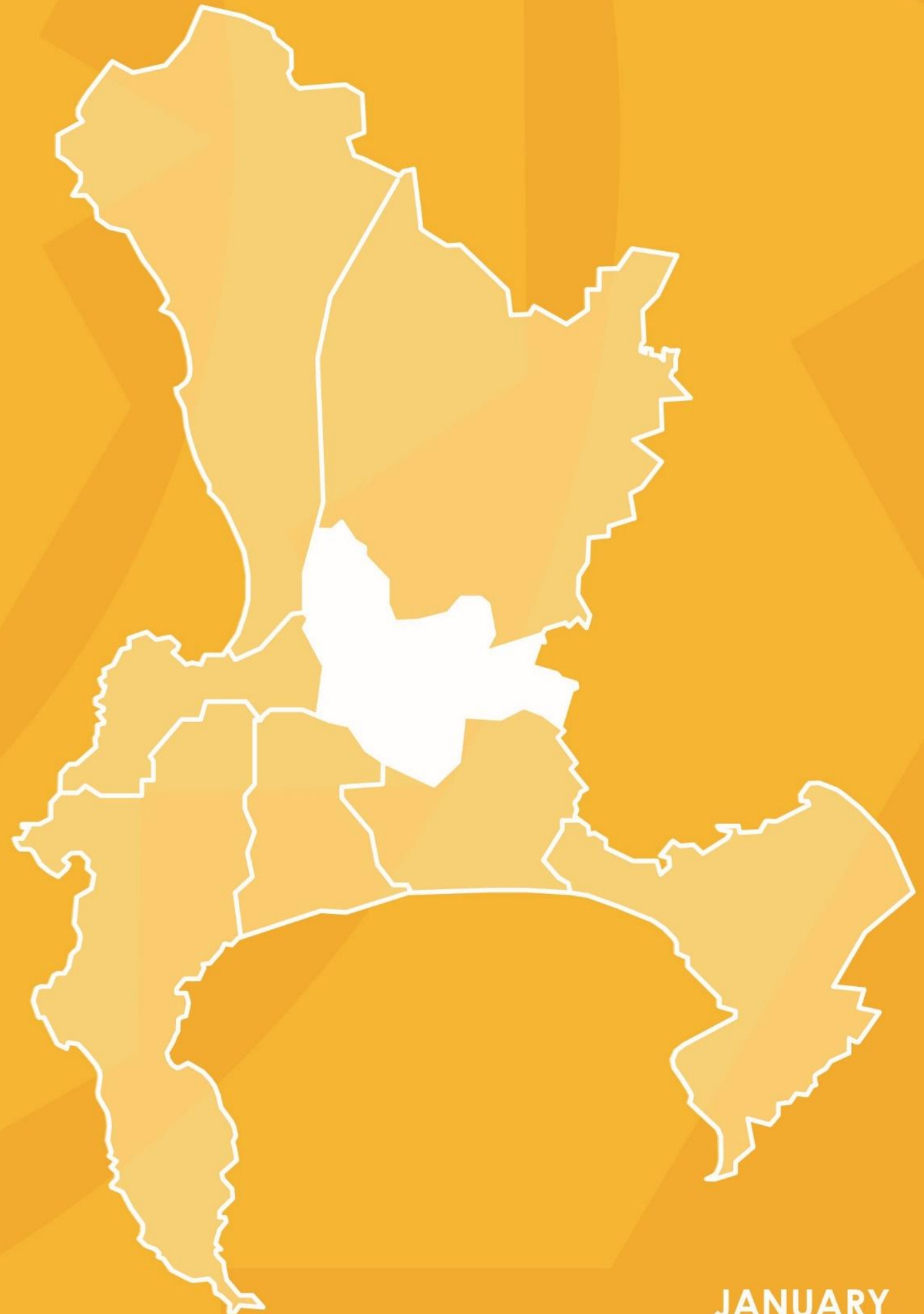


TYGERBERG

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 integrated District Spatial Development Framework (DSDF) and Environmental Management Framework (EMF), **hereafter referred to as the District Plan**, and sub-district DSDF. The plan consists of the following key sections described and depicted in Figure 1.1 below.

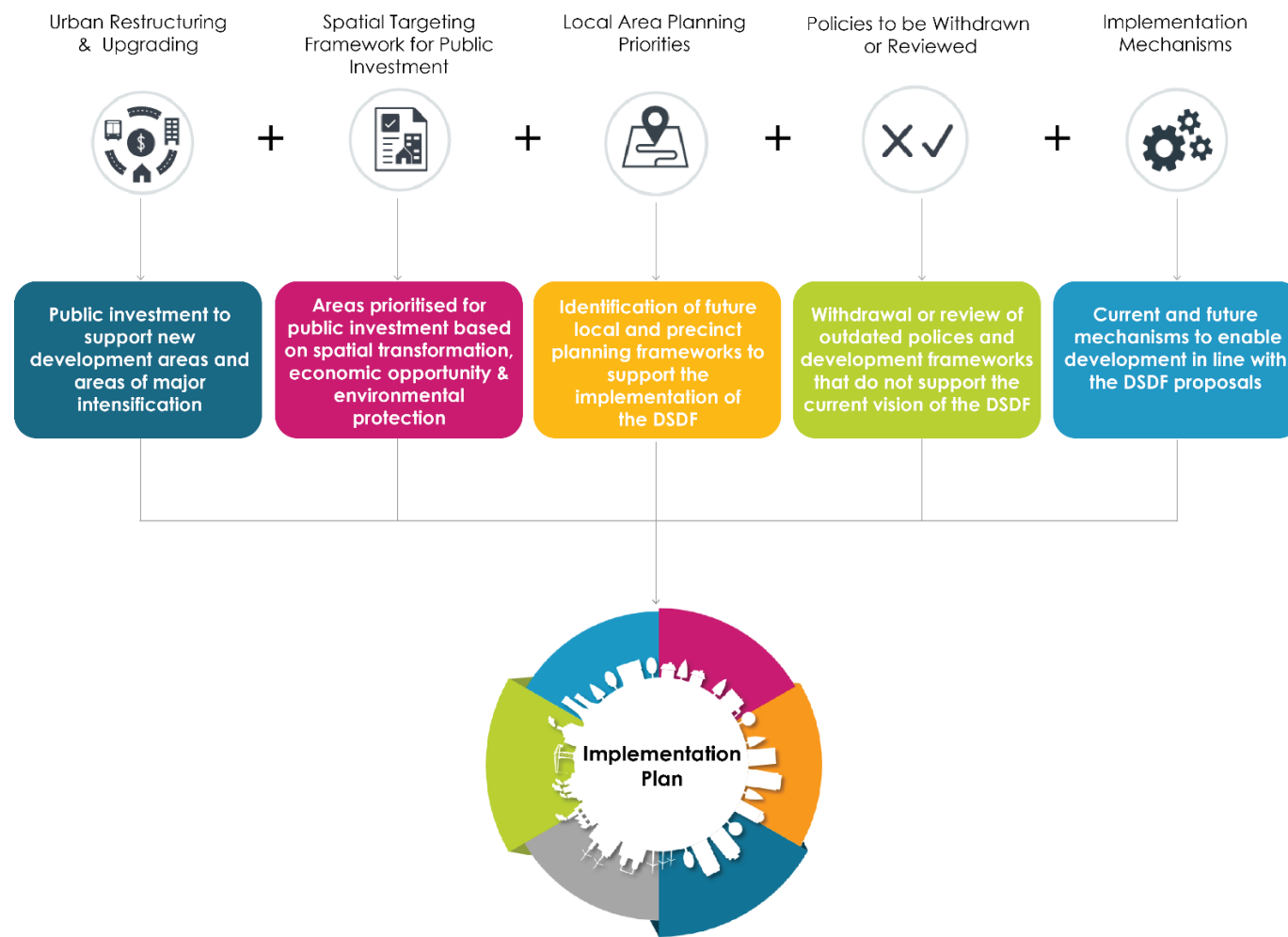


Figure 1.1: Implementation Plan Process Diagram

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 District Plan spatial planning objectives. To effectively achieve this, the following

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

- Public Investment – integrated and aligned public sector investment through Urban Restructuring and Upgrading (Section 1.2), the Spatial Targeting Framework (Section 1.3) and Local Area Planning Priorities (Section 1.4).
- Ease of Process: removing red tape and improving institutional efficiencies by withdrawing contradictory or overlapping local planning policy with the approval of the District Plan(Section 1.5) or pursuing mechanisms to streamline processes such as development applications (Section 1.6) in line with strategic planning initiatives to provide certainty and transparency to developers and businesses.
- Enabling Incentives: Development Mechanisms to stimulate private sector development and leverage public investment designed to change the behaviour of role-players in the property development process or influence their decisions in order to achieve specific outcomes.

This process is conceptualised in Figure 1.2 below.

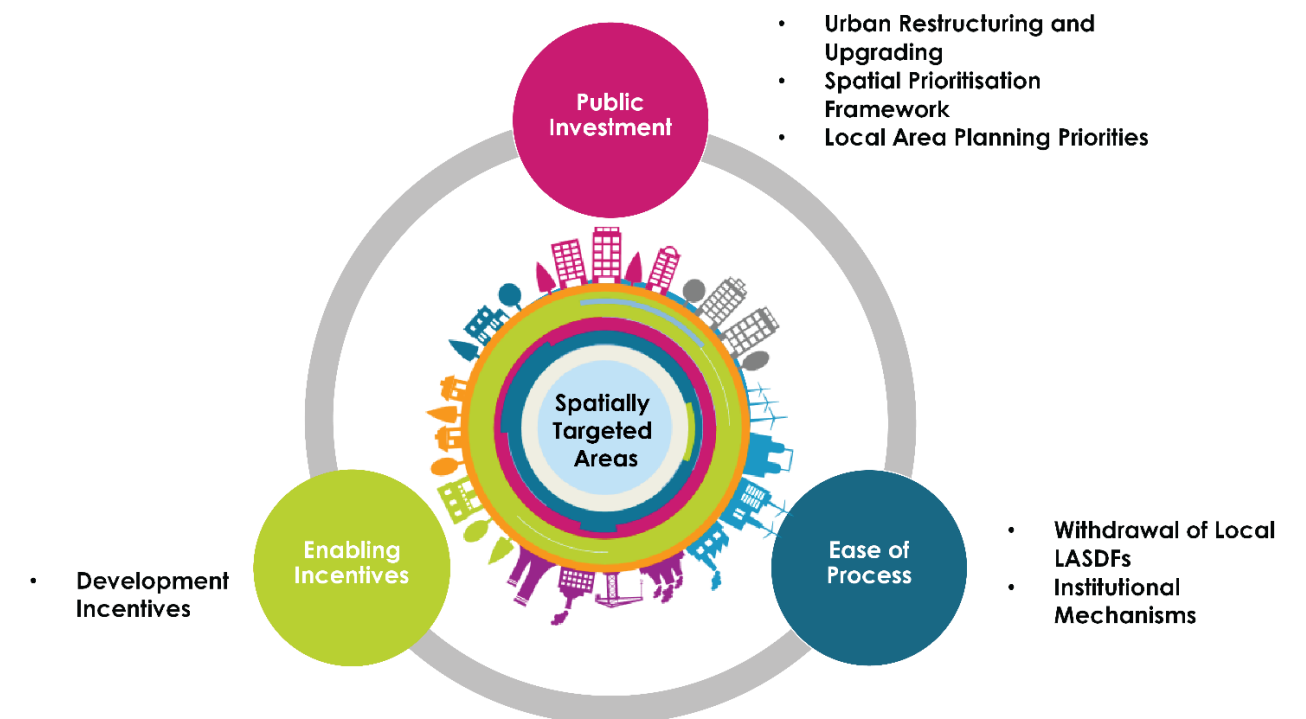


Figure 1.2: District Plan Approach to Implementation

1.2 Urban restructuring and upgrading proposals

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

Two considerations are important in terms of planning for services (public facilities, parks) and infrastructure (transport, bulk infrastructure/utility services). First, there is a need to address backlogs based on the existing demands and secondly, a need to plan for new demand. In terms of the latter, the District Plan attempts to inform 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 will be indicated in the District Plan and land use model.

