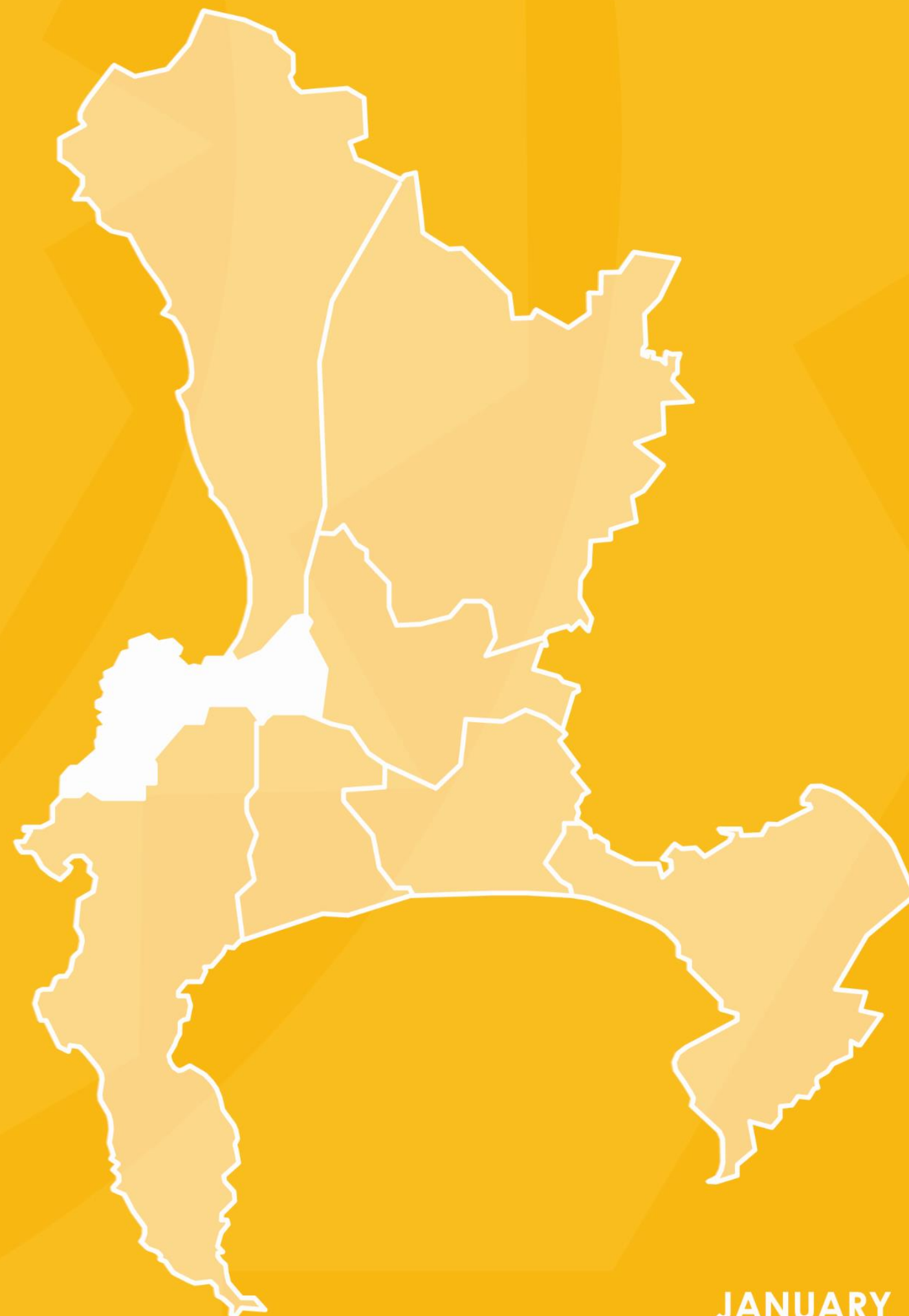


TABLE BAY

DISTRICT PLAN

Integrated district spatial development framework
and environmental management framework

APPROVED - Vol. 3: Implementation Plan



CITY OF CAPE TOWN
ISIXEKO SASEKAPA
STAD KAAPSTAD

**JANUARY
2023**

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1. IMPLEMENTATION PLAN

The primary objective of the Implementation Plan is to provide guidance in terms of prioritised public investment, local area and precinct planning priorities and enablement mechanisms required to implement the proposals contained in the District Plan. The plan consists of the following key sections described and depicted in Figure 1.1. 1 below.

