Pipeline Projects

WCED Pipeline projects		Time frame
		Short/Medium/Long/Future
New(N)/Replacement(R)	Expansion(E)/Upgrade(U)	
New Hout Bay PS		Short
Masiphumelele New		Long
	Claremont HS	Short
	Muizenberg Junior School	Short
	Groote Schuur HS	Short
Thomas Wildschutt PS		Medium
	Heathfield PS	Short
	Wynberg SS (on Ottery site)	Medium

Other educational projects in the Southern District include developing a School of Skills in Steenberg on Erf 107335 and utilising the existing buildings of the former Dominican Grimley school to establish a new primary and high school on Erf 2770/Re, Hout Bay.

1.2.6 Urban Management Areas

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

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

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

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

ii. MURP and Mayor’s Visible Service Accelerated Programme

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. Ocean View has been highlighted as a focus area in the Southern District for these programmes

1.2.7 Urban Restructuring and Upgrading Plan

Figure 1.4 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 Southern District SDF and its associated development proposals, in particular new development areas and areas where major intensification is proposed.

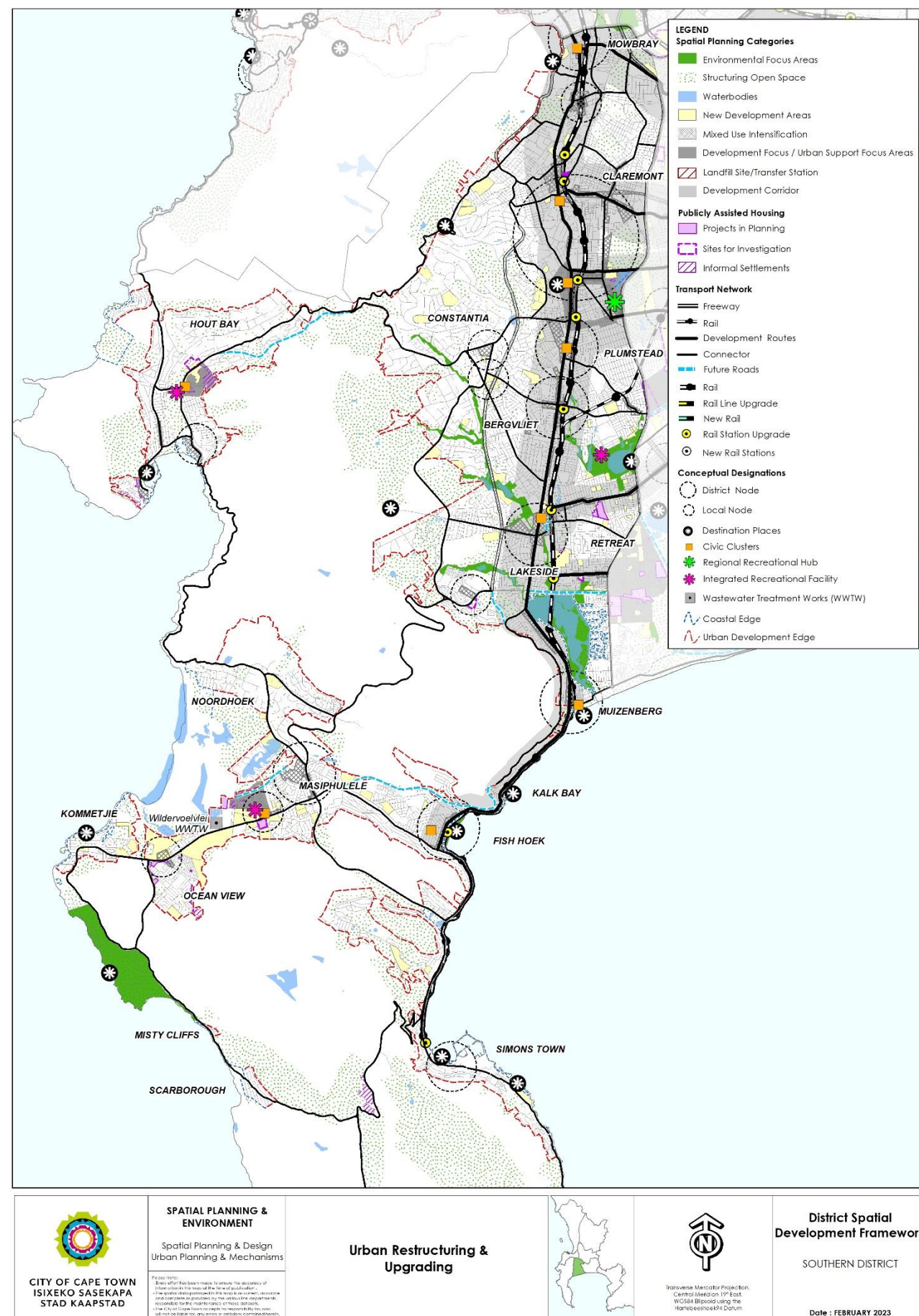


Figure 1.4: Urban Restructuring & Upgrading

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.