These areas for future development have been identified in the Tygerberg District Plan Technical Report. These include areas for mixed-use Intensification and the New Development Areas.

While the Tygerberg District Plan promotes general intensification across the district and in particular within the Bellville Metropolitan Node, further specific areas identified for mixed use intensification include:

- Elsie's river industrial area adjacent to the station (taking account of appropriate integration with existing industrial land uses).
- Hugo Street and Vasco Boulevard linking Voortrekker Road to the N1 City district node.
- Portions of local activity streets such as Halt -, Connaught -, Delft Main -, Belhar Main -, and Old Paarl Roads.

Significant New Development Areas (NDAs) in the Tygerberg District include:

- Parow Golf Course;
- Tygerberg and Stikland hospital sites;
- Portions of land along Symphony Way;
- De Grendel Farm;

- Haasendal, and
- Saxenburg (Polkadraai)

Taking the above into account the following section deals with the capital investment that would be required to support the implementation of the District Plan.

1.2.1 Transport & Access infrastructure

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

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

1.2.1.a New road links

There are a number of existing new road link proposals in the district. While these are all important to the overall (eventual) integration and functioning of the district, in terms of the stated shift in focus for transport infrastructure in the city and in the Tygerberg District, the most important new road links required in the district are the proposed **Robert Sobukwe/Durban Road re-alignment** which will improve accessibility through Bellville CBD and relief congestion. 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, the significance of the social and economic impact of other priorities in terms of the movement system could be more in the short to medium term.

A. Zevenzicht Link Road (Okovango bypass route)

Extension of Zevenzicht Link Road to link with Bottelary Road, as well as new interchange with Polkadraai Road to support the new development of smallholdings in Saxenburg and Haasendal areas.

B. Saxdowne Road

Completion of Saxdowne Road to Van Riebeeck Road to support the development of the Haasendal area and relief congestion.

C. Erica Drive & Belhar Drive

Extension of Erica Drive to east over the R300, i.e. Belhar Road to increase accessibility to and from Highbury and Belhar and the linking of Range Road and Belhar Road to create the east-west linkage from Eerste River and surrounds and increase accessibility across the R300 freeway.

D. Robert Sobukwe east-west extension

Robert Sobukwe east extension between Peter Barlow Drive and Strand Road/La Belle to increase north-south linkages, provide congestion relief and re-routing of freight traffic.

E. Tienie Meyer extension

Tienie Meyer east extension to create an east-west connection from Robert Sobukwe Road.

1.2.1.b Road upgrades

The following road upgrades are required to improve mobility and support future development in the Tygerberg District.

A. Amandel Road (Kuijs River)

Doubling of Amandel Road (Kuijs River) from Bottelary River to Langverwacht Road.

B. Bottelary Road

Upgrade of Bottelary Road from Amandel Road intersection to the east to facilitate developments in Haasendal area as well as along Botfontein Road. The issue of the applicable roads authority needs to be resolved as a matter of urgency.

C. Jakes Gerwel Drive

Upgrade of Jakes Gerwel Drive to freeway between N1 and N2.

1.2.1.c Public transport

The upgrade of the existing public transport facility in Durbanville is required to increase capacity and accessibility for public transport users.

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

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

- Kuilsriver station
- Bellville station
- De Grendel station

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

A. Blue Downs Rail Link

The Blue Downs rail link between the Strand-Bellville line and Khayelitsha/Mitchells Plain with its associated proposed stations (Blackheath, Blue Downs & Mfuleni) is a long term proposal that would increase accessibility from north to south. However, it should be noted that the implementation of this rail link is beyond the control of the municipality.

B. Bellville Public Transport Interchange

The Bellville Public Transport Interchange redevelopment poses huge potential for infill mixed-use development, and accessibility needs to be increased to facilitate the re-development. Various projects including new and upgraded transport infrastructure is required to implement this vision and include inter alia:

- The extension of Tienie Meyer bypass to the east.
- Potential extension of Willie Hofmeyer Road to the south to link with Kasselsvlei Road.
- The extension of Church Street to link with Robert Sobukwe Road.
- Extension of Robert Sobukwe Road to link with a re-routed Durban Road (as IRT- trunk route 13), to also facilitate re-development between said road and Durban Road. This would

provide relief to roads such as Durban, Voortrekker, Maree and Bill Bezuidenhout Roads as well as provide a more direct freight route from the industrial areas and the N1 freeway. Note that the planning of the Bellville PTI is in process, and a final approved development framework will serve as the guiding tool for the re-development of the PTI and surrounds (Urban Catalytic Investment Department as responsible facilitator).

C. The Parow PTI

1.2.1.d Non-motorised transport

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

In the Tygerberg District interventions should focus on:

- NMT along development corridors and at main movement generators (i.e. transport interchange/station areas – see above). This includes along development corridor main roads, with primary focus on pavements and pedestrian links across roads (design, surfacing, street furniture, etc.). It may also where possible also include bike routes, but these may often be better accommodated along parallel supporting connector routes or in association with the identified open space link related routes. See the City's planned NMT network for guidance.
- The role of NMT for bikes, including especially commuter bikes, will become increasingly important along particularly district connector routes in line with the City's increasing focus on densification, walkability and liveability, and new bike technology (especially the emergence of electric bikes). A major focus must be on safety (and security) with a goal of zero deaths, which has implications for changes to current design of movement routes (e.g. separation of NMT, traffic calming, nature of road crossings), the management thereof (e.g. vehicular speed) and the nature of urban development interfacing with these routes (positive frontages will support surveillance and safety).
- The development of main public (and where possible private) links into and through major open space areas in the district which connect destination places and movement generators. These include nature tracks for hiking and biking. In the Tygerberg District this should include linkages along Kuils- and Bottelary rivers, where possible, as well as into the

Tygerberg and Cape Flats(UWC) nature reserves to enhance the tourism and recreation industry.

- Consideration should be given to utilising the outer edges of road reserves for NMT where possible and appropriate (i.e. where NMT is required, where road reserves are wider than minimum requirements, and if NMT would be fully fenced off from the route itself.
- The linking of significant public open spaces within urban areas, along open space (green) corridors or most appropriate public roads, towards the establishment of a network accessible to NMT across the district, and through the district to neighbouring districts. This should include the establishment of pathways through/around/along open spaces, and appropriately, (re-)designed, landscaped, tree-planted roads/pavements between these open spaces. See sub-district maps.
- 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.

1.2.2 Environmental Infrastructure and Open Space System

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

1.2.2.a Biodiversity

The conservation of Critical Biodiversity areas is currently challenged by urban development pressure and balancing the conservation priority with urban growth is an ongoing challenge. In the Tygerberg District the biodiversity priorities relate to maintaining and enhancing the potential of environmental assets through the provision of sufficient facilities at these venues. To this end the following has been identified as possible projects:

- Building of the Symphony Way Environmental Education Centre.
- Upgrade of Tygerberg Nature Reserve visitor facilities.

1.2.2.b Water Systems

Water sensitive design applies to the manner in which development relates to urban waterways. Consideration should be given to the development of river corridor plans that set out restoration and management interventions including the integration of the watercourse, floodplain, ecological buffer and areas required for aesthetic/recreational needs and balances flooding, environmental, social and economic issues for the main watercourses (Kuilriver, Elsieskraal river & Bottelary river) within this district.

The Elsieskraal River that flows through various highly urbanised areas within the City has already been identified for the development of a plan to guide the upgrading of the Elsieskraal River corridor.

1.2.3 Human settlements

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

- giving direction to where these opportunities could occur by identifying land suitable for urban development.
- giving further spatial direction through identifying “new opportunities” for subsidised housing development.
- 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 Tygerberg District have been identified as sites for the development of new human settlements projects.

Table 1: Planned /Proposed housing projects

Area	Lead Programme	Timeframe (Short / Medium / Long)	Notes
Bellville - Belhar CBD Ph2	FLISP	Compl date - 2023	3788 units (Implementation)
Delft - Tsunami and TRA5.1	UISP	Compl date -2025	873 units (Feasibility)
Kuils River – Erf 12132	FLISP	Compl date -2024	198 units (Planning)
Matroosfontein - Erf109533, Charlesville	FLISP	Compl date -2025	355 units (Planning)
Leonsdale	IRDP	Compl date -2025	1370 units (Initiation)
Symphony Way	BNG	Short	3261 units
Belhar	BNG	Medium	1300 units
Bonteheuwel	BNG	Medium	361 units
Elsies	BNG	Medium	761 units
Parow – Erven 14272, 22550	Social housing	Medium	2 249 units
Elsies	Social housing	Medium	400 units

1.2.3.b Site for Investigation

Further land has been identified specifically for investigation for publicly assisted housing projects. This is limited to publicly owned land/where investigations for acquiring land for publicly assisted housing and will be updated over time based on new information. This includes various portions of undeveloped or underutilised land. The area where land is being investigated for publicly assisted housing projects within the Tygerberg District is depicted on Figure 1.4. This includes Symphony Way, Eureka Estate and Greater Belhar area.

1.2.3.c Inclusionary Housing

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

1.2.3.d Informal Settlement Upgrade

The table below indicates the informal settlement areas that has been identified for upgrade.

Table 2: Informal settlement upgrading

Area	No. of units	Notes
Kalkfontein	830	In construction

1.2.3.e National Project Pipeline for Tygerberg district

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

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

- i. Areas of urgent housing need where there is an established high demand and low supply of housing opportunities;
- ii. Areas requiring upgrading and/or redevelopment for purposes of delivering housing choices including subsidised housing; and

- iii. Areas requiring improved access to infrastructure, amenities and services
- iv. Areas that supports the integration of different housing typologies, land uses and economic development.

Table 3: PHSHDA in Tygerberg district

Gazetted PHSHDA	Main places	Wards
Voortrekker Road corridor	Bellville, Cape Town, Epping Garden Village, Goodwood, Kuils River, Loumar, Parow	2, 3, 9, 10, 12, 22, 26, 27, 30
Blue Downs integration zone	Bellville, Delft, Kuils River, Matroosfontein, Parow	13, 20, 24, 106
Khayelitsha corridor	Epping Industrial, Matroosfontein	24, 28, 30, 31, 50

1.2.4 Bulk infrastructure

The following section deals with the current infrastructure capacities and pipeline projects identified for the short, medium and longer term which is necessary in order to support proposals in the District Plan, infrastructure maintenance and upgrading.

1.2.4.a Waste Water Treatment Works (WWTW)

The section below highlights WWTW Tygerberg District projects required to support future development in the Tygerberg District.

A. Borchers Quarry WWTW (design capacity 42 MI/day, current flow 29 MI/d):

The WWTW was recently extensively refurbished, and its capacity was increased from 35 MI/d to 42 MI/d to cater for King David commercial/industrial, CTIA upgrade project and part of Symphony Way Housing (split between Borchers Quarry and Zandvliet).

B. Bellville WWTW (design capacity 75 MI/d, current flow 29.4 MI/d):

A new 20 MI/d membrane bioreactor module was commissioned at the Bellville WWTW in 2015, with space for a second 20 MI/d module for the future. The older 55 MI/d module is currently being completely refurbished and its treatment process upgraded, to ensure good quality treated effluent into the future.

The Bellville WWTW treats a larger wastewater flow from the Northern district than from the Tygerberg district, however the WWTW is located within the Tygerberg district. This WWTW will receive the bulk of wastewater related to the Bellville CBD and Voortrekker Road upgrade/densification.