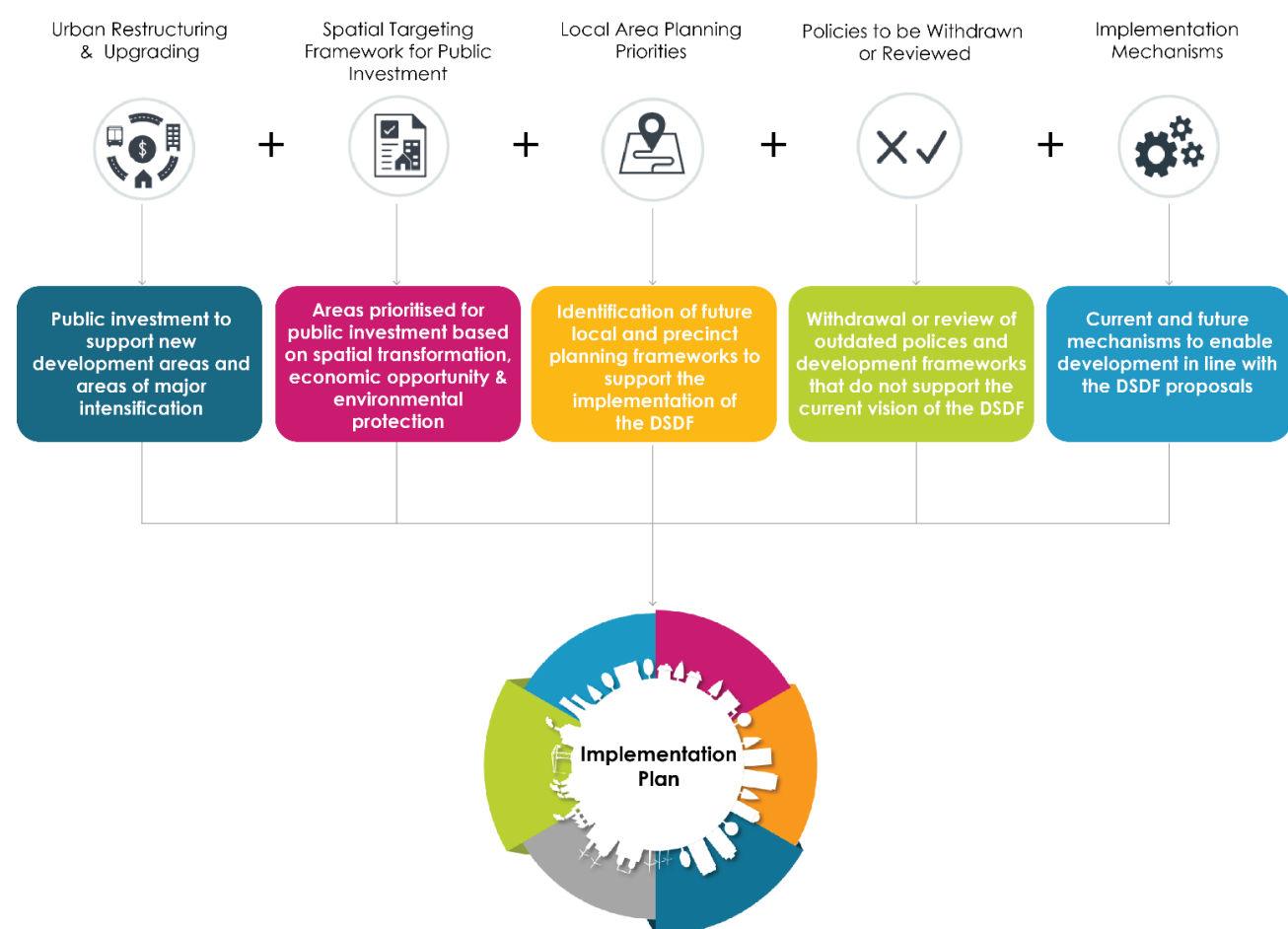


Figure 1.1: Implementation Plan Process Diagram

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 (Section 1.6) 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.

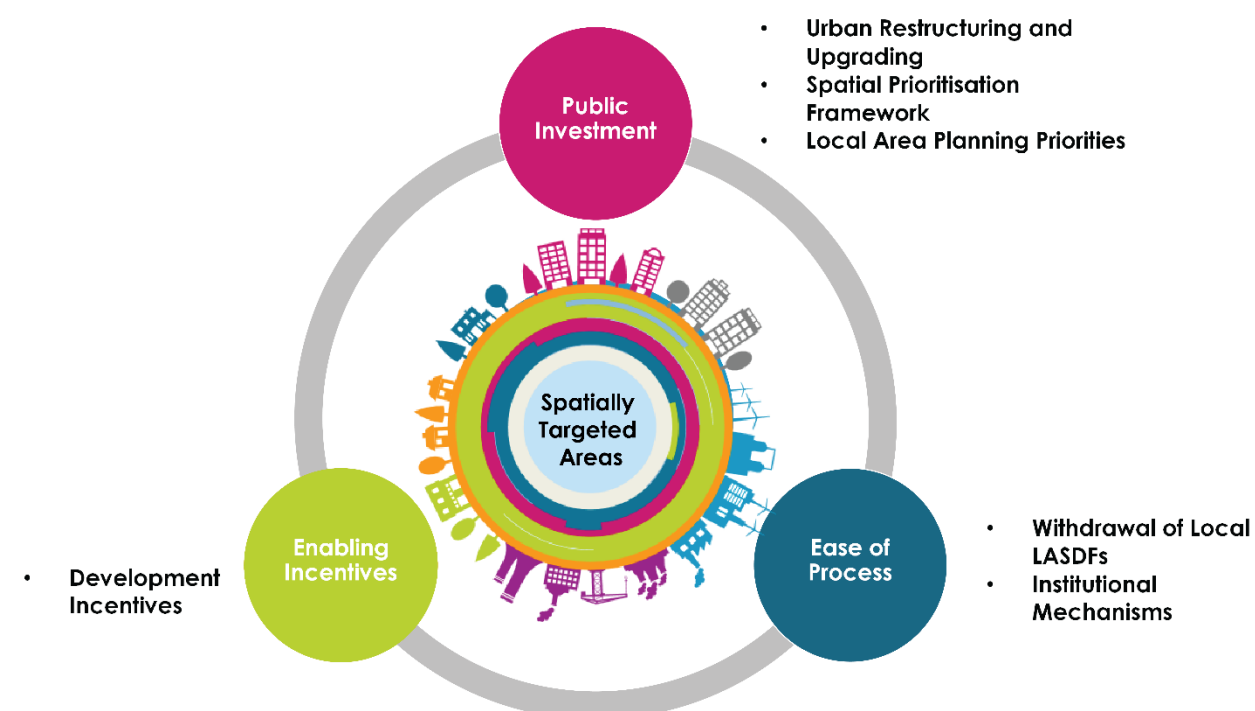


Figure 1.2: District Plan Approach to Implementation

1.2 Urban Restructuring and Upgrading Proposals

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

These areas for future development have been identified in the Table Bay District Plan Technical Report. These include Development Routes and Corridors, the Mixed-Use Intensification Areas and the New Development Areas (see Section 4).

While the Table Bay District Plan promotes general intensification across the district and in particular within the CBD and along the Voortrekker Road and Victoria Road corridors, further specific areas identified for mixed use intensification include:

- De Waterkant, Somerset Road and Green Point (taking account of urban conservation areas and historically significant buildings);
- Maitland; and
- Mixed Use node in Pinelands.