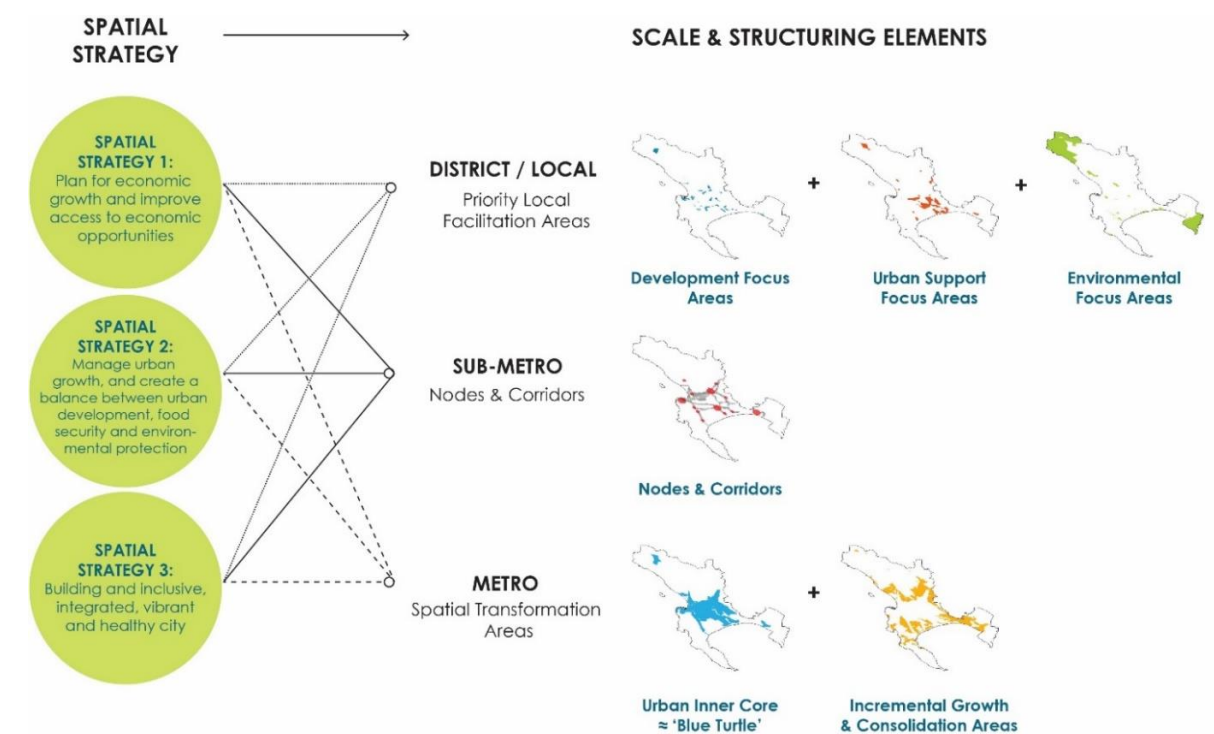


Figure 1.5: Link between spatial strategies, scale and policy elements

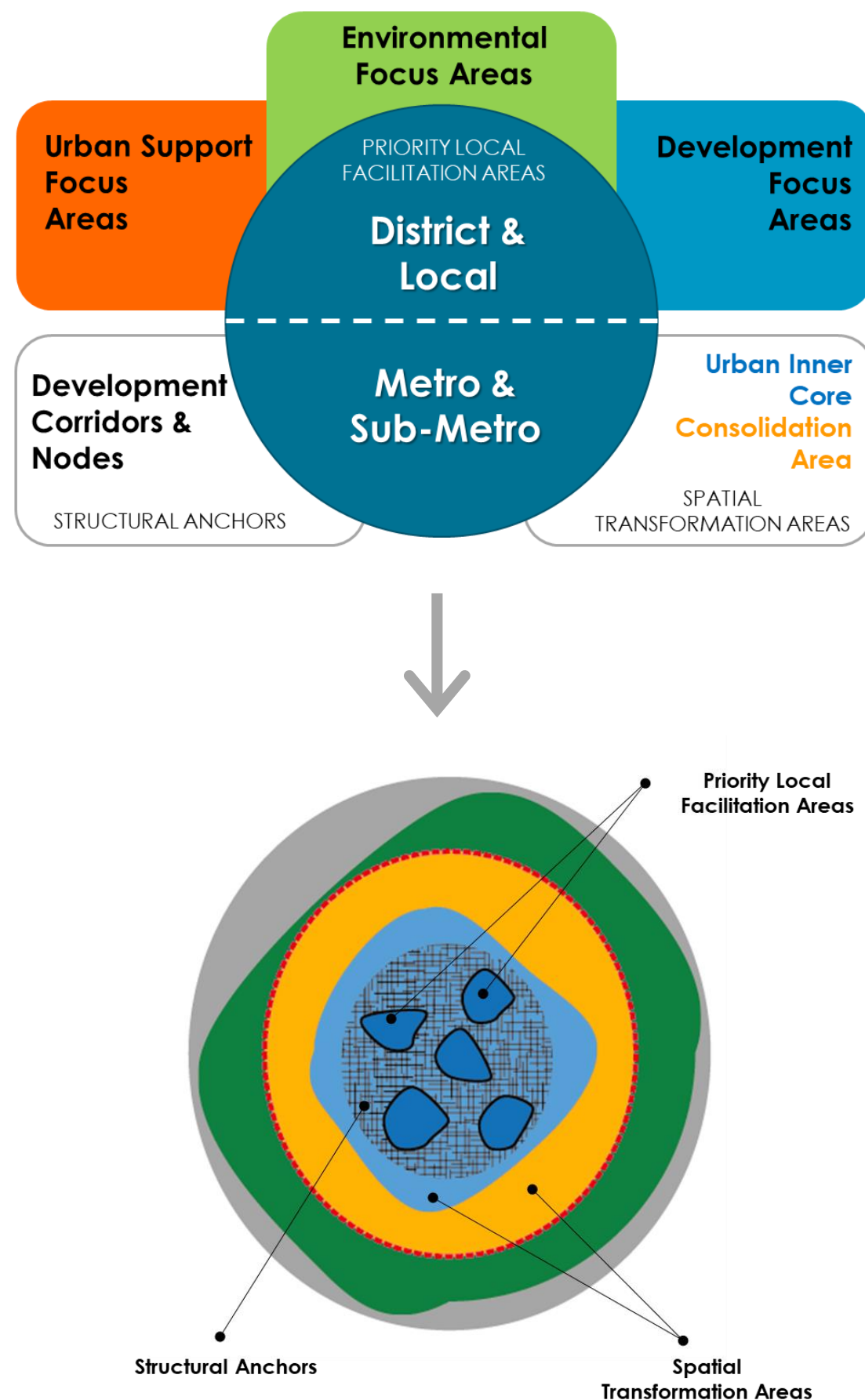


Figure 1.6: Spatial Targeting Framework Methodology

1.3.1 Overview of priority local facilitation 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 1.7; 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 prioritised 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 the Catalytic Land Development Programme (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.

- Five to ten-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 or protection over the lifespan of the DSDF, given its environmental significance but are not within designated DFAs and USFAs and hence require equivalent focus.

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

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

To identify and prioritise environmental focus areas, a set of criteria was used to select environmental projects and programmes 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 1.9 for further details on the EFAs.