The following WWTW is not located within the district's boundaries, however it receives wastewater from the Tygerberg District and requires upgrading to accommodate future development:

- Potsdam WWTW (design capacity 47 MI/d, current flow 39 MI/d)
 - The Potsdam WWTW is currently operating near its flow capacity and over its nutrient load capacity, and no further flows to Potsdam will be approved until its capacity is upgraded. This affects the entire area north of the N1, as well as the N1 City precinct, Tygerdal and Glenwood.
 - Project is underway for the upgrade to increase the treatment capacity to 100 MI/d by the addition of a new membrane bioreactor treatment module.
 -
- Athlone WWTW (design capacity 105 MI/d, current flow 87 MI/d):
 - The Athlone WWTW is nearing its flow capacity, and is almost at its design nutrient load capacity. Development stop (i.e. no further approval of flows until upgrade complete) may be implemented, if necessary. This would affect the Parow, Goodwood, Elsies River, Ruyterwacht Thornton and Epping areas.
 - An upgrade project is currently underway that will refurbish and upgrade the existing treatment module, and provide an additional 50 MI/d treatment module to increase the treatment capacity of the WWTW from 105 to 155 MI/d.
- Zandvliet WWTW (capacity 72 MI/d, current flow 75 MI/d):
 - The Zandvliet catchment is currently the fastest growing catchment in terms of wastewater production within the City. The WWTW is currently operating above its flow capacity and significantly above its nutrient load capacity. No new flows to the WWTW will be approved until its capacity is upgraded. This affects the area east of the airport and south of Stellenbosch Road (Delft), as well as small catchments to the south and far-east of Kuilsriver.
 - An upgrade project is currently underway that will provide significant refurbishment and upgrades to the existing two treatment trains, as well as a new combined inlet

works, new combined primary sedimentation, new combined mechanical sludge dewatering facility, new combined disinfection facility and a further 18 MI/d membrane bioreactor treatment train to increase the WWTW capacity from 72 to 90 MI/d.

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

1.2.4.b Stormwater

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

- Bontheuwel canal upgrade – Enclosure of existing canal
- Kalksteenfontein canal upgrade – Enclosure of existing Netreg canal
- Upgrading of main stormwater artery in Robert Sobukwe Road
- New regional stormwater pond at the northern corner of Robert Sobukwe Road and Stellenbosch Arterial
- Construction of a detention pond adjacent to the Stellenbosch University Hospital campus upstream of Elsiesriver
- Culvert upgrades:
 - Ravensmead (and stormwater pump)
 - Goodwood
- Stormwater conduit
 - Parow North
 - Ravensmead/Beacon Valley

1.2.4.c Electricity major projects

This section describes the major projects envisioned for the period 2020 - 2030, exceeding R10 million in capital expenditure and which will be subject to the corporate stage-gate process. Projects discussed in this section can either comprise new bulk infrastructure, refurbishment, replacement, improvement, expansion or upgrade projects.

Table 4: Electricity projects(excluding ESKOM)

Project	Description
Triangle 132kV Upgrade / Bellville South upgrade/ Oakdale Ph 3	The load on the Stikland – Oakdale, Stikland – Triangle and Stikland – Bellville South 66 kV lines are close to the firm capacity of these feeders. This necessitates the upgrade of this network from 66 kV to 132 kV. The projects' details are listed below: Triangle 132kV Upgrade 1) Constructing a new Triangle 132kV switching station 2) Establishing 132kV feeders from Morgen Gronde switching station (Northern District) to Triangle switching station. 3) Replacing the 3 X 66kV / 11kV 20 MVA transformers with 2 X 132kV / 11kV 50 MVA transformers and thereby increasing the available firm capacity by 25%. Bellville South Upgrade 1) Establishing 132kV feeders from Triangle switching station to Bellville South main substation. 2) Replacing the 3 X 66kV / 11kV 20 MVA transformers with 2 X 132kV / 11kV 50 MVA transformers and thereby increasing the available firm capacity by 25%. Oakdale Ph 3 Oakdale 132 kV switching station (Oakdale Phase 2 project, Northern District) was commissioned in 2017, currently operated at 66 kV. Both the Boston and Oakdale transformers are dual ratio transformers, hence no need to upgrade these transformers when the network is upgraded to 132 kV. The upgrade to 132kV will however increase the firm capacity in both these footprints from 30 MVA to 50 MVA.
Monte Vista MS and Richmond 132 kV/66 kV stepdown and 66 kV SwStn	The footprints of Platteklloof, Elsie's River, N1, Tiervlei and Richmond Estate are supplied from three different Eskom supply points, i.e. Platteklloof 66 kV (Elsie's River, N1, Tiervlei), Platteklloof 11 kV and Acacia 132 kV (Richmond Estate). In order to rationalise the number of Eskom supply points, and combine them into a transmission supply point to benefit from better tariffs, the City aim to construct Richmond Estate 132/66 kV stepdown, 66 kV switching station and a new Monte Vista MS. A new Monte Vista MS is proposed to supply all the load north of the N1. This loading will comprise of the existing N1 MS and Platteklloof 11 kV loads and a portion of the existing Richmond Estate MS loading. In order to move Elsie's River and Tiervlei MSs off of the Platteklloof 66 kV network, a new Richmond Estate 132/66 kV stepdown and 66 kV switching station is required.

Project	Description
	A cost justification study was performed in 2019 to investigate whether the cost of the proposed infrastructure can be offset by the tariff saving, but this is not yet feasible. A high-level estimate is that the project will only be feasible in 10 years' time, as tariffs and loads increase.

1.2.4.d ESKOM electricity projects

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

1.2.4.e Cross-linkages between City and ESKOM

Eskom's Acacia MTS provides 132 kV intake points to the City's Richmond Estate main substation (Tygerberg District), as well as the City's Montague Gardens and Foreshore switching stations (Table Bay District). The City started negotiations with Eskom to transfer the 132kV Acacia – Montague Gardens feeders from Eskom to the City in order to realise a transmission supply point directly from Eskom's Acacia MTS to benefit from better tariffs.

Long term load forecasts from the City suggest that Eskom's Acacia 400/132 kV transformers will be close to its firm capacity in 2045. Various options exist to ensure the supply to this area remains firm, which include a fourth 400/132 kV transformer at Acacia MTS, or a new 400/132 kV step-down closer to the CBD (proposed at the Transwerk site, Table Bay District). These options are currently being investigated but falls outside of the 10-year time horizon of this report. This area is however densely populated and it is therefore imperative that the City works closely with Eskom to ensure servitudes are secured in time. A proposed 400kV corridor from Acacia MTS to the proposed Transwerk site along the N1 is under investigation.

The City will construct Morgen Gronde SwStn (in the Northern District) and transfer existing 66kV intake points, Bellville South, Triangle and Oakdale (1 & 2), to Morgen Gronde SwStn, upgrading the supply to nearly half of the 66kV load to 132kV networks due to network capacity constraints.

Eskom plans to upgrade nearly all of their remaining 66kV load to 132kV in the near future, meaning that apart from a single 11kV overhead line the 66kV bus will only supply the City's load (Brackenfell, Langverwacht and Eversdal). Portions of the Stikland – Langverwacht and Stikland – Eversdal 66kV circuits transverse the Tygerberg District. It was already agreed in principle that since nearly all of the Eskom distribution load (i.e. 66kV load) will be transferred, it will be worthwhile to only have Eskom Transmission and the City as owners of the Stikland MTS equipment. The point of supply at Stikland MTS is yet to be determined but will most definitely result in the transfer of assets from Eskom's distribution line division to the City.

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 and City Health.

- a) The Recreation and Parks programmes include:
 - 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 programmes includes the homeless shelter programme and the implementation of community facilities (ECDs and play areas) within informal settlements.
- c) The LIS programmes are optimisation of services and expansion of libraries while City Health programmes include the National Core and Ideal Clinic Standards.

- d) IT Modernisation is a programme that cuts across all line departments, leveraging technology to enhance key aspects of service delivery (e.g. clinic appointment, records systems and facility booking systems).

It should be noted that the proposed facilities as set out in the Community Services and Health Infrastructure Plan(CSHIP) remain a key capital investment priority with regards to community facilities. Table 4 should be read in conjunction with Figure 1.3. It highlights the areas of need in order of priority (ranking) as well as the key facility development priorities within specific catchments (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. Delft (The Hague) node is ranked 1 in the Tygerberg District context and 4th at a City wide scale in terms of need.

Regional Recreation Hubs should be prioritized at metro scale as they would provide a clustering of large multi-code formal and informal sport and recreation facilities that serves the local communities but also the wider metro region. Figure 1.4 shows the Jan Burger/Parow sport complex which has been identified as a regional recreation hub located within the Tygerberg 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 Bellville, Delft, Elsie's River, Bishop Lavis and Belhar should also be prioritised as the development of facilities at these locations would align with the concept of creating Integrated Recreation Facilities (see Figure 1.4).

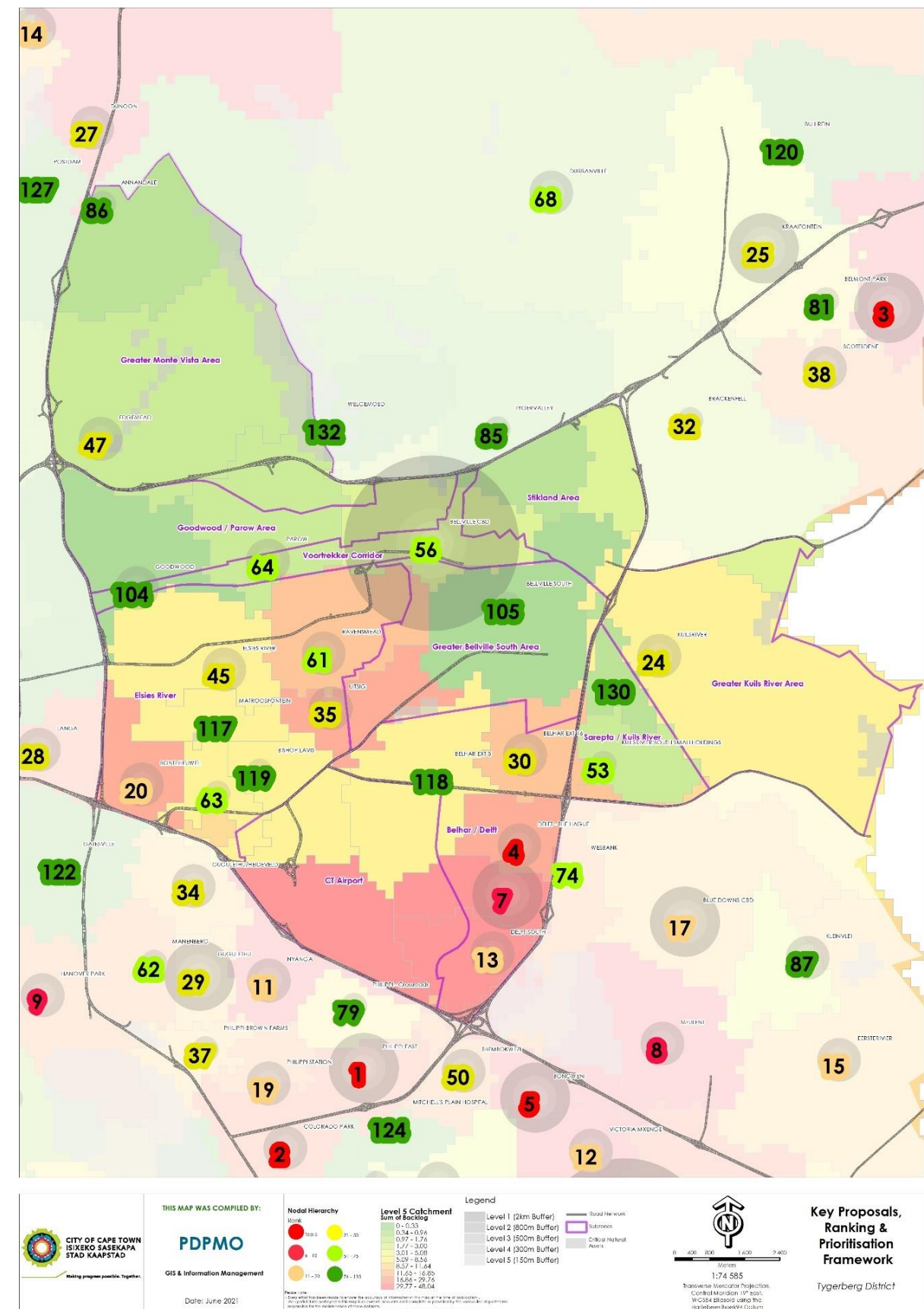


Figure 1.3: Hierarchy and ranking of nodes for 2020 estimate

Table 5: 2020 Top areas of Need in Tygerberg District

Catchment & Node	Rank in District	Rank City Wide	City	Facilities of greatest need	Sub-district
Delft The Hague	1	4		Community Park	Sub-district 6: Greater Belhar & Delft
				Sports Grounds	
				Community Library	
				Neighbourhood Parks	
				Secondary Schools	
				Primary Schools	
Delft CBD	2	7		Community Parks	Sub-district 6: Greater Belhar & Delft
				Sports Grounds	
				Secondary Schools	
				Regional Library	
				Neighbourhood Parks	
				Regional Park	
Delft South	3	13		Sports Grounds	Sub-district 6: Greater Belhar & Delft
				Secondary Schools	
				Community Park	
				Neighbourhood Parks	
				Primary Schools	
Bonteheuwel	4	20		Sports Ground	Sub-district 4: Ruyterwacht, Greater Elsies River, Parow Valley, Ravensmead, Epping 2, Bonteheuwel, Bishop Lavis, Malawi Camp
				Secondary Schools	
				Primary Schools	
				Neighbourhood Parks	
Kuils River	5	24		Community Library	Sub-district 8
				Community Parks	
				Primary Schools	
Belhar ext.16	6	30		Community Park	Sub-district 6: Greater Belhar & Delft
				Primary Schools	
				Secondary Schools	
				Neighbourhood Parks	
*The colour in the boxes represents the number of facilities required as a result of the modelling exercise. The results from the modelling exercise are indicative of the severity of facility need. As such it is not expected that the 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:

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

Table 6 below highlights the pipeline of projects (excluding education facilities) across the line departments within the Community Services and Health department as well as the estimated timeframes for implementation.