Significant new development areas in the Table Bay District include:

- The Oude Molen area;
- Sites around Maitland Garden Village and Alexander Road;
- Publically owned De Waterkant and Buitengracht sites; and
- Wingfield.

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

1.2.1 Transport Infrastructure

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

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

1.2.1.a New road links

There are a number of existing new road link proposals in the district. While these are all important to the overall (eventual) integration and functioning of the district, in terms of the stated shift in focus for transport infrastructure in the city and in the Table Bay district, important new road links required in the district are the proposed Church Street interchange and the Frans Conradie Extension, both have significant impacts in terms of freight management and connecting new development areas and publically assisted housing. New road links that are primarily focussed on private mobility, while not dismissed as opportunities, should not be prioritised in the short to medium term as other priorities in terms of the movement system could hold more significant social and economic impact.

New road connections planned include:

- Berkley Road extension: a proposed extension that connects Berkley Road with Malta Road/ Albert Road (Lower Main Rd) as part of an inter-district development route. The route plays a vital role in supporting the increase in development intensity envisaged in the suburbs east of the Black River. This is currently being implemented and is supported in the short term.
- Frans Conradie extension: The proposal is for an extension of Frans Conradie Road (connecting Goodwood and Wingfield and linking up with an extension of Sable Road) that would ultimately link into Koeberg Road in the Rugby area. Current planning calls for a grade-separated interchange at the N7/ Vanguard and Frans

Conradie intersection. This is supported in the medium to long term or sooner if Wingfield is released for development.

- Aerodrome Road: This proposed road is planned from the Conradie Hospital site over Voortrekker Road and into Wingfield. It is envisaged that it will connect with Frans Conradie Drive. Some planning has been carried out but alignments are still to be confirmed. There are three proposed alignments which need to be explored further.
- Wingfield: the westward expansion of Milton Road might be required in future but further planning work is required in this regard. Similarly, the local level circulation network for the site is dependent on a number of development scenarios.
- Tennant/ De Villiers Road upgrade to replace the Canterbury road scheme.
- Church Street interchange to improve freight circulation into and out of the Port.
- Foreshore Freeway- the resolution of the Foreshore Freeways and how they're able to affect the release of public land is a priority for investigation.

The City's "Public Right of Way" plan contains all existing proposals and intentions for road alignments and can be viewed in more detail on the [City's map viewer](#).

1.2.1.b Public transport

Of key importance in the longer term as the most cost-effective and carbon efficient form of transport, but also relief on city road system is:

- Effective, safe and reliable BRT
- Re-establishment of rail as a primary public transport route.

The Northern Corridor Modernisation Study (NCMS) was developed with the objective of integrating future rail corridor requirements, road based public transport serving the rail corridor and TOD focused land use along the corridor. The NCMS identifies priorities for implementing more efficient and sustainable transport and land use systems in this part of the City. The NCMS study area is shown in Figure 1.3 and stretches from Salt River Station eastwards.

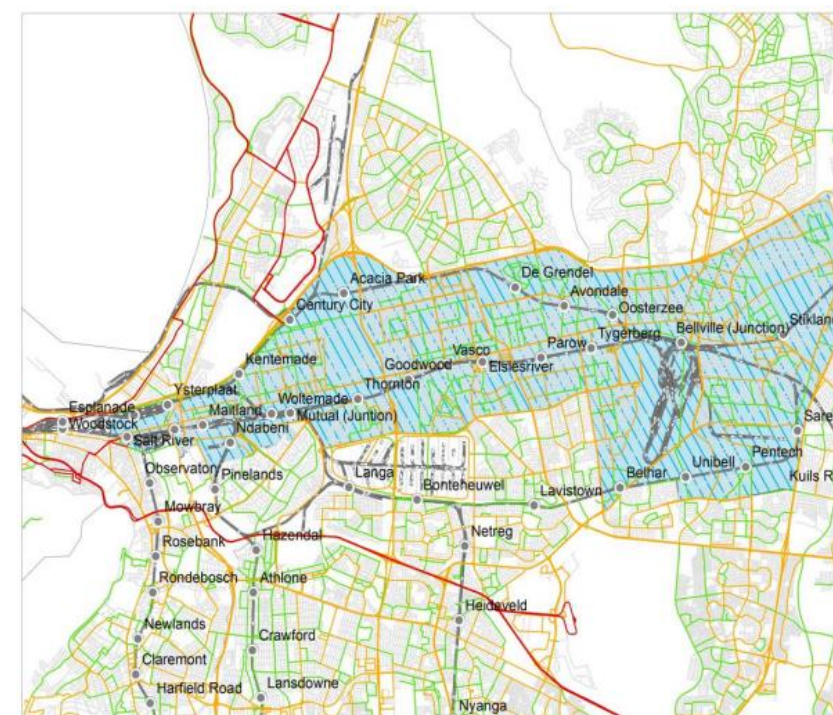


Figure 1.3 Northern Corridor Modernisation Study Area

A. BRT feeders and trunks

The District is well served by public transport currently. Future plans for public transit are connections into the District.

- Phase 2 of the IRT network makes provision for the D12 route: from Mitchells Plain to the CBD via Klipfontein Rd.
- Phase 3 makes provision for T15 which links Strandfontein to the CBD via Strandfontein Rd and Jan Smuts Drive.

Priorities:

Large sites when developed will need to be incorporated into the transit network via the road links described above.

- TRUP requires an extension of feeder services to support transit oriented development in association with residential development on the developable sites.
- Wingfield is targeted for high density residential and will require dedicated public transport service.
- District Six will require more frequent service to extend throughout the area beyond the current route of New Hanover Street.

Monitoring of volumes in areas where densities are increasing will assist in adjusting the volumes of service to support efficiency.