Figure 1.7 depicts the Prioritised Local Facilitation Areas (i.e. the DFAs, USFAs and EFAs) for the Southern District.

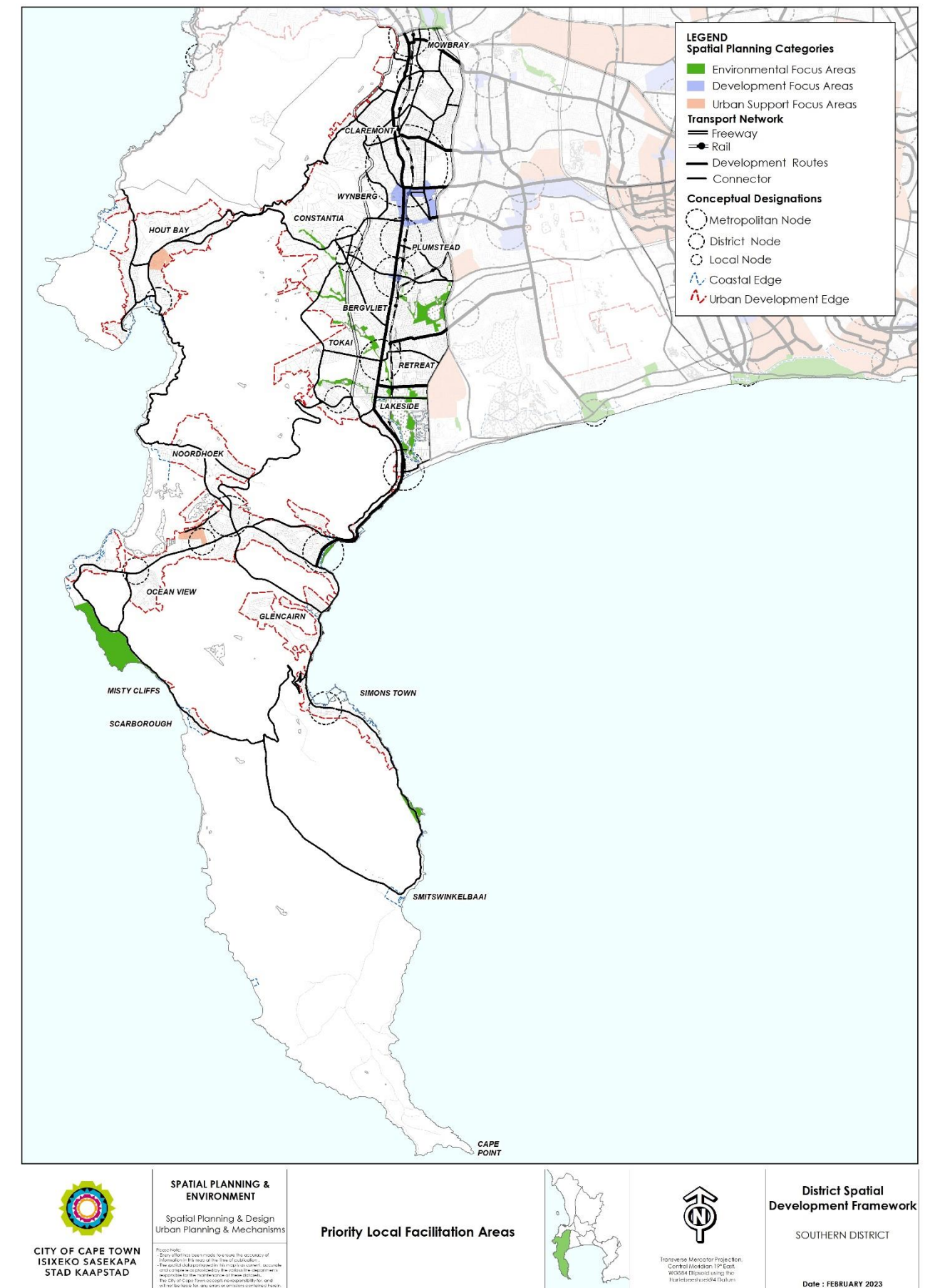


Figure 1.7: Priority Local Facilitation Areas

1.3.2 Capital Investment Prioritisation

Based on the priority local areas identified above, a prioritised list of significant public capital investment to support the spatial development proposals of the 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 1.8 below identifies key, high impact projects that will have a significant impact at a district scale while Table 1.9 identifies specific local level projects that support the spatial planning proposals for the priority local areas in the district.

Table 1.8: Major District Project Prioritisation

Project	Description	What needs to happen	Timeframe
MyCiti Phase 2A*		Expropriation Planning Construction	+5 years

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

Table 1.9: Sub-district Prioritisation per Priority Local Facilitation Areas

Priority Local Facilitation Area	Project	Description	Timeframe
Urban Support Focus Areas			
Masiphumelele	Masiphumelele Housing Project (Phase 4)		2–5 years
	Houmoed Avenue extension Phase 2	This road will supplement capacity along Kommetjie Main Road, improve access to and from Masiphumelele, and assist with defining and maintaining the urban edge line abutting the wetlands area to the north. This will be a development integrated with formalisation of housing in the northern (currently informal) extent of Masiphumelele. This is an urgent project.	2–5 years
Imizamo Yethu	IY Emergency Project		
	IY Hout Bay Housing Project		
	IY Housing Project (Phase 3)		
Development Focus Areas			
Wynberg	Phase 2A PTI, 'Couplet', & other routes		+5 years
Diep River	Moquet Farm & other public sites in Diep River		+5 years
Environmental Focus Areas			
Princess Vlei	Princess Vlei upgrade	The upgrades aim to enhance the greater Princess Vlei and environs as an inclusive, people-oriented, multi-use place, characterised by natural environmental and heritage value, diverse opportunities and extensive public activity and enjoyment. Identified as a priority project. A co-benefit of the Liveable Urban Waterways programmes efforts to improve the river system quality in the Sand River Catchment (e.g. Diep River) could contribute to improving the water quality of the waterbodies such as Princess Vlei.	2–5 years
Sand River Catchment	Liveable Urban Waterways - rivers	Projects identified in the following areas: Spaanschemat,	2–5 years