Table 6: Pipeline/proposed projects for public facilities

Facility type	Pipeline projects		Time frame
	New/replacement	Upgrade/expansion	Short/Medium/Future
Community Centres	Delft Community Center		Future
Libraries		Delft Library	Short–Medium
City & Provincial Health		Delft South Clinic	Medium
		Uitsig Clinic	Short–Medium
		Sarepta Clinic	Medium-Future
		Bothasig CDC	Short–Medium
		Vanguard	Medium
		Ravensmead CDC	Short-Medium
		Belhar CDC	Future
		Ruyterwacht CDC	Future
		Elsies river CHC	Short–Medium
	Tygerberg Hospital replacement (PPP)		Medium
	Tygerberg Regional Hospital - new		Medium
Sports	Delft (Voorbrug) Integrated Recreation Facility including 2X5-a-side courts, multi-purpose courts, synthetic pitch and supporting infrastructure		Short–Medium
		Bellville Integrated Recreation Facility including 2X5-a-side courts, multi-purpose courts, parking and pedestrian supporting infrastructure. In addition	Short–Medium

		investment will also be made in Jack Muller Park, Tielman Marais Park and the Hardekraaltjie campsite.	
		Bellville Pool	Short
		Elsies(Salberau) Integrated Recreation Facility – swimming pool, gym and new recreation facilities	Short
		Bishop Lavis – sportsground upgrade and synthetic pitch	
		Belhar West Integrated precinct including sport, recreation and high order community facilities	

1.2.4.f Educational facilities

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

A. Medium-Term Need (3-5 year)

- *Jagtershof*: An educational precinct is currently being planned for Remainder Farm 235. The construction of a primary and high school was dependent on the unlocking of land through the roads infrastructure programme. In response to the timing of the new road infrastructure as confirmed by the City's Transport Department. The construction of a new primary school within the next 3-5 years is anticipated with a high school to follow over time.

B. Long-Term Need (> 5 years)

- *Belhar*: Consideration to be given to the impact new housing development will have on existing schools especially in the eastern part of Belhar (adjacent to the R300).

Table 7: Education pipeline projects

WCED Pipeline projects		Time frame
New(N)/replacement(R)		Short/Medium/Future
Expansion(E)/Upgrade(U)		
Jagtershof PS(N)		Medium
Jagtershof SS(N)		Medium
	Edgemead SS(E)	Short
Winsley PS/Bellville Suid PS (R)		Medium
Uitsig PS(R)		Medium
	Vorentoe PS(U)	Medium
	Fairburn College(E)	Short
Sunray PS(R)		Short
Delft(Erf 3715) : Vacant land adjacent to the existing school will be used for development of a new school.		Medium
Belhar(Erf 20112) : Vacant land adjacent to the existing school will be used for development of a new school.		Medium

1.2.5 Urban management areas

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

1.2.5.a Special Rating Areas

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

- Airport Industria City Improvement District
- Parow Industria City Improvement District
- Parow East Industrial City Improvement District
- Elsies River City Improvement District
- Boston Community Improvement District
- Epping City Improvement District
- Voortrekker Road Corridor Improvement District(VRCID)
- Triangle Industrial City Improvement District
- Beaconvale Improvement District
- Stikland Industrial City Improvement District

1.2.5.b Urban Regeneration

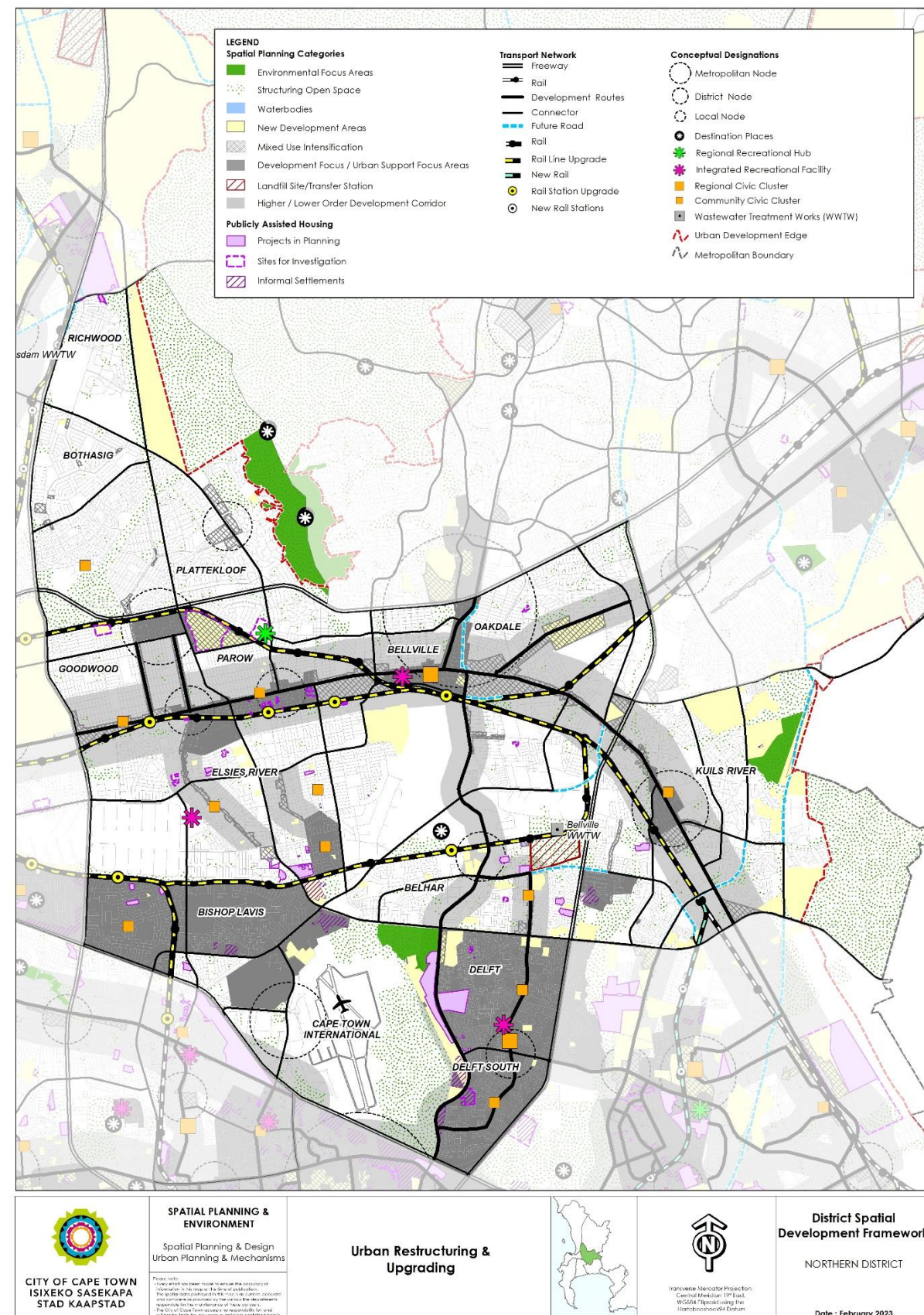
The Mayoral Urban Regeneration Programme(MURP) and Mayoral Visible Service Accelerated Programme(MVSA) are programmes that aim to introduce integrated urban management and coordinated planning, community engagement and investment. The objective is to uplift areas that have been identified as neglected 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 23 precincts identified across the metro. The precincts located within the Tygerberg District as well as the line departments working in these precincts are listed below:

- Bellville CBD (Safety and Security; Urban Management; Transport; Energy; Community Services and Health)
- Parow CBD (Safety and Security; Energy; Community Services and Health)
- Goodwood CBD (Safety and Security; Energy; Community Services and Health)
- Bishop Lavis CBD (Safety and Security; Energy; Community Services and Health)
- Bonteheuwel (Safety and Security; Urban Management; Energy; Community Services and Health)

- Uitsig (Safety and Security; Urban Management; Energy; Community Services and Health)
- Delft (Safety and Security; Energy)
- Kuils River CBD (Safety and Security; Energy; Community Services and Health)

1.2.6 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 Tygerberg District SDF and its associated development proposals, in particular new development areas and areas where major intensification is proposed.



1.3 Spatial targeting framework for prioritising areas for public investment

The purpose of the District Plan spatial targeting framework is to identify and prioritise specific areas within each district for public investment and / or incentives in the short-medium term in order to implement the spatial vision and objectives reflected in the District Plan. Areas are prioritised based on the rationale and emphasis for growth management and investment set out by the MSDF. The District Plan Spatial Targeting Framework consolidates the relevant spatial structuring elements that best reflect the City's spatial strategies & priorities at each scale of planning (see **Figure 1.5** and **Figure 1.6**).