B. Rail

Rail services have declined with a 50% reduction in rolling stock and 30% decline in passenger numbers across the City in 2019 due to this decline in service. There is considerable potential for improving the operational and management capacities of rail without extending fixed infrastructure. Improvements to rail can activate the areas around stations and move the City towards Carbon reduction targets. PRASA is implementing the delivery of new train sets and overhauling rolling stock between 2021-2024.

The District is well serviced by the rail network, no new rail links are planned, except for the possible upgrade of the Atlantis line to a passenger line, which may access the CBD. However the revival of the rail service and the improvement of urban areas around stations is a priority in this District both from a pollution and carbon reduction perspective, activating high quality public spaces and in terms of congestion management.

A coordinated inter-governmental response to issues of security, accessibility and service improvement is currently being facilitated through detailed plans including the NCMS.

C. Public Transport Interchanges

The NCMS has identified Salt River, Maitland, Woodstock, Cape Town, Koeberg, Ndabeni and Thornton stations as needing upgrades, to bring these facilities up to PRASA's 2014 identified norms and standards for rail facilities. Improvements are encouraged to facilitate mode integration, universal access, park and ride, amongst other necessary changes

1.2.1.c Parking

The Parking Policy (2020) provides a consistent framework for addressing parking. Parking provision is a significant cost of development, takes up valuable developable demand, induces demand for car ownership and trips and can be a barrier to entry for smaller businesses and developments.

Directives for parking relevant to the District include:

- An overall reduction in the amount of high value accessible bulk being used for parking.
- A general reduction in parking requirements and consideration of parking maximums in high accessibility zones.
- The introduction of requirements that parking areas in new developments should plan for conversion to other uses.

- Permeable surfacing of parking areas and requirements for landscaping to improve the multi-functionality of surface parking areas.
- The need to reduce the impact of parking and loading on the pedestrian and NMT environment.
- The consideration of locations for park and rides and access to public parking within 500m of lower order transit precincts.

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 more legible NMT network. The focus is to plan for and implement links between these routes and adjacent/accessible roads, public transport, and parking to support pedestrian access to and utilisation of NMT in the Table Bay District, interventions should focus on:

- Links from main movement generators to activities e.g. from transit stations, to destination places and employment areas;
- Critical public links which connect destination places and movement generators. This should ultimately include NMT linkage from Cape Point to Table Bay.
- Connecting quality public spaces
- The linked internal open space system.

The NMT network in the CBD and surrounds is generally high quality and connected, with the exception of the link between the rail station and the My Citi Civic Centre station, which is car dominated and needs to be more legible.

The east of the City is a car dominant environment, however there are open spaces and public spaces around station that provide opportunities to improve the public environment and NMT. In addition, attention is being paid to improving NMT infrastructure in the Voortrekker Road environment. The development focus on Maitland reflects this intervention as a future priority, aligned to more intense residential development in the area.

The existing, but recently generally neglected, cycle network in the Pinelands area requires strategic infrastructural, as well as management intervention. Infrastructural interventions include traffic calming measures at intersections (raised roadway strips, re-paving, correctly positioned stop signs, pavement adjustments etc.). Management interventions include re-introducing co-operative management (surveillance and policing) arrangements with education institutions, commercial enterprises (i.e. CIDS) and ratepayers associations. Although clearly not part of the plan, most of the above-mentioned initiatives will not succeed without

significantly greater vehicle management (re- improved driver awareness and responsible driving, and more enforcement)

A. Cycle Network

Detailed investigations are required for the proposed cycle network areas in terms of the City's Bicycle Masterplan (2008), which includes the TRP to CBD bike route and other key connector routes across the district. An off-road cycle linkage between Cape Point and the CBD should also be investigated as part of the unique recreational and tourist experience that can be offered in this district.

New development areas will benefit from up front planning of the NMT network.

B. Streets and Public Squares

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

- District Six various public spaces in association with new development.
- Company Gardens through to Heerengracht Fountains.
- Kloof Street.
- Camp Road realignment at Koeberg station Precinct and connection to Black River.
- Conradie site.
- Two Rivers Urban Park.
- Bo-Kaap "Stoep" in Buitengracht Street & Riebeeck Square,
- Prestwich Square, Somerset Road and linkage through De Waterkant.

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

C. Significant Public Links

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

The links identified as public links of district significance include:

- **Mouille Point, Sea Point and Atlantic coastline links:** public and walking access should be possible around the entire coastline within the district with the exclusion of parts of the Port. In rocky areas this may require walking inland a little. However, where urban development is along rocky shorelines effort should be made to provide easy walking access. This would need to investigate the potential impacts of predicted sea level rises. Links connecting significant destination places are encouraged, including those indicated through the V&A waterfront and within the CBD.
- **Mountain links:** The most important of these is the Cape Point to City Bowl link. The TMNP Hoerikwaggo trail already provides a hiking route across the peninsula from Cape Point to Table Mountain with only a section outstanding above Simon's Town. Formal NMT linkage between Cape Point and the City Bowl needs to be investigated for implementation. This should include pedestrian access as well as continuous Mountain Bike access, and would probably need to include a combination of complementary routes which may in certain areas overlap, and in others serve varied 'off-shoot' destinations (i.e. CBD, Camps Bay). This would of necessity require close co-operation between the City, the TMNP and certain private landholders. Critical link areas include river corridors along Camps Bay and Deer Park through to Company Gardens.
- **Open space links:** All major green open space corridors should include public links, primarily for walking, but also in some cases cycling. In many cases, most particularly along rivers and streams, this may require a long term process of reclaiming into public ownership some privately owned linkages. This may also require ensuring that safety and security is adequately addressed in effecting these links. The most important new open space links to be addressed are through the Wingfield area and through the Eastern parts of the TRUP.

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

1.2.1.e Road Schemes

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

These schemes can be a significant obstacle to urban development on erven adjacent to them, as planned developments are required to take account for proposed road widening (building line setbacks, etc.). This can have a substantial medium to long term impact on the built environment (with buildings unnecessarily setback from the road and often poorly defined as well as wasted carriageway/pavement space) and is an additional, potentially unnecessary, regulatory 'hoop' to go through.