	in catchment, including rivers that form part of the Source to Sea River Corridor initiative.	Grootboschkloof and Prinskasteel Rivers; Diep River at Roscommon Rd Wetlands; Westlake River; Sand-Langevlei Canals; and Keyser River.	
Simon's Town	Seaforth beach upgrade	Enhance user experience of destination location, mitigate impacts of public use on sensitive coastal environment as well as breeding colony of African penguin.	2–5 years
Miller's Point	Miller's Point Coastal Conservancy upgrade and rationalisation of recreation and amenity infrastructure	Enhance user experience of destination location, mitigate impacts of public use on sensitive coastal environment.	2–5 years
Soetwater Coastal Resort/ Coastal Conservancy	Soetwater upgrade and rationalisation of recreation and amenity infrastructure	Enhance user experience, mitigate impacts of public use on sensitive coastal environment	2–5 years
Fish Hoek	Fish Hoek dune rehabilitation	Rehabilitation and maintenance of dune systems to limit impact of windblown sand on coastal infrastructure, enhance buffer potential against coastal hazards.	2–5 years

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

1.4 Local area planning priorities

While the District SDF gives direction at a district scale, Local Area Planning Initiatives such as Local Spatial Development Frameworks (LSDFs), Precinct Plans and Public Investment Frameworks (PIFs) are required to provide a greater level of planning direction in strategic locations and stronger focus on implementation. Several priority local planning and investment areas are identified in order to implement the vision of the DSDF. Inputs from the public engagement process have been an essential part of this process. These inputs have been balanced with the need to be strategic in focussing on projects with maximum impact and highest alignment with the spatial strategies of the MSDF (2023) and the new DSDF through the spatial targeted areas (opportunity and vulnerable areas) in Section 1.3, and programmed with due regard for resources available to undertake projects.

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

The priority local area planning initiatives for the Southern district are detailed in Table 1.10.

Table 1.10: Local Area Planning Initiatives :

Area	Description and Motivation	Planning Product	Status	Timeframe	Lead Department
Wynberg CBD	<u>Description:</u> Preparation of a LSDF to guide future development in association with a number of major planned infrastructure projects. <u>Motivation:</u> The area is 1 of 2 most important urban nodes in the district but is under-performing.	LSDF	Pipeline / Initiation	Medium Term	DP&M
Imizamo Yethu	<u>Description:</u> Precinct Plan to provide a clear structure for organised future urban development in the core area. <u>Motivation:</u> The area is facing a number of substantial urban development crises including poor urban form.	Precinct Plan	Pipeline / Initiation	Medium Term	Urban Design
Masiphumelele	<u>Description:</u> Preparation of a LSDF to address current crisis and future development issues inclusive of critical future objectives. <u>Motivation:</u> The area is a vulnerable area facing numerous substantial urban development crises.	LSDF	Draft	Short Term	DP&M
Claremont Station	<u>Description:</u> Precinct Plan for primarily the vacant site and adjacent under-performing station area. <u>Motivation:</u> The area is 1 of 2 most important urban nodes in the district but the key station precinct area and nearby undeveloped site will substantially improve area functionality.	Precinct Plan	Pipeline / Initiation	Medium Term	UCI
Diep River / Moquet Farm	<u>Description:</u> Preparation of a Precinct Plan to inform the future development of this site. <u>Motivation:</u> A strategically very well-located site at the intersection of Main Road and Kendall/De Waal Road, and close to a station which has remained undeveloped for many years, and requires strong initiation and clear guidance towards an optimal outcome.	Precinct Plan	Pipeline / Initiation	Medium Term	UCI