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

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

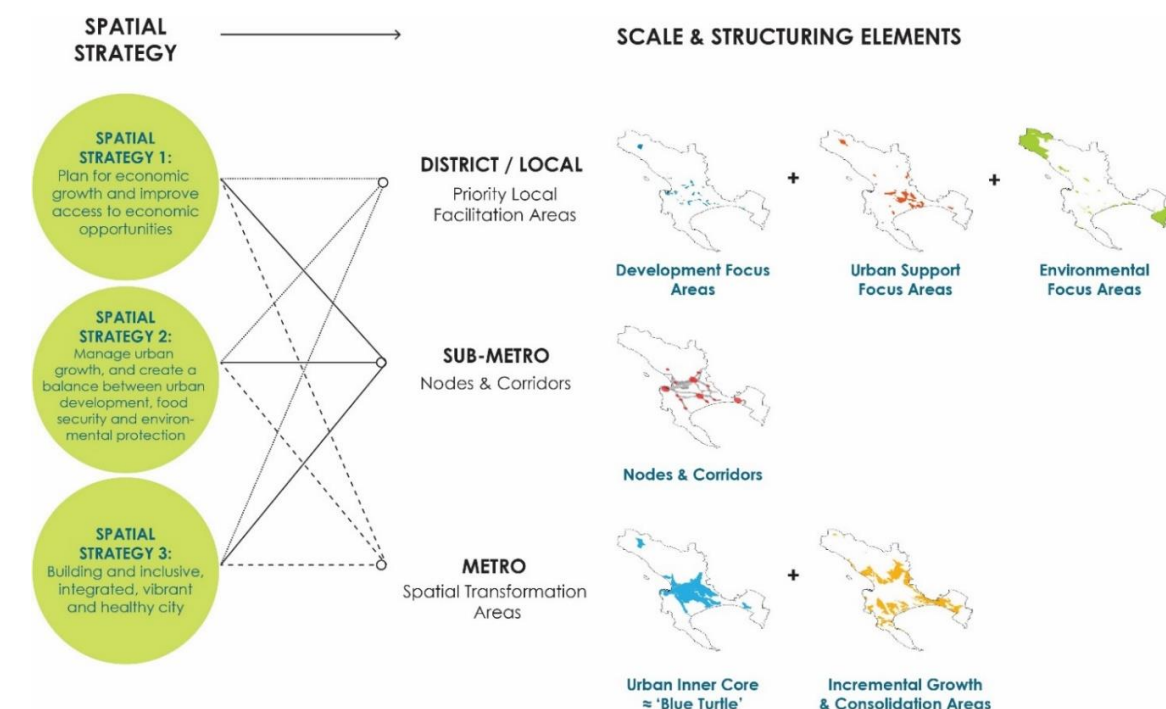


Figure 1.5: Link between spatial strategies, scale and policy elements

Figure 1.4: Urban restructuring and upgrading

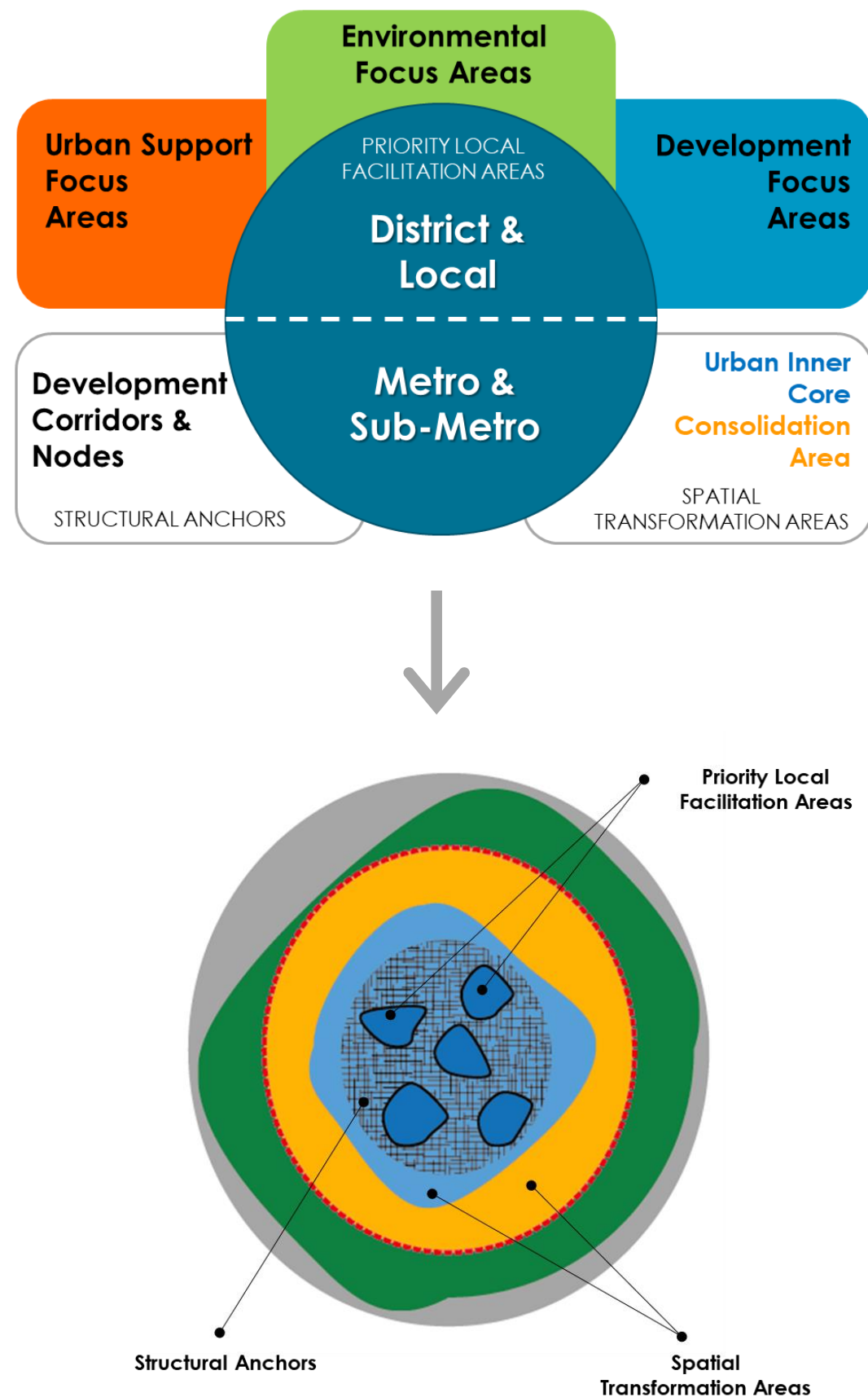


Figure 1.6: District Plan Spatial Targeting Framework Methodology

1.3.1 Overview of Priority Area Identification

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

While several priority local facilitation areas for the district are identified, and illustrated in Figure 1.7, the framework is intended to be flexible and other local areas may be identified as areas of priority during the 5 year review of the District Plan.

1.3.1.a Development Focus Areas

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

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

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

Areas where the focus is 'urban restructuring' and exhibit the highest location potential linked to the goals of Spatial Transformation.

Areas linked to projects with a multi-sectoral focus where there is funding available (be it operational and/or capital), or funding to be applied for, for planning that will give rise to implementation:

- Planned LSDFs, Precinct Plans, etc.

- Priority Areas of Opportunity as identified in CLDP, Integration Zones and Economic Areas / Employment Concentrations that would serve as catalysts to unlock the potential for integrated development with cross-cutting benefits.
- Other high profile integrated projects under investigation.

5 -10 year frame - Planning work at least to commence within the lifespan of the District Plan.

Areas with highest levels of accessibility in line with the City's MSDF and Transit Oriented Development (TOD) objectives.

Potential to attract private sector investment.

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

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

1.3.1.b Urban Support Focus Areas

The Urban Support Focus Areas (USFAs) are areas faced with a combination of challenges including but not limited to infrastructure failure and service delivery challenges; high socio-economic need and crime rates and require a 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 km^2
 - Poverty income-based segmented classification (NLI), which classifies areas according to their income and various lifestyle characteristics
- Crime Levels (SAPS 2020/21)
- Social Facility Backlogs

Areas with a combination of service delivery challenges / built environment need.

- Urban Management Walking the Streets Dataset 2021
- Infrastructure Capacity Backlog (Waiting on Update)

Areas with a need for greater co-ordination

- Qualitative Input from District Planner
- Alignment with MURP/MVSA programmes
- Confirmation with UISP

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

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

1.3.1.c Environmental Focus Areas

The Environmental Focus Areas (EFAs) are areas with critical environmental significance (in terms of national conservation targets) outside of formally protected areas which have been identified as priority areas for investment and/or protection over the lifespan of the District Plan, given its

environmental significance but are not within designated DFAs and USFAs and hence require equivalent focus.

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

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

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

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

The final selection of projects which informs the identification of Environmental Focus Areas is based on there being evidence of all 3 abovementioned criteria. Please refer to Table 8 for further details on the EFAs. Figure 1.7 depicts the Priority Local Facilitation Areas (i.e. the DFAs, USFAs and EFAs) for the Tygerberg District.

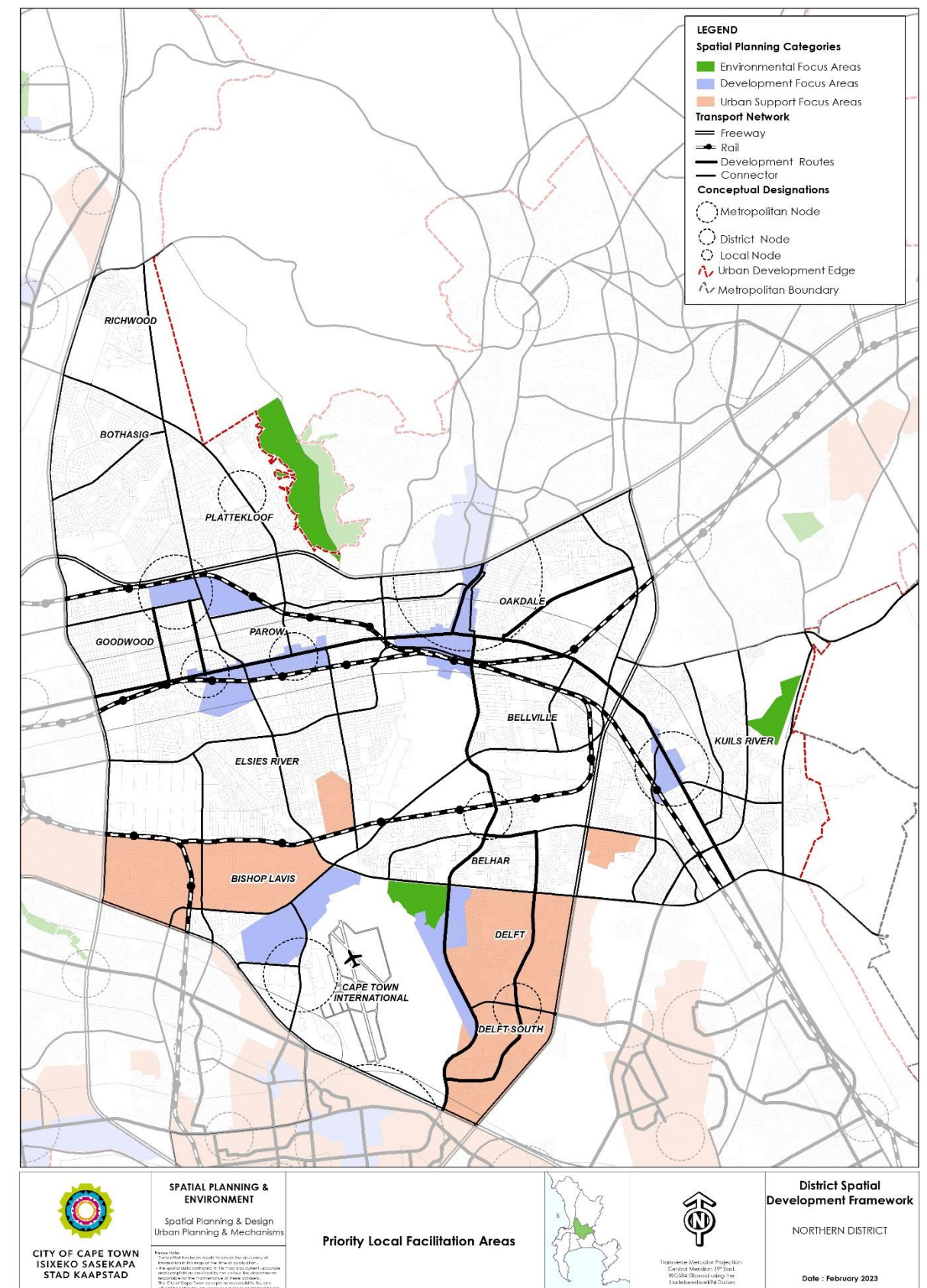


Figure 1.7: Priority Local Facilitation Areas

1.3.2 Capital investment prioritisation

Based on the priority local facilitation areas identified above, a prioritised list of significant public capital investment, to support the spatial development proposals of the District Plan, and more specifically the development of these targeted areas, can be developed.