A road scheme can significantly impact adjacent properties; as planned developments are required to take into account proposed road widening. This has a long term impact on the built environment (with buildings unnecessarily setback from the road, poorly defined interfaces and wasted carriageway / pavement space) and is an additional regulatory hurdle. An analysis has been undertaken to identify road schemes that hinder the most development opportunities. Below is a list of the key road schemes in the Table Bay District that fall within a node, a development corridor and is designated as mixed-use intensification.

- Buitengracht St (Lower), Cape Town
- New Market St-Albert Rd- Woodstock
- Somerset Rd- Ebenezer Rd to Buitengracht Street

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

It is proposed that review of the road schemes is undertaken by the Transport Department to inform urban development processes in the respective areas. The identified schemes should be assessed from a spatial development perspective to assist urban development processes in the short term, as well as act as an informant into the Transport Departments more detailed review. The Voortrekker Road and Albert Road schemes are currently being reviewed to improve NMT opportunities and optimise the functioning of these development corridors.

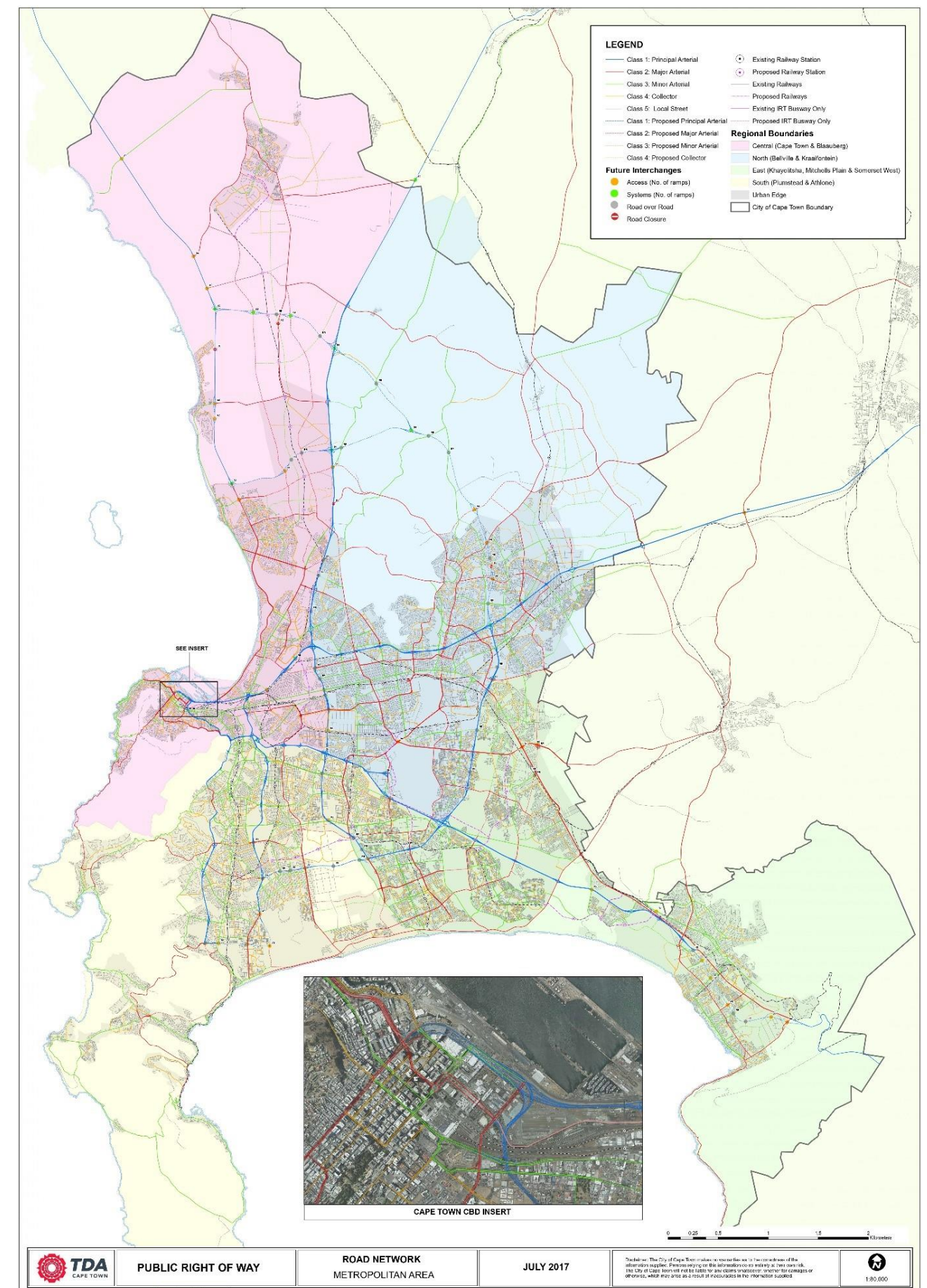


Figure 1.4 Public Right of Way Network (more detail on [City Map Viewer](#))

1.2.2 Environmental Infrastructure and Open Space System

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

1.2.2.a Biodiversity

Biodiversity needs to be actively protected from threats such as invasive species, pollution and habitat destruction. Areas such as Oude Kraal which are not under formal protection require particular attention to ensure their contribution to the wider conservation area. Wingfield on the other hand, if developed will require careful open space planning to promote the principles of connectivity and multi-functional open space and conservation- with some requirement for offset recommended to ensure the site maximises its spatial transformation potential.

Table Mountain National Park is a critical natural asset for the region and a World Heritage Site. With high volumes in visitor numbers and a recent increase in outdoor activity spurred by the COVID-19 pandemic, there is a need to support access infrastructure, transit awareness and visitor facilities at key points, in particular Kloof Nek which has the space to develop further amenity. This need must be balanced with the need for conservation and protection of heritage and biodiversity assets.