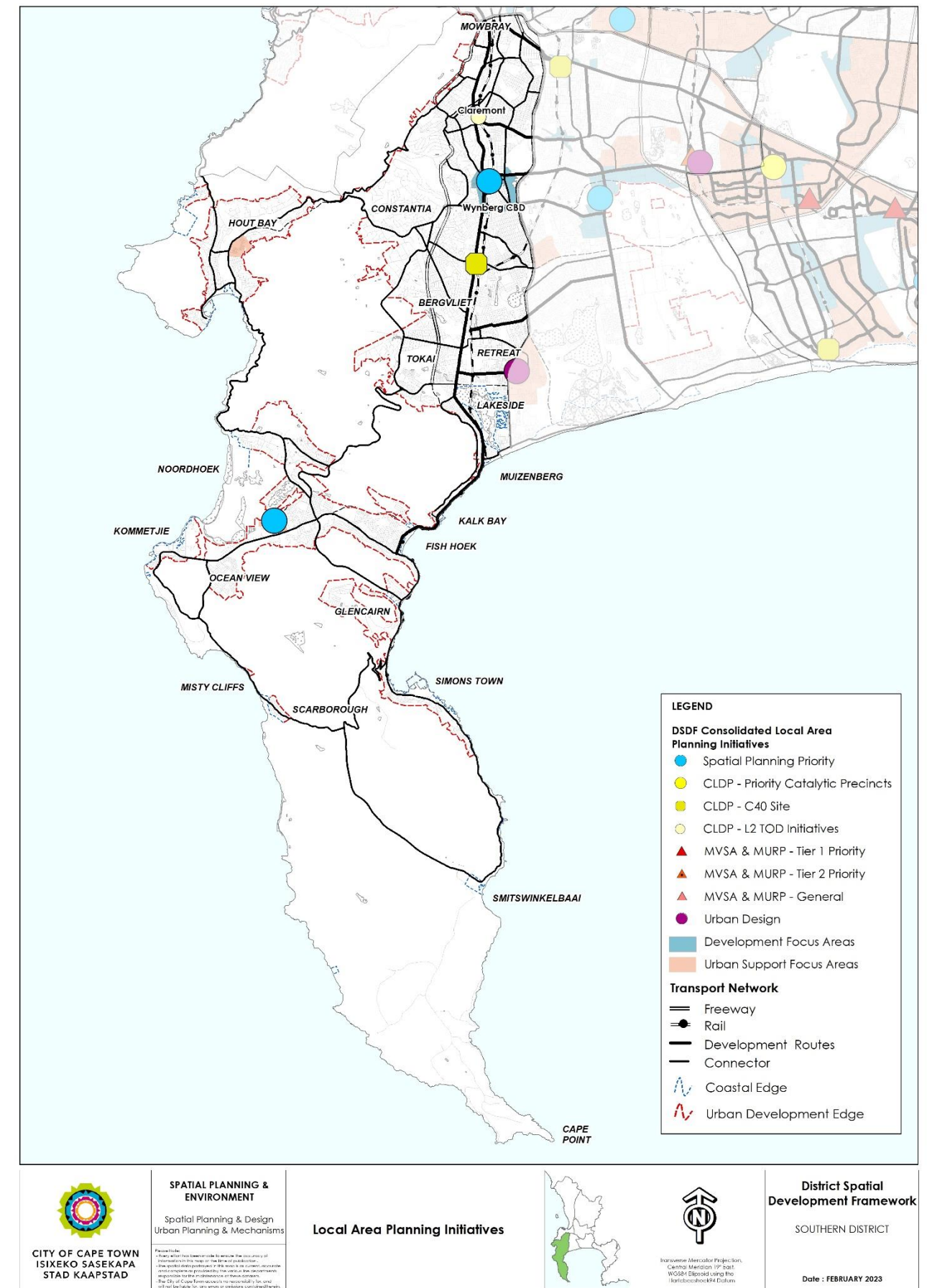


Figure 1.8: Local Area Planning Initiatives

1.5 Local Policies to be Withdrawn

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

1.5.1 Policies to be withdrawn

The following section includes a list of approved local level policies and plans that should be withdrawn or amended to ensure alignment with the new Southern DSDF, once approved. The specific motivation for withdrawal or amendments are describe in Table 1.11 below.

Table 1.11: Policies to be Withdrawn

Policy or Plan	Motivation
Victoria Road Hout Bay Commercial Management Plan: 4(10) approved in 1997	These are now very dated policies, and most development guidelines in these policies are either no longer relevant or no longer appropriate, or have been incorporated into other more recently approved policies. Any key spatial development guidelines in these policies which are still considered relevant have been included in the reviewed 2022 draft Southern District Plan.
Constantia Triangle local area policy: 4(10) plan approved in 2007	
Sunnydale local area structure plan: 4(10) plan approved in 2000	
Simon's Town structure plan: 4(6) plan approved in 1998	
Scarborough Misty Cliffs Structure Plan: 4(10) plan approved in 2000	
Peninsula Urban Edge Policy: 4(6) plan approved in 2001	

1.6 Implementation Mechanisms

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

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

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

1.6.1 Categorisation of mechanisms

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

1.6.1.a Development incentives

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

1.6.1.b Income generation

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

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

1.6.1.c *Institutional*

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

1.6.1.d *Public sector investment*

Public investment is a key driver of development within cities across South Africa. Beyond the constitutionally mandated basic services and public infrastructure provision, in certain circumstances, public sector investment is essential to attracting and leveraging the private sector and household investment and unlocking development opportunities in spaces that will contribute to a more efficient, equitable, sustainable and just 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 Catalytic Land Development Pipeline aims to leverage public investment in a long term, comprehensive regeneration process.

1.6.2 **Available mechanisms**

The following list of mechanisms are approved and available to prospective development agents and property owners in Cape Town. A more detailed description of the mechanism, including its main objective, how it works, qualification criteria and the application process can be found in Technical Annexure 12, contained in Vol. 4 of the integrated DSDF and EMF.

Table 1.12: Available Mechanisms

Development incentives
Discounted development contributions
Development application fee waivers
Discounted electricity tariffs
PT Zones
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 a screening methodology, 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 12. Timeframes for approval (for mechanisms under current investigation) and investigation of future mechanisms are indicated as either A, B or C, where A refers to those mechanisms which can be approved in 1–2 years, B indicates those that can be approved in 2–5 years and those that are timeous to be investigated but can be done within the lifespan of the District Plans are noted as C, or 5–10 years.

Table 1.13: 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 Framework

The following diagram describes the process and method to apply future mechanisms and extend current mechanisms to spatially targeted areas in the district to enable its spatial vision and address a particular development challenge in said targeted area. This is informed by key opportunities and constraints identified through the DSDF baseline analysis and the detailed analysis of each mechanism located in Annexure B. This should be applied to all eight district and associated sub-districts to identify a suite of mechanisms to support the implementation of the DSDF – some of which has been done in section 1.6.6. A detailed description of the method can be found in the Technical Annexure 12 in Volume 4 of the integrated DSDF and EMF.