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

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

Table 8: District prioritisation

Project	Description	Timeframe (S: 1–2yr, M: 2–5yr, M/L: 5+yr)
Bellville CBD	See Tables 8 and 9 below Catalytic precinct planning Integrated recreation facility	M/L: 5+yr
CTIA	See Table 8 below	M: 2–5yr

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

Table 9: Sub-district prioritisation per District Plan Priority Local Facilitation Area

PRIORITY AREA		PROJECT	DESCRIPTION	TIMEFRAME
Urban Support Focus Areas				
Kalkfontein Settlement	Informal	Kalkfontein UISP	Upgrading of informal settlement.	M
Delft		Various housing projects	Various housing projects are in the pipeline, inclusive of the area along Symphony Way, which forms part of the development with ACSA. Further to this the development of mixed use medium density residential complexes with street facing ground floor retail are also being investigated. Further investigation is underway for development of underutilised City owned land within the Delft Main Road corridor in partnership with private investors.	M/L
		Various community facilities	New community centre New integrated recreation facility Maintenance/upgrading of park recreational facilities at Mandela Peace Park. Upgrading library and Delft South clinic	
		Voorbrug sports ground	Upgrade of the sports ground to accommodate diverse codes, including fencing and improvement to existing club-house facilities.	M
		Voorbrug Precinct	Create a District level park for Delft that also serves a connecting function between the existing facilities (Library, Hall, Swimming Pool & Sports fields).	M
		Informal Trader Infrastructure	Extend street trader plan with designated trader bays on the Delft Main Road Corridor and on City own land. Provide formal trading structures in high trading volume sites along the Delft Main Road Corridor, including Sibanye Square and the Hindle / Main Road intersection.	M
		Taxi Interchange	Develop a taxi interchange, upgrading the informal site at corner of Delft Main Road and Symphony Way, for passengers from Philippi and Mitchells Plain to connect to Belville. The interchange should accommodate use-use with retail and service businesses.	M
Bonteheuwel		BNG housing	Infill housing development	M
		MVSA programme	Town centre regeneration to serve as a catalyst for development in the suburb.	M
Development Focus Areas				
Bellville/ Tyger Valley		Bellville CBD and surrounds (PTI upgrade, Future BRT, Integrated recreational facility, etc.)	Potential for intensification, redevelopment and upgrade. The Bellville CBD Catalytic Precinct Project (draft 2020) forms the base for the redevelopment of the Bellville PTI and immediate surrounds, and provides guidance to the future role and function of inter alia Durban Road (south of N1) as well as the extension of Robert Sobukwe Road as future BRT-trunk route. Further precinct planning is required for the area to the north of Voortrekker Road to address redevelopment between Durban Road and the extended Robert Sobukwe Road as BRT-trunk route, accessibility, potential bulk, interfaces, and preferred land use mix.	M/L

	Proposed heritage exemptions	Investigation into the identification of areas along the Voortrekker road corridor where application for heritage exemption would be feasible.	M
Elsies River Industria	Mixed-use and higher density residential	Area around the station provides opportunity for redevelopment to mixed-use, including more affordable housing. Four sites have been identified as part of the Parow Prioritised Local Areas Social Housing Programme. Further investigation would be required to ensure appropriate interfaces between industrial and residential/commercial uses.	M/L
De Grendel station precinct	Redevelopment of Parow Golf Course	Pre-feasibility studies to investigate the redevelopment opportunities of the Parow Golf Course which is linked to the Tygerdal drop-off site, N1 City commercial node and Jan Burger sport complex as part of the wider De Grendel precinct.	M
Airport Industria	- ACSA mixed-use development - Symphony Way BRT	Opportunity for infill mixed-use (commercial and industrial) development on the northern boundary. Proposed residential along Symphony Way to support the relocation of informal settlements of Malawi Camp and Freedom Farm. Proposed BRT along Symphony Wat to link with Bellville metropolitan node.	M/L
Environmental Focus Areas			
CTIA	Symphony Way conservation area	Proclamation of the Symphony Way Conservation Area as a section 23 Nature Reserve under NEMPA in perpetuity.	M
Haasendal	Haasendal Conservation Area	Ensure conservation of the biodiversity and river corridor and interface between urban and natural environment. Gateway area from Stellenbosch municipality into City of Cape Town.	M/L
Tygerberg Nature Reserve	Upgrading	Upgrading of the visitor facilities.	M

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.

S: 1–2yr, M: 2–5yr, M/L: 5+yr

1.4 Local area planning priorities

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

Based on the technical review and inputs to date, several planning and investment focus areas have been identified, including preliminary local planning areas where further planning is required to guide local land use change or define capital investment interventions or where further work is needed to unlock strategic land for development. The priority local area planning initiatives for the Tygerberg District are depicted in Figure 1.8 and detailed in Table 10 below.

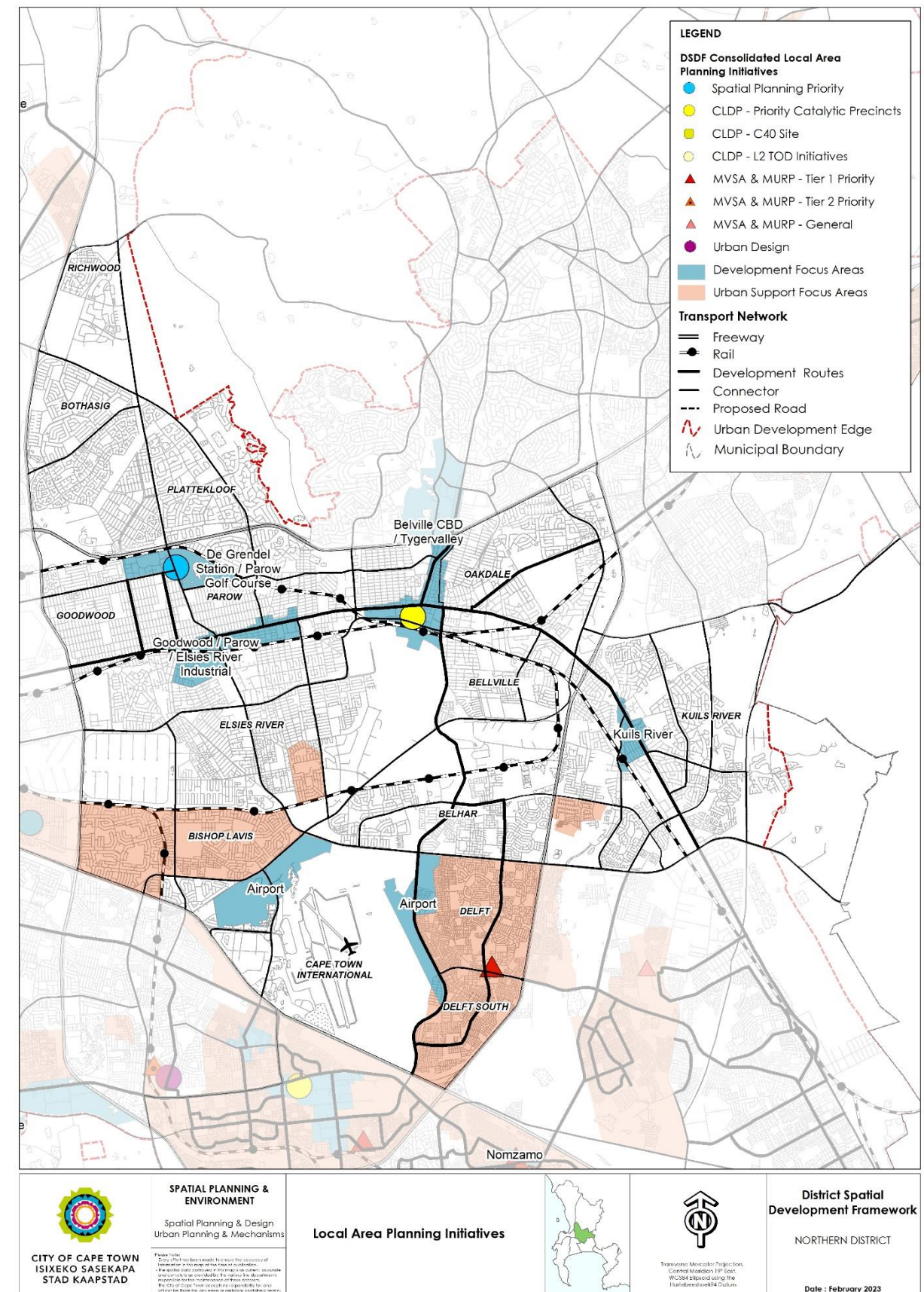


Figure 1.8: Local Area Planning Initiatives

Table 10: Prioritised Local Area Planning Initiatives

PLAN	DESCRIPTION AND MOTIVATION	PLANNING PRODUCT	STATUS	TIMEFRAME	LEAD DEPARTMENT
Bellville PTI and surrounds	Description: Future Bellville (Urban Catalytic Investment Dept.): Provide ongoing input to planning projects for the different identified precincts in the core area. Planning of extended Robert Sobukwe Road and re-aligned Durban Road (Urban Catalytic Investment Dept.) (Development Focus Area): Provide input with regard to land use guidelines when access management is considered for the area between Robert Sobukwe extension and re-aligned Durban Road(dependent on approval of study/USDG-funding application). Consideration to be given to the compilation of development guidelines with regards to land uses, height of buildings, bulk, interfaces, etc. Motivation: There is a need for precinct-level coordination and integration of various multi-sectoral projects that maximise the area's competitive local economic advantage, including but not limited to Utilities, Transport infrastructure, Community and Health Services, e.g. PTI upgrade. Local-level development proposals are subject to the implementation and feasibility of these projects that require more detailed studies and investigation to be undertaken as part of the CLDP Bellville Priority Plan.	LSDF	In progress	M: 2 – 5 yr	UCI
De Grendel Precinct (Parow Golf Course)	Description: Pre-feasibility study for De Grendel station precinct (Development Focus Area): Co-operate with and giving planning input to investigation, to be led by Metro Spatial Targeting (dependent on the approval of study/USDG-funding application). Motivation: Need for precinct-level planning for formulation of development scenarios of the Parow Golf Course which forms part of a larger district node including the Tygerdal waste site, N1 City commercial node, PGC and the Jan Burger sport complex. TOD principles will be a key element to be addressed in the proposals due to two rail stations and future BRT route located within the precinct. Opportunity for spatial transformation with mixed land uses, including a range of housing typologies .	Precinct Plan	In progress	M: 2 – 5 yr	Metro Spatial Planning & Growth Management
Delft Main Road Corridor	Description: A Delft Main Road Public Investment Framework was completed in 2021. The PIF highlighted the central importance of the Main Road as a mobility corridor for mini-bus taxis and activity corridor for small business and residential development. The development influence of the Main Road corridor requires PTI upgrades, utilisation of undeveloped land, and formalisation of street trading.	Precinct Plan	Scoping	M: 2 – 5 yr	MURP

	Motivation: There is a need for precinct-level planning for development interventions in support of taxi interchanges, mixed-used residential projects on under-utilised City land, and formal infrastructure for street traders including trader markets. More detailed studies and investigation are required to provide guidance on precinct management and development partnerships. It is recommended that properties within the corridor be up- zoned to facilitate private investment.				
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(S: 1–2YR; M: 2–5YR; M/L: 5+YR)

1.5 Local policies to be withdrawn or amended

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

Table 11: Policies to be withdrawn

Policy or plan	Motivation
Wingfield Place Triangle Policy Plan (2002)	Area identified as part of mixed-use intensification located along Monte Vista Boulevard. The majority of properties have already been rezoned to local business, hence there is no need for further development guidelines. Guidelines for remaining properties to be rezoned will be absorbed into the sub-district guidelines in the District Plan. More specific development rules to be regulated in terms of the DMS in MPBL.

Table 12: Policies to be amended/updated

Policy or plan	Motivation and description of key amendments
Boston Beleidsplan (1998)	To be updated, if required. Further discussion with Land Use Management required.

1.6 Implementation mechanisms

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

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

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

1.6.1 Categorisation of mechanisms

Each mechanism is categorised in terms of its primary objective in supporting the spatial vision and development proposals in line with the District Plan. While some may have more than 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 the spatial vision of the city. It should be noted that this does not exclusively deal with land based financing, rather mechanisms that have a primary objective of generating income to support the implementation of the City's spatial vision.