The Fynbos in the District is fire is fire prone and fire dependent (i.e. fire is needed for fynbos to survive). Alien vegetation and large stands of pine trees in particular contribute to a more dangerous and unmanageable fuel load.

1.2.2.b Public Open Space

The District is highly urbanised and open space, particularly in the North east of the District, for example in the Maitland and Kensington areas, is not optimised to be accessible and usable to residents, with freight infrastructure, freeways and other barriers making open spaces less usable. Sensitive development and infill can enhance the safety and amenity of open space. Creative design can enable new green spaces with higher amenity level in areas of residential density, for example in the Maitland Koeberg Precinct, or as part of new developments.

Multi-functional open spaces can be delivered in association with infill development around the TRUP and in District Six in the area of Memorial Park and in association with public facilities and religious institutions. (Refer to green infrastructure map and structuring open space in the SDF

map of Volume II. Langa is both spatially constrained by surrounding canals and road and rail infrastructure and has the highest shortfalls in usable open space. Creative solutions to address this shortfall will be needed in the future and an investment in developing connections to managed open spaces in the surrounding areas.

In addition to enhancing and providing for open space requirements in the East of the District, established areas can be supported to enhance the management and maintain of open spaces for example Malta Park in Observatory.

1.2.2.c Coastal Management:

The coastline requires maintenance and protection as a destination, upgrade of sea walls and defences along the Atlantic seaboard may be appropriate. Monitoring of the impacts of stormwater and sewer outfalls on the quality of the destination can be prioritised to inform future action. This is relevant in the context of increasing development intensity in the areas around the Coast.

1.2.2.d Water Systems:

Mountain to sea connections, such as those in Camps Bay or through District Six can be developed further for their green infrastructure potential, to become multi-functional spaces, where water is a celebrated part of the landscape. Water sensitive urban design applies to the manner in which development relates to urban waterways, the City aims to support Liveable Urban Waterways, with short term plans to develop Adderley Street Fountains and to have water feature in the open spaces in the developing District Six Area. The TRUP area has further potential to explore innovation in urban river management and further develop the area as an integrated and multi-functional urban park.

1.2.2.e Heritage:

Prioritisation of heritage resources for protection. Heritage protection overlay zones and proposed overlay zones cover wide areas, leading to challenges in providing appropriate land use guidance and conflict between the different spatial planning intentions. Prioritising smaller precincts, sites and areas for heritage conservation will provide greater certainty for future development.

While the analysis above describes the broader perspective, the following projects have been identified as City priorities in the short to medium term:

1. Further refinements and identifying provisions for the heritage protection overlay zones and proposed heritage protection overlay zones.
2. Formally designate and include relevant proposed HPOZ's into the DMS.

3. Various wayfinding, art, interpretation and signage programmes in:
 - Two Rivers Urban Park;
 - Recommended for District Six as the housing development is rolled out and;
 - Bo Kaap.

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.
- 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 Table Bay district have been identified as sites for the development of new human settlements projects.

Table 1Planned and Proposed Housing Projects for the Table Bay District

Area	Lead / Programme	Timeframe	Notes (Anticipated Yield, etc. if available)
Langa- Joe Slovo	Provincial Government USIP/IRDP	Short	2886 Units in implementation stage
Pinelands- Conradie	Provincial Government FLISP	Short	529 Units in implementation stage
Pinelands Conradie	Provincial Government Social Housing	Short	In planning
Langa Hostels Siyahlala	Community Residential Units	Short	159 restored units
Langa Hostels	CRU	Medium	133 New Flats
Langa Hostels	CRU	Medium	390
Pickwick street	Social Housing	Medium	TBD

1.2.3.b Site for Investigation

Further land has been identified specifically for investigation for publicly assisted housing projects (see Figure 1.6) the sites for publically assisted housing is limited to publicly owned land and will be updated over time based on new information. This includes various portions of undeveloped or underutilised land. For the Table Bay District a comprehensive overview is provided in Section 4 of the District Plan Technical report, and includes Sites around the TRUP, Maitland Garden Village, Salt River Market as well as sites that have been identified due to the de-proclamation of road reserves in Buitengracht street.

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 City 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 National programmes for catalysing prioritised human settlement areas

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

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

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

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

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

Table 2: Priority Human Settlements and Housing Development Areas

PHSHDAs in the Table Bay District	Main places	Wards
Cape Town Voortrekker Road Corridor	Cape Town, Pinelands,	53, 115
Khayelitsha corridor	Cape Town, Epping Industrial, Langa, Pinelands inner City areas.	51, 52, 53, 57, 77, 115,

1.2.4 Bulk Infrastructure and Utilities

Detailed planning for infrastructure services are captured in department sector plans- and the implications for future growth and maintenance of infrastructure in the Table Bay District are summarised in the sections that follow.

1.2.4.a Waste Water Treatment Works

The District waste water treatment is managed via two marine outfalls and the Athlone Waste Water Treatment Works. The Camps Bay area drains to the Camps Bay marine outfall. The area from Bantry Bay to the Foreshore including the CBD drains to the Green Point outfall, Areas east of the Foreshore drain to the Athlone Waste Water Treatment Works via various pump stations in the district.

The expansion of the Athlone Waste Water Treatment Works (WWTW) is as strategic priority infrastructure programme currently in early stages of implementation. This is necessitated by the demand on WWTW due to the continued and planned intensification of development in the catchment for this treatment works.

As densities increase in the catchments for Green Point and Camps Bay, increased waste treatment capacity will be needed. As these areas are currently served by marine outfalls, any increase in capacity of the outfall is likely to have increasingly undesirable environmental impacts, which will mean investment in additional waste water treatment works in Green Point will be needed in the long term (+-10 years).

Camps Bay outfalls present a similar challenge, however increase in density is less anticipated in the Camps Bay region. The quality and quantity of outfall flows are being monitored to indicate when this may be needed. A study into the feasibility of improving the screening of the marine outfalls across the City is a required project by 2030.