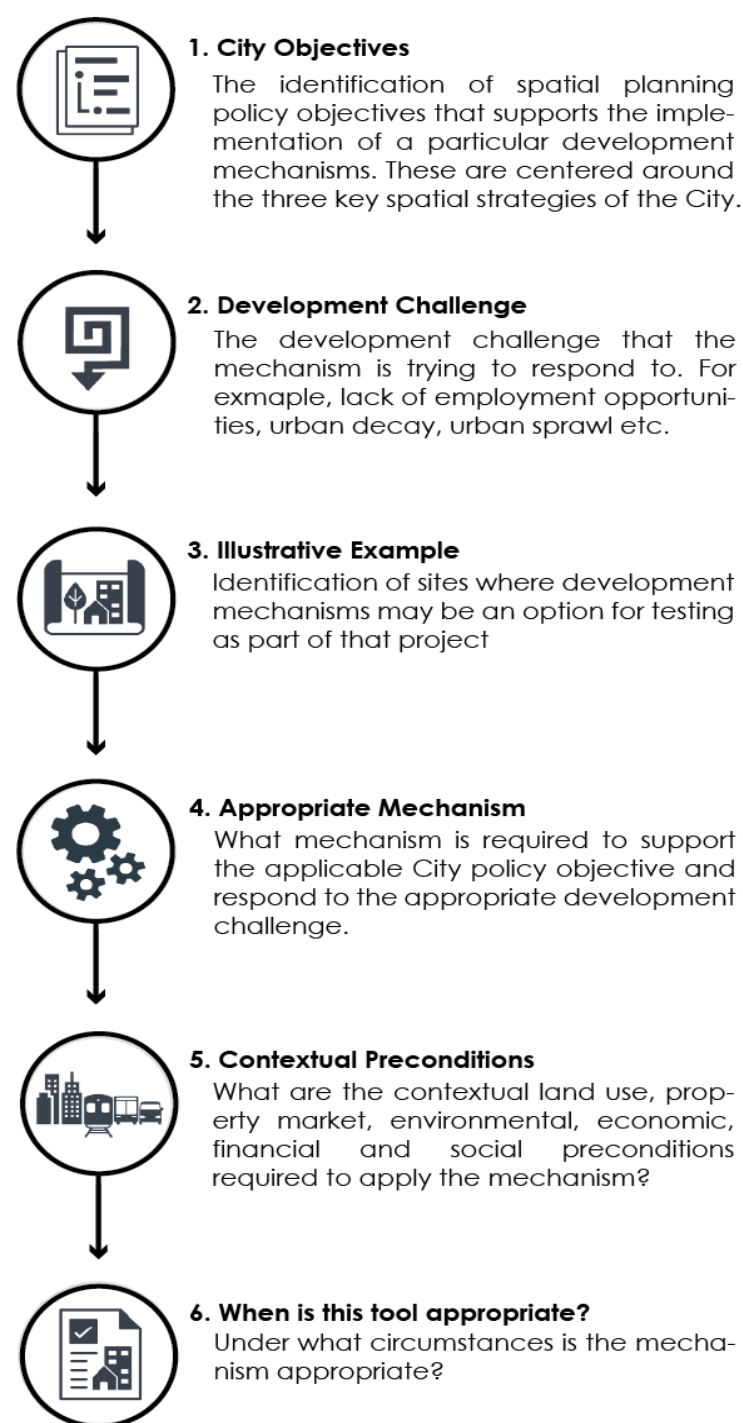


Figure 1.9: Methodology for Applying Mechanisms

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 indicator measures the extent to which the precinct is aligned to the medium- to long-term location requirements of the City's business sectors (i.e. agglomeration, land supply, crime and grime, proximity and infrastructure). ECAMP will be extended to all areas in the city (not only business precincts). Once complete, it will be used to supplement and verify steps 5 and 6 in the methodology described above, and provide the evidence base for pursuing the implementation mechanisms described in this report.

1.6.6 Mechanisms underway / for investigation in the Southern District

1.6.6.a *Environmental exclusions*

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

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

In addition, the NEMA Environmental Impact Regulations (2014, as amended), makes provision for the adoption of a NEMA Urban Area, by the Competent Authority (i.e. Department of Environmental Affairs and Development Planning). The main reason for this provision is to enable certain of the Environmental Impact Assessment (EIA) Regulations listed activities within urban areas taking place, without the requirement to obtain environmental authorisation – and thus facilitate the provision of infrastructure and services. As such, it is important to note that the NEMA Urban Area serves a different purpose to the Urban Edge typically delineated in spatial development frameworks. Refer to Annexure 4 of Volume 4.

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 1.10 below.

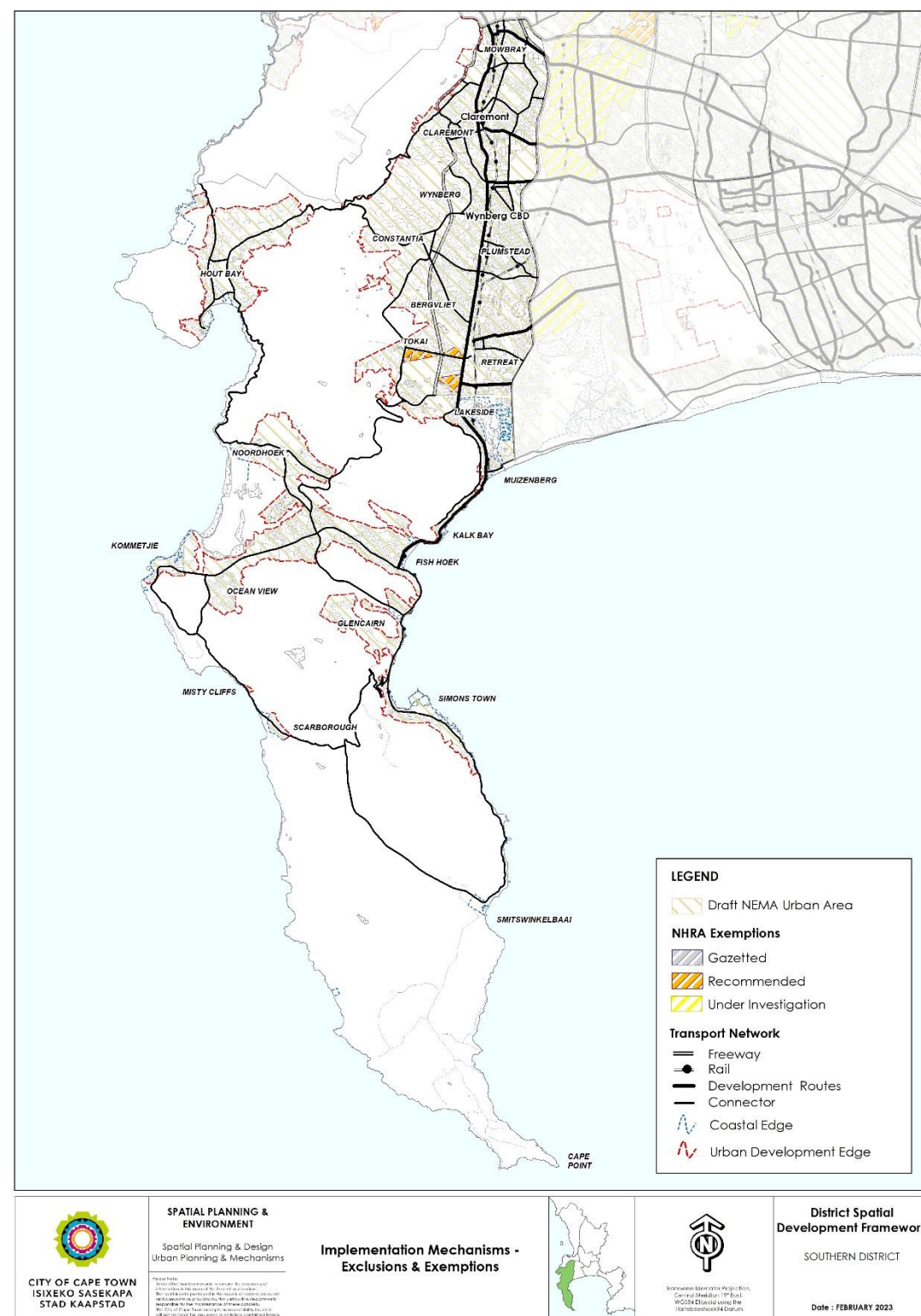


Figure 1.10: Exclusions and Exemptions

1.6.6.c Investment Incentives

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

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

Manufacturing within six defined industrial geographic areas depicted in Figure 11 (Atlantis Industria, Triangle Farm, Parow Industria, Sacks Circle, Landsdowne Industrial (known as Philippi North in ECAMP) and Elsies River) are eligible for the aforementioned incentives. This includes the broad manufacturing sector OR priority manufacturing sectors being:

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

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

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

1.6.6.d PT Zones

PT1 and PT2 zones (short for public transport zones) offer reduced off-street parking requirements for developments in areas already well-served by public transport, in order to encourage the reduction in the number of private transport trips generated to and from that area, as well as to encourage the intensification of land development on the relevant erven. Those that were previously in place and new PT zones proposed are depicted in Figure 1.11.

1.6.6.e Overlay Zones

i. Incentive Overlay Zone (IOZ) for DFAs

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

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

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

1.6.6.f *Small Scale Rental Unit Overlay Zone (SSRU Overlay Zone)*

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

1.6.6.g *Inclusionary Housing*

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

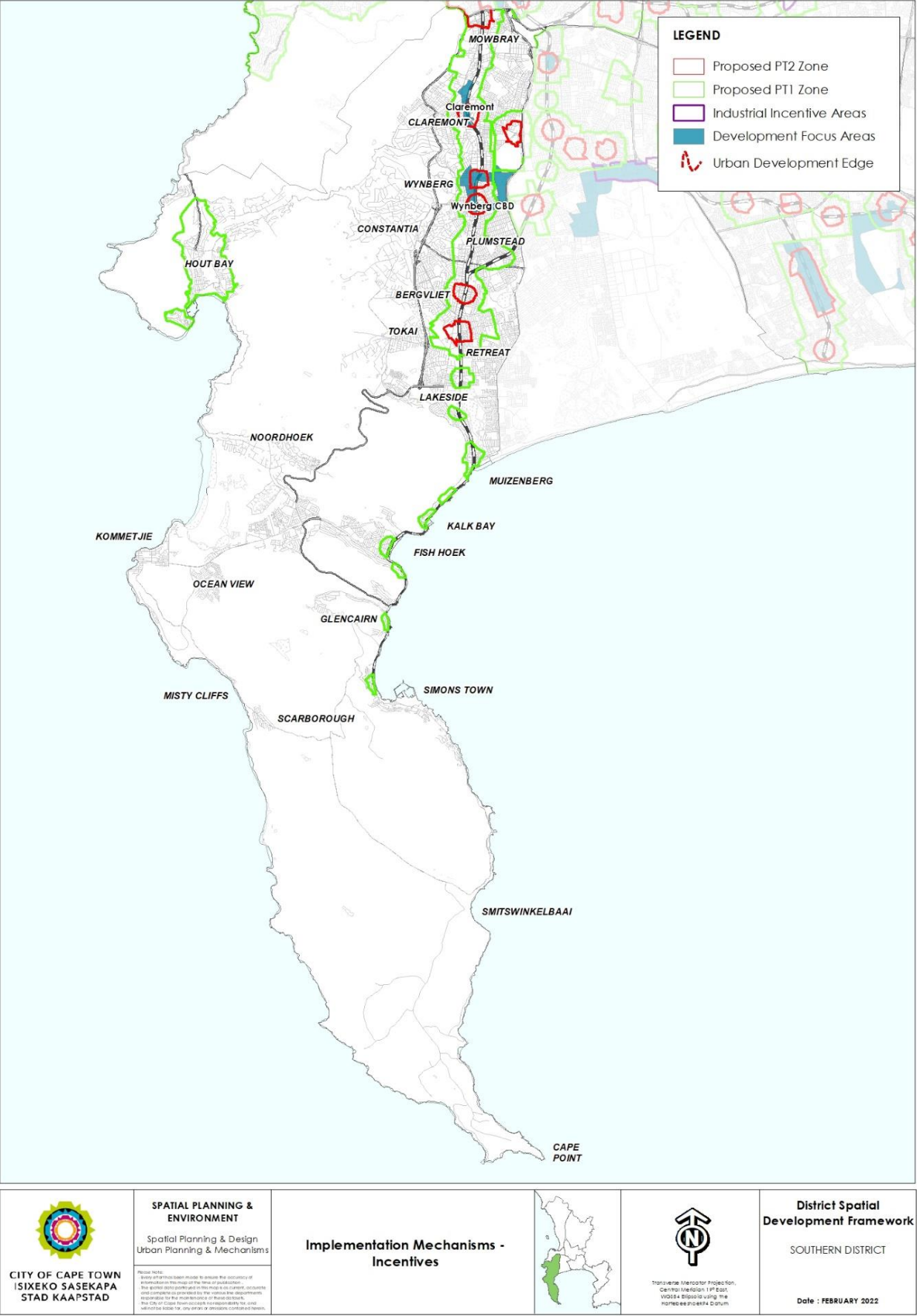


Figure 1.11: Incentives

2 MONITORING AND EVALUATION FRAMEWORK

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

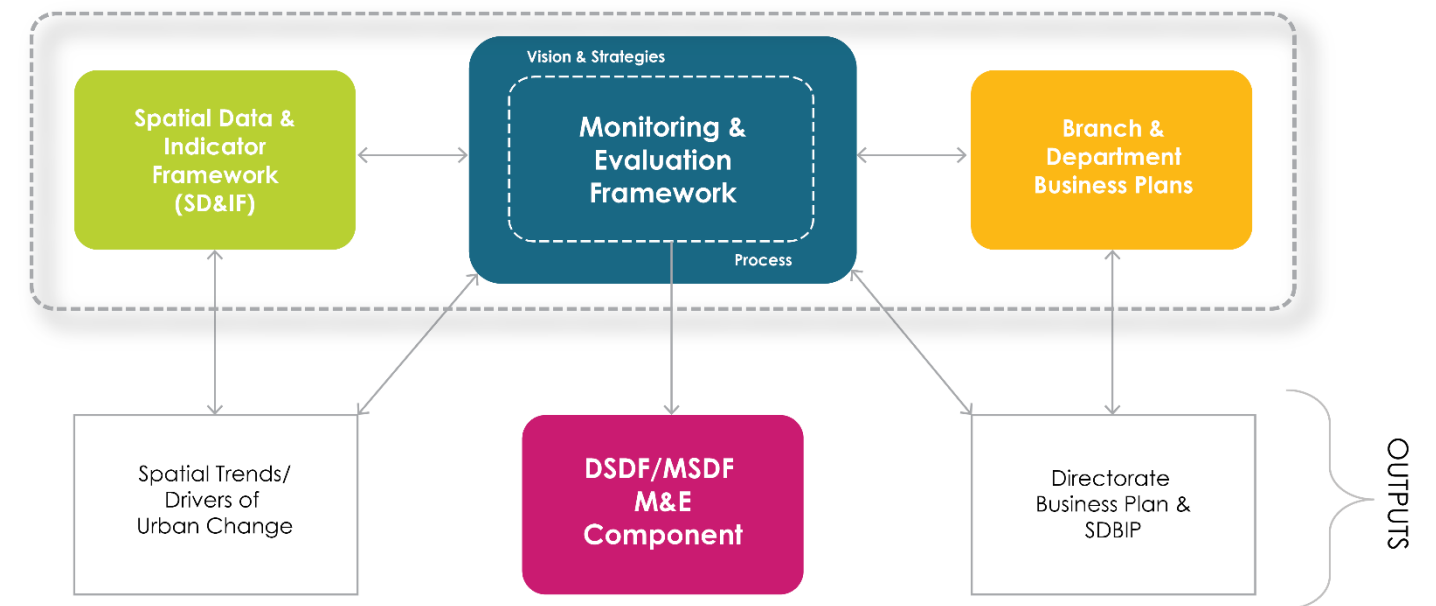


Figure 2.1: Overview of the UPD Spatial Data & M&E framework

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

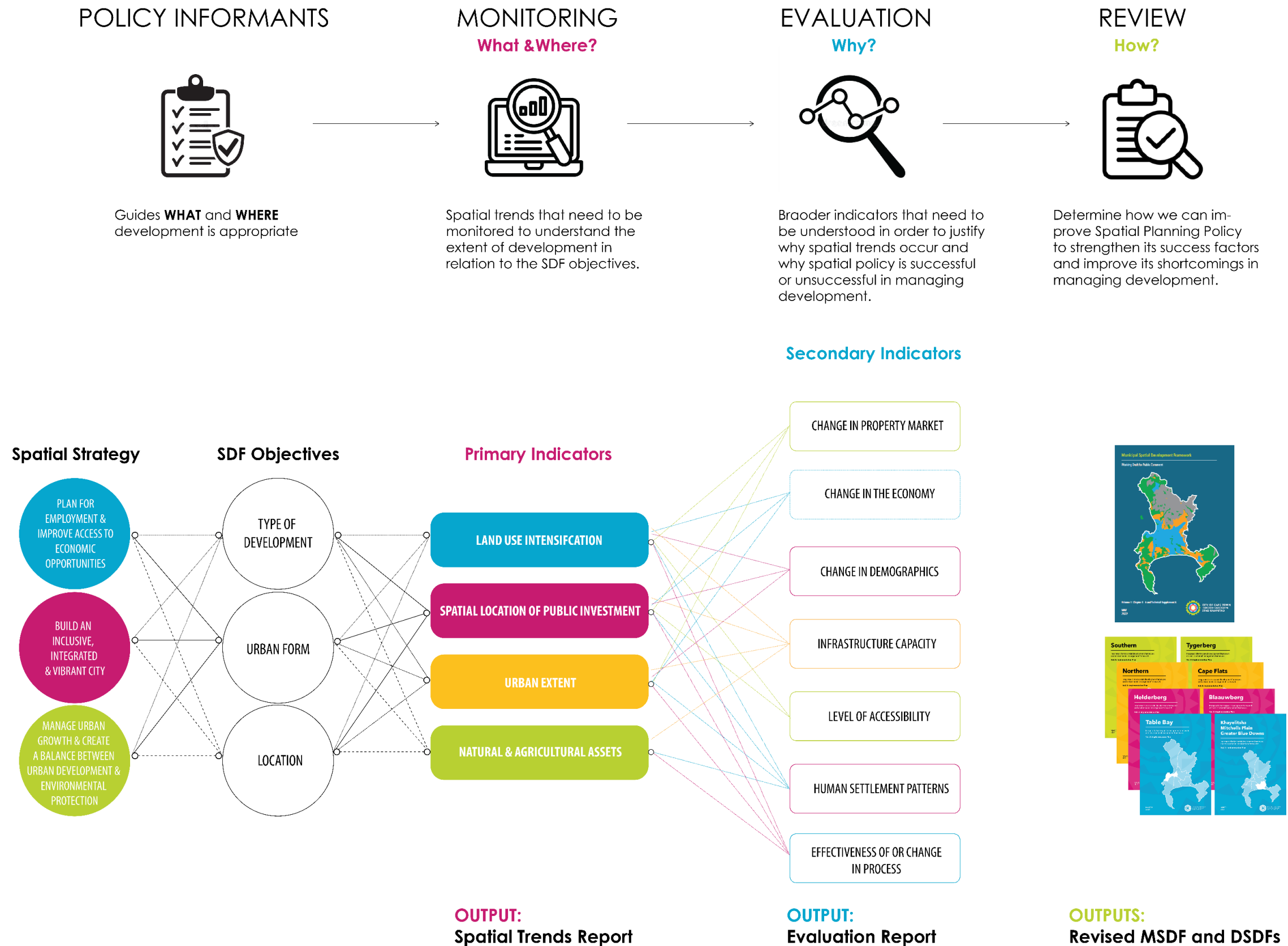
2.2 Monitoring

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.



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

Table 2.1: Key Milestones for M&E Deliverables

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