1.6.1.c Institutional

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

1.6.1.d Public sector investment

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

1.6.2 Available mechanisms

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

Table 13: Available mechanisms

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

1.6.3 Proposed mechanisms

The following list of mechanisms are either, currently in the process of development or investigation by the City or should be investigated in more detail prior to pursuit and implementation. It should be noted that this is not an exhaustive list of mechanisms; they were selected based on the methodology contained in Technical Annexure 12 in Vol. 4 of the District Plan, and should not preclude the investigation of other mechanisms to support the City's urban development vision. A more detailed description of the mechanisms, including its main objective, how it works, qualification criteria and the application process (where applicable), can be found in Technical Annexure 12 in Vol. 4 of the District Plan. 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 14: 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
Inclusionary housing	Inclusionary housing is one of many different kinds of housing delivery programs. It is usually a government-driven programme to promote mixed-income housing delivery through regulations and/or incentives that require or encourage property developers to include a proportion of housing units for low and moderate-income households.	A
Density bonus	A zoning tool that permits developers to increase height and/or bulk above those permitted in terms of the zoning scheme, in exchange for a public or social good. It is intended to compensate the developer with additional revenue from the sale of additional dwellings to make up for inclusion of below-market units or unprofitable amenities. This tool does not generate direct revenue. It is intended as an in-kind payment in exchange for the development of a public good.	A
Proactive rezoning/upzoning	Proactive rezoning is the process where a municipality, of its own accord, changes the existing zoning of land parcels in its jurisdiction. A municipality may do this for many reasons, but generally the aim is to encourage development in a specific area and/or to control the nature of that development	A

Heritage exemption areas	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
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
Land/urban redevelopment scheme	Involves landowners and developer joining together to form one cooperative entity that consolidates multiple land parcels into a single site for redevelopment. Local government modifies zoning codes and increases bulk to facilitate development.	C
Tax abatements (other than the UDZ)	A reduction or exemption from taxes granted by the government for a specific period, usually to encourage investment in locations with lower demand. Benefits of the tax abatement get passed onto subsequent owners who purchase the property, thereby incentivising end-users to relocate to an area that they may not otherwise locate into. It can be set up in designated neighbourhoods where the city is trying to incentivise development or on project-by-project basis if that project advances certain policy goals, e.g. job creation.	C

Income generation		
Land Readjustment Scheme	Landowners pool their land together for reconfiguration and contribute a portion of their land for sale to raise funds to partially fund public infrastructure costs. It can be undertaken by either public or private entity.	C
Institutional		
Streamlined land use application process for priority areas	Unified and streamlined land development processes where proposals and applications supportive of TOD (density, intensity, design and location) are fast-tracked and development and investment are valued within the parameters of the City's stated transformation objectives. This typically require major investment into infrastructure.	B
Enhanced process of land release and acquisition	A consolidated approach to the management of land which will be acquired and released by the City. This approach should take into account the strategic development potential of land parcels to ensure the best and most efficient use of land taking into account its size, locational potential and applicable risk categories.	A
Public sector investment		
Aligned public sector plans	Sector Planning is intended to ensure that the City prepares bankable, viable and appropriate capital public investment pipelines to meet the City's future growth, which is aligned to the City 2040 Land Use Model and District Spatial Development Framework.	A

A: 1-2 years; B: 2-5 years; C: 10 Years

1.6.4 Local Application Framework

Figure 1.99 describes the process and method to apply future mechanisms and extend current mechanisms to spatially targeted areas in the district to enable its spatial vision and address a particular development challenge in said targeted area. This is informed by key opportunities and constraints identified through the District Plan baseline analysis and the detailed analysis of each mechanism located in Technical Annexure 12 in Vol. 4 of the District Plan. This should be applied to all eight district and associated sub-districts to identify a suite of mechanisms to support the implementation of the District Plan – some of which has been done in section 1.6.6. A detailed description of the method can be found in Technical Annexure 12 in Vol. 4 of the District Plan.

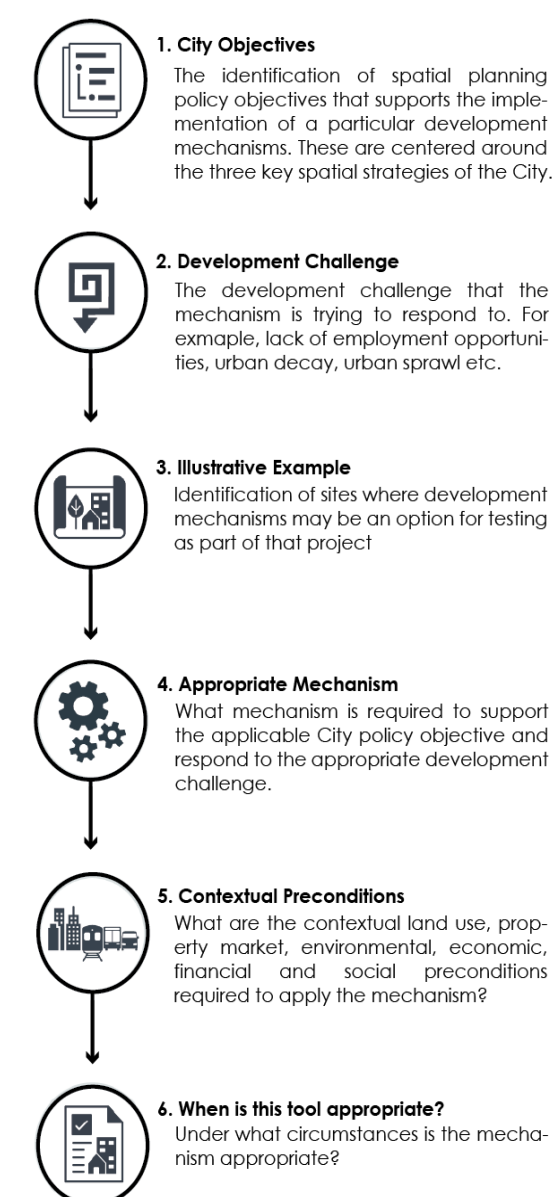


Figure 1.9: Local Application Framework

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 Tygerberg District

1.6.6.a Environmental exclusions

The National Environmental Management Act (NEMA) makes provision for listed activities to be excluded from requiring authorisation in specific geographical areas. This exclusion is subject to the adoption and implementation of an Environmental Management Programme (or other instrument) which sets out required impact management actions for the proposed development. A shorter registration process replaces the environmental impact assessment process.

A Generic Environmental Management Programme for projects that take place within the Atlantis Urban Area was adopted by the Minister of Forestry, Fisheries & Environment on 7 April 2022. Seventeen listed activities are now excluded from requiring environmental authorisation if taking place within the Atlantis Urban Area, thus facilitating development.

In addition, the NEMA Environmental Impact Regulations (2014, as amended), make provision for the adoption of a NEMA Urban Edge. The area within the Edge then becomes an adopted NEMA Urban Area. In the EIA Regulations listed activities, there are many activities that do not require authorisation if they are located within an adopted NEMA Urban Area. A request has thus been submitted to the competent authority (Department of Environmental Affairs & Development Planning) to adopt the City's proposed Urban Edge, and thus enable the City to benefit from the exclusion provisions associated with an adopted Urban Area. Infrastructure provision in particular

would thus be facilitated. It is important to note that the NEMA Urban Area serves a different purpose to the Urban Edge typically delineated in spatial development frameworks. Please refer to Technical Annexure 9 in Vol. 4 of the District Plan.

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 legislative exemption from section 34 and 38 of the Heritage trigger activities, of the National Heritage Resources Act, Act 25 of 1999.

At present, the following areas in the Tygerberg District have been identified for investigation as HEA as depicted in the map below:

- Portions of Goodwood and Parow
- Ruyterwacht
- Greater Elsies river
- Boston/Oakdale
- Matroosfontein, and
- Portion of Bishop Lavis

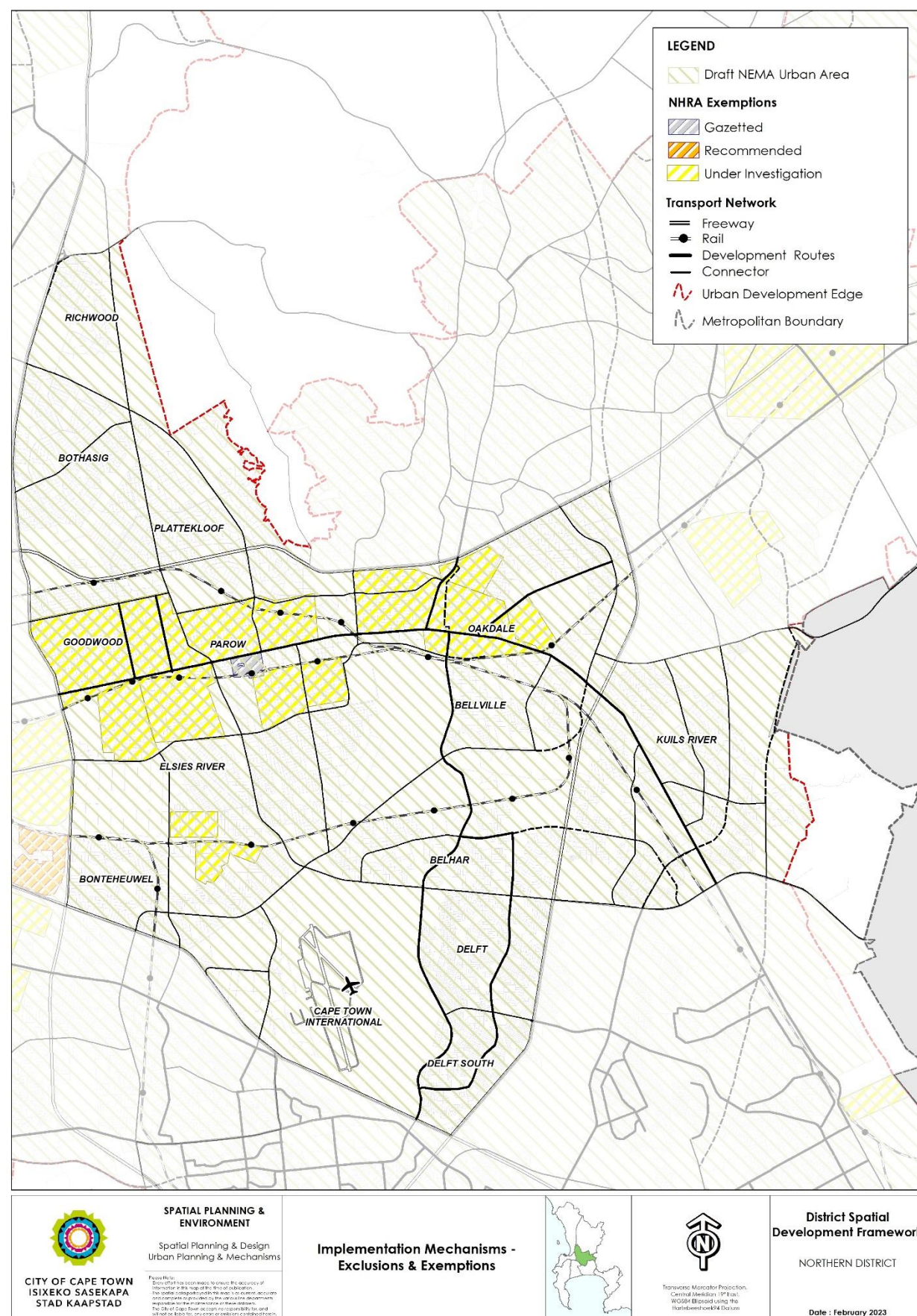


Figure 1.10: Exclusions and exemptions

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 Technical Annexure 12 in Vol. 4 of the District Plan).

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

Manufacturing within six defined industrial geographic areas across the City are eligible for the aforementioned incentives. Four of these six areas namely Triangle Farm, Parow Industria, Sacks Circle and Elsies River are located in the Tygerberg District as depicted in Figure 1.11. 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. It is important to note that they are currently under review.

1.6.6.e Overlay Zones

A. Integrated Incentive Overlay Zone for DFAs

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

The objective of the IOZ project is to investigate and provide technical components required for its establishment, to be considered in a future adhoc review of the MPBL. The IOZ is already contained within the MPBL, however there are no general or specific provisions attached to it (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.**

B. Heritage Protective Overlay Zones (HPOZ)

The heritage grading and associated development guidelines for each of the areas are to be determined through further investigation and planning. This will take into account the need to balance urban intensification with built conservation. There are currently no proposed HPOZ in the Tygerberg District.