1.2.4.b Water

The West of the District is served by the Molteno Reservoir which has a capacity of 188Mt and 48 hours storage. The reservoir can be supplied by the Kloof Nek, Newlands or Steenbras systems. The West of Table Bay district is well served by the water network, with no significant constraints, in part due to the demand reduction efforts brought about by the water crisis of 2017. Capacity for redevelopments at the Foreshore Gateway and TRUP west is currently considered adequate, with a need to improve connections. Water demand needs to be re-evaluated at the site development stage.

Additional bulk water supply connections and potentially additional reservoirs may be needed to serve potential Greenfield intensification areas, such as the Two Rivers Urban Park East areas and Wingfield. The extent of this will depend on the intensity of proposals.

As part of the City's Water Strategy to diversify water sources, Projects to investigate Desalination have been underway at the Port, Granger Bay and the Waterfront.

A project for bulk water provision for the District Six redevelopment is currently underway to proactively facilitate the redevelopment of District Six.

1.2.4.c *Stormwater*

In general the stormwater drainage system is able to manage runoff generated by storm rainfall events. The protection of entrances to basements and the ground floor levels of structures during 1 in 50 year and 1 in 100 year storm events will need monitoring.

Urban management, preventing and managing litter and the misuse of stormwater infrastructure e.g. used for storage or waste disposal is critical to the functioning of the stormwater systems. Low lying areas of the District have the additional challenge of silt deposits.

Priority stormwater management catchments in the District are the Salt/Liesbeek River and Elsie's river systems. The Districts developments provide opportunities to encourage green infrastructure approaches to stormwater management, creating multi-functional systems that integrate storm water conveyance and detention into the landscape. Storm water management at greenfield sites are assessed at the development proposal stage.

1.2.4.d *Electricity*

New developments in the CBD require additional electrical capacity, this will not only result in the need for additional sub-station capacity in the CBD, but to improve the cable infrastructure. The network and infrastructure roll out will be driven by customer demand.

Further Main sub-stations are needed to facilitate intensive development South of the N1, however additional capacity at nearby sub-stations means there can be incremental implementation, and additional Main Sub-Station and Switching Stations at the Oude Molen vicinity will only be needed after 2030.

1.2.4.e *Carbon Neutrality Pathway*

The City is currently establishing a roadmap demonstrating commitment to reach net zero carbon buildings working towards the City's Carbon Neutral 2050 targets. A combination of reducing demand by improving energy efficiency and increasing supply via renewable energy sources is needed.

Strategically, given the reduction on supply the National grid, an increasing reliance and roll out of renewable energy is desirable and an essential contributor to sustainable energy supply in the City and advancing commitments to Carbon Neutrality.

The Athlone Power Station Site (APS) is currently being explored for the continued use of the site for utility purposes predicated on renewable and sustainable energy technologies enabled through rapid advancements in technology (e.g. battery storage); i.e. the site is being envisioned as a green energy hub that explores the potential for integrating the existing utility infrastructure; improving the affordability curve for renewable energy and infrastructure solutions at scale; together with the sunk infrastructure investment that benefits the site (e.g. rail, transmission and distribution).

Through the use of the APS site as an energy utility and infrastructure site, the City of Cape Town intends to support the green economy to create healthy livelihoods and decent jobs. This will be enabled by prioritising solutions at APS that contribute towards a cleaner, more affordable and reliable energy system that also develop the skills of residents to ensure wide scale benefit of the APS redevelopment.

1.2.4.f *Solid Waste*

No major projects are planned for the District, which is well served, upgrades are planned for the Woodstock waste drop off area are imminent, with longer term plans for the possible expansion of the Athlone Refuse Transfer Station.

1.2.5 **Public Facilities and Public Space**

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

A hierarchy of nodes (depicted by circles and size of circle) has been identified as illustrated in Figure 1.5 with facilities operating at different scales (ranking depicted by number in the circle) and this forms the basis of a development framework for community facilities. As such, 24 precincts across the City have been identified as backlog or optimisation precincts and prioritised for investment to drive spatial transformation. The prioritisation of precincts was informed by modelling that identifies sufficiency and insufficiency (understand areas of need) in light of the different facility standards and population projections. The results generated by the

modelling exercise are a data driven support tool used to inform strategic planning, budgeting and implementation of community facilities.

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

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

It should be noted that the proposed facilities as set out in the Community Services and Health Infrastructure Plan (CSHIP) remain a key capital investment priority with regards to community facilities. Table 3 should be read in conjunction with Figure 1.5. It highlights the areas of need in order of priority (ranking) as well as the key facility development priorities within specific catchment areas and nodes resulting from the modelling exercise. It should be noted that the table is a guide in terms of the type of facilities of highest need within the specified catchment area and also indicates the ranking of the specific node at district level as well as at metro scale.

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

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.