C. Small Scale Rental Unit Overlay Zone (SSRU Overlay Zone)

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

1.6.6.f Inclusionary Housing

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

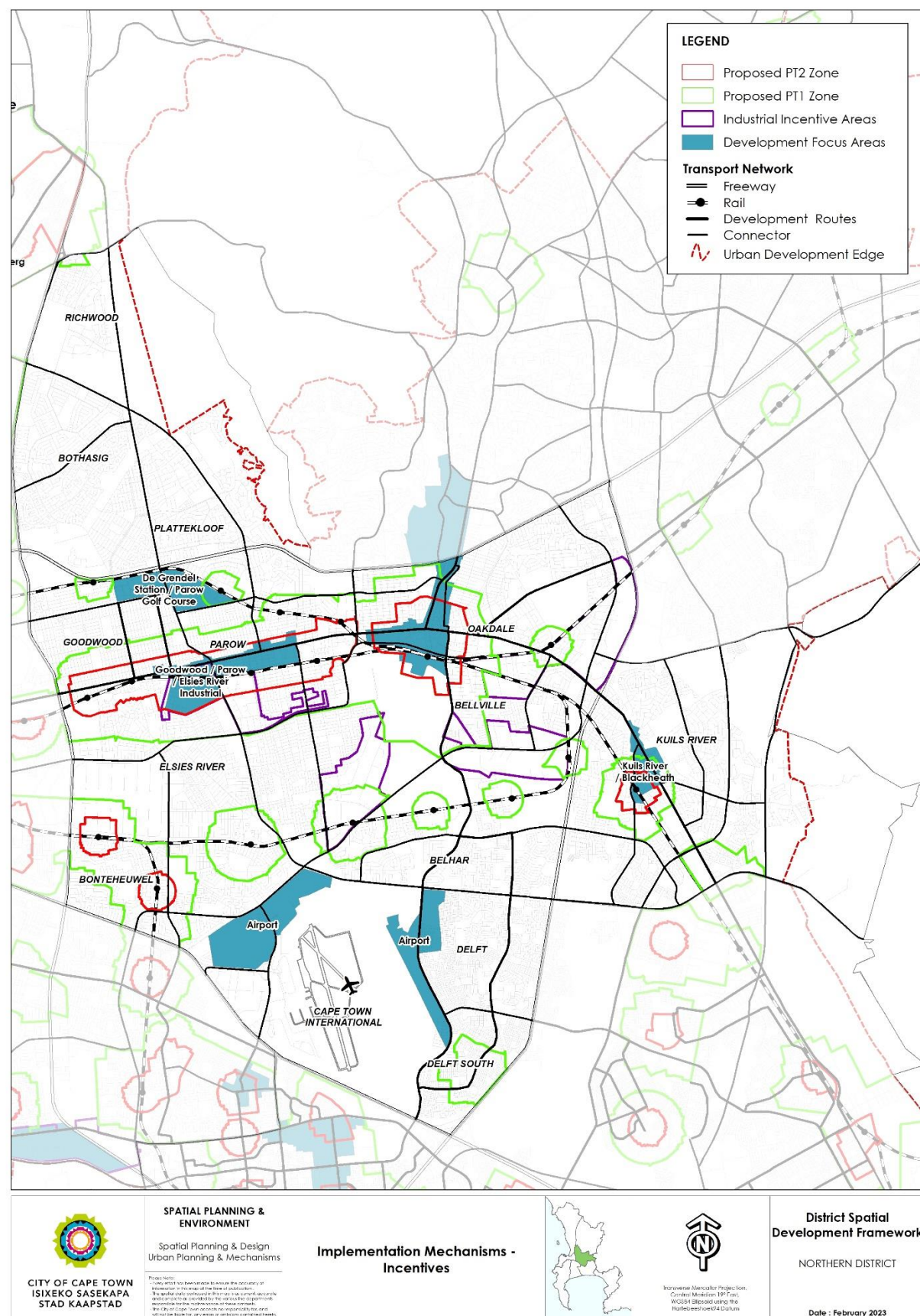


Figure 1.11: Incentives

2. MONITORING AND EVALUATION FRAMEWORK

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

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

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

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

1. **Spatial Data and Indicator Framework** – the primary component and output, comprising of a core set of indicators, based on available data, to enable meaningful spatial trend analysis across various spatial units of analysis. The Spatial Data and Indicator Framework has been embedded into the M&E Framework and provides the core indicators to be monitored
2. **Framework for M&E** – A framework has been developed which is underpinned by the three key spatial strategies of the City's SDFs with the main objective of guiding where and what development is appropriate. The core set of indicators developed as part of the abovementioned SD&IF will be monitored to determine the type, form and location of development in relation to the DISTRICT PLAN objectives – see Figure 2.2.
3. **Performance Management** – cognisance was taken of the department's performance management requirements.

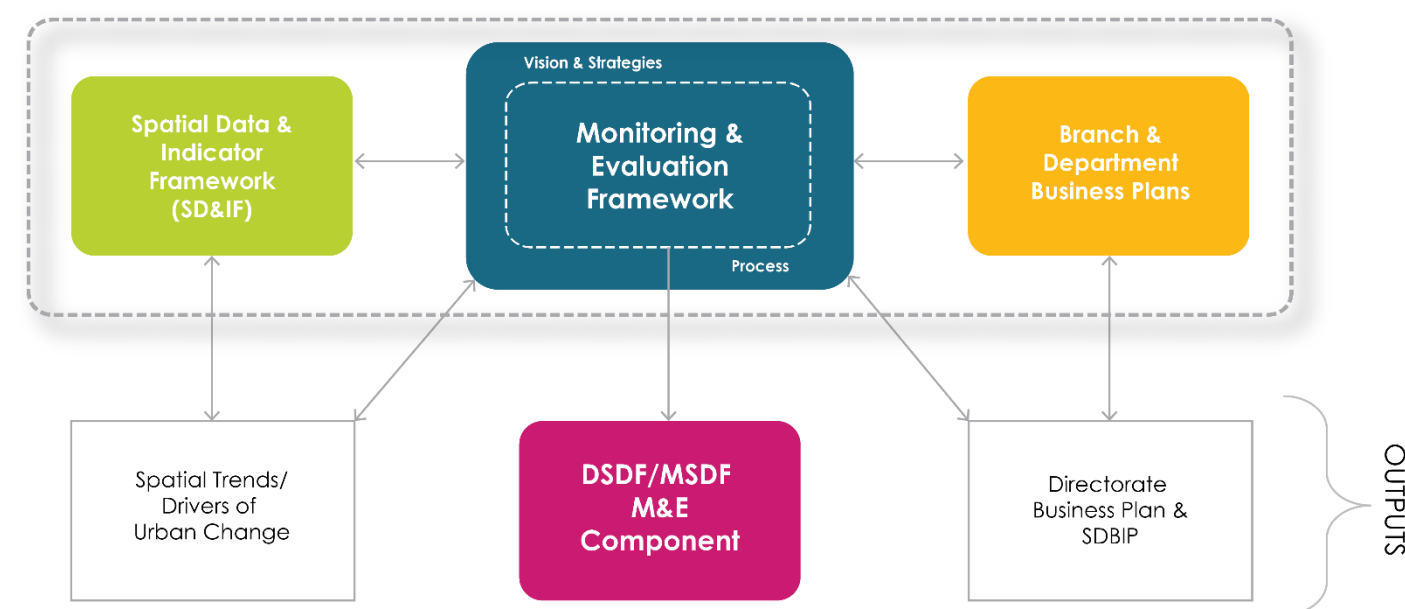


Figure 2.1: Overview of the UPD Spatial Data & M&E framework

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

2.2 Monitoring

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

In order to answer the question, 'what is happening?' monitoring involves collecting, analysing and reporting on datasets. Core indicators have been identified and developed in terms of the 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 Plan.

POLICY INFORMANTS



Guides **WHAT** and **WHERE** development is appropriate

MONITORING

What & Where?



Spatial trends that need to be monitored to understand the extent of development in relation to the SDF objectives.

EVALUATION

Why?



Broader indicators that need to be understood in order to justify why spatial trends occur and why spatial policy is successful or unsuccessful in managing development.

REVIEW

How?



Determine how we can improve Spatial Planning Policy to strengthen its success factors and improve its shortcomings in managing development.

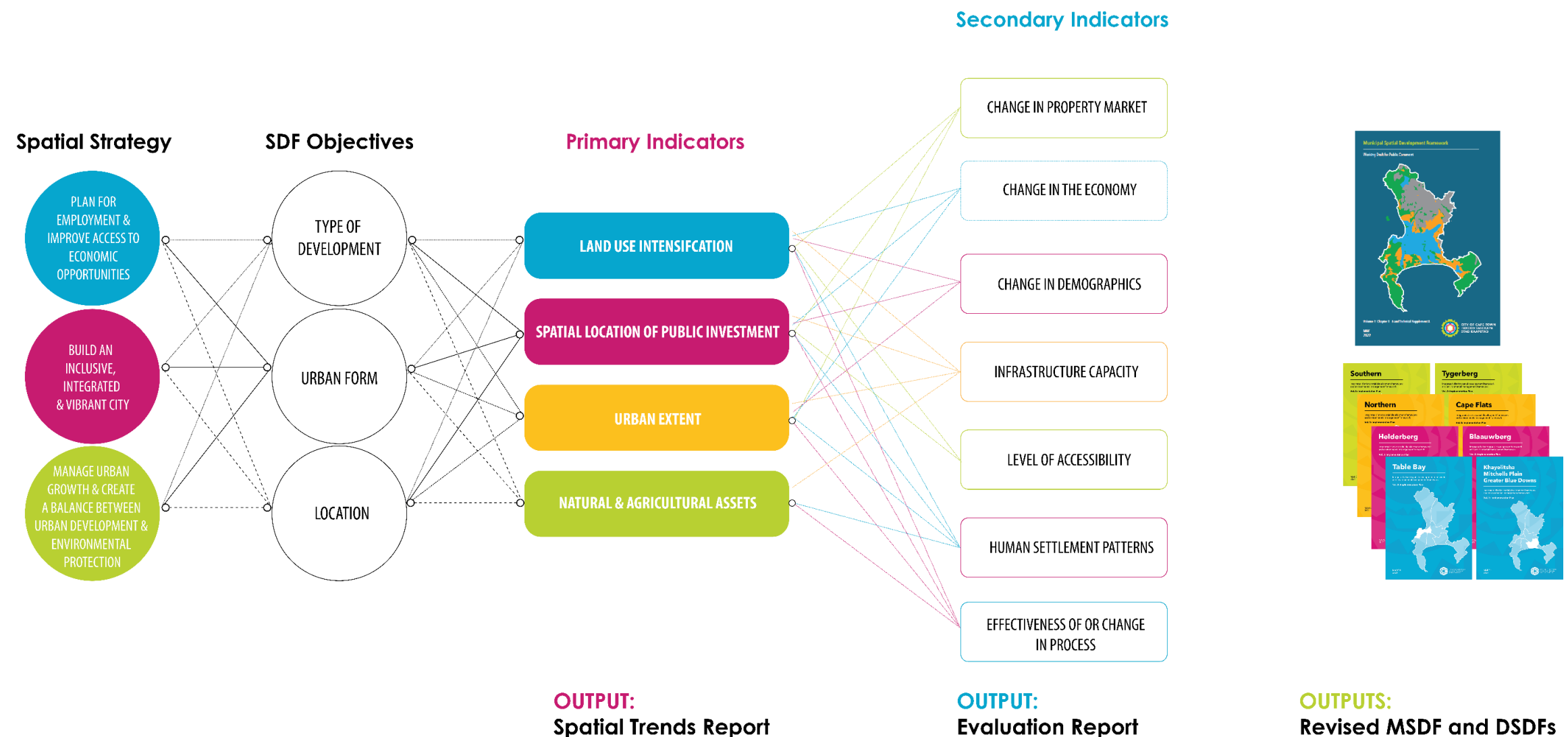


Figure 2.2: Focus of District Plan/MSDF M&E Framework

2.3 Evaluation

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

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

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

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

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

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

2.4 Review

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

2.5 Action plan

The table 13 below sets out key milestones/timeframes for M&E deliverables based on a proposed five-year review cycle (milestones for year 1 to 5).

Table 15: Key milestones for M&E deliverables

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