1.2.5.a Community Facilities

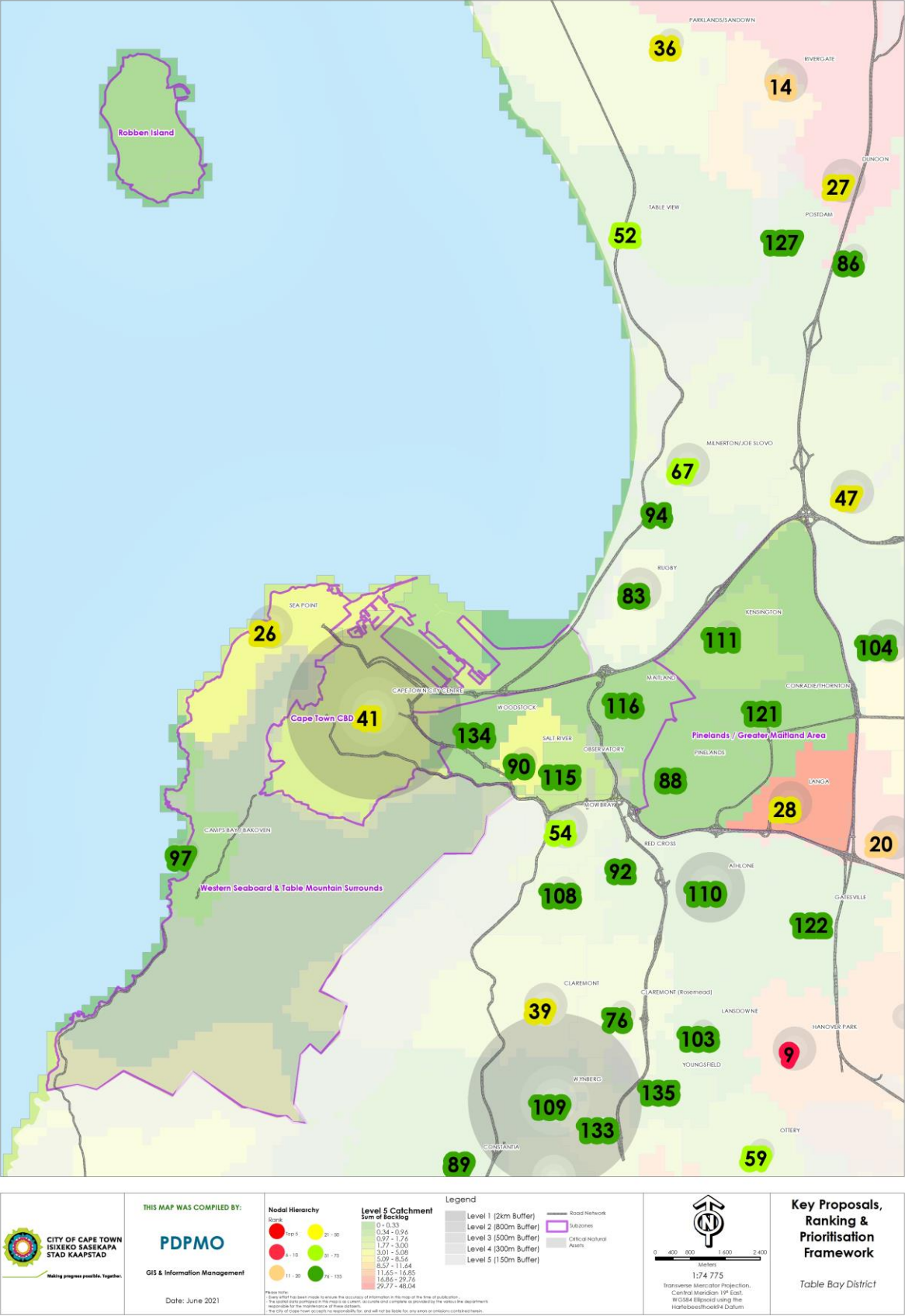
Figure 1.5 illustrates a hierarchy of nodes (depicted by circles and size of circle) which is the development framework) and a ranking at a city wide level, depicted by the number in the circle which is the key prioritisation framework. The hierarchy of nodes and the ranking encapsulate the proposals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

Table 3 lists the top areas of need in the Table Bay district and indicates the facilities that are needed based on the modelling exercise. It should be noted that the nodes identified as an area of need represents not only the name of the area/suburb but a larger catchment which includes other suburbs.

Langa and Sea Point are prioritised nodal points for community facilities in the district. Where new facilities are required the approach should be to implement the principle of co-location and clustering of facilities within the prioritised nodal points/civic clusters, in pursuit of Transit Oriented Development principles. Thereby ensuring that facilities are located close to public transport and capitalizing on the MyCiTi bus and other transport networks.

Langa historically lags behind in terms of infrastructure investment hence the need to prioritize investment in community facilities here. It is recommended that in areas that have been earmarked for social housing there is a need to upgrade certain facilities in order to meet need. It is also important to note the recommended sizes for the facilities for each node and these are outlined in the Community Services & Health Guidelines and Standards, 2020 report.

Table 3 below is a guide and highlights key facility development priorities within specific catchments (and nodes) across the district. Targeted investment into these nodes and facility types is key to addressing the existing service shortfalls and providing access to communities where those facilities are required most. It is also proposed that state owned land is leveraged and an integrated precinct planning approach between line departments should be adopted when planning new facilities within prioritised development areas, ensuring that land is packaged and prepared for development in alignment with budget.



1.2.5.b Public Open Space Upgrades & Cemeteries

Currently, public space upgrades are a priority in the District with planning, upgrades and/or maintenance of:

- Sea Point and Mouille Point Promenade
- Grand Parade
- Company Gardens
- Woodstock Skate Park
- Two Rivers Precinct Public Space Planning
- District Six
- Maitland Cemetery is currently undergoing upgrades and possible expansion.

1.2.5.c Education Facilities

The WCED is responsible for provision of education facilities and base their needs on 'Equitable Access to Education'. No new schools are planned.

The Table Bay District is considered 'stable' and monitored in terms of utilisation rates, the monitoring of increases in housing density is further recommended.

The Langa Kensington areas are being monitored, but are not considered unmanageable. The City Centre commuter schools attract learners from across the metro. Commuter schools in the District Six area will need careful monitoring as the roll out of housing proceeds and families return to the area.

The Conradie project includes a private school as part of the design but the varied needs of the community will need to be monitored.

1.2.6 Urban Management

Management of homelessness and rough sleeping, cleaning and greening, public ablutions, managing access to public facilities, ensuring safe public spaces and streets are critical to the success of an area and for economic development and tourism in particular. Partnerships with local businesses and civic institutions have proven effective in advancing urban management and allows prioritisation of issues.

The following special rated improvement districts are located in the District and are an asset in ensuring a safe and predictable economic development environment.

- Voortrekker Road/ Maitland
- Paarden Eiland
- Woodstock/Salt River

- Observatory
- Central City
- Green Point
- Sea Point
- Epping

Safety interventions through community partnerships are currently underway through the Kensington Maitland area Safety Plan, supported by the Violence Prevention through Urban Upgrading programme.

Attention is being given to commit the CBD into a sustainable development path by:

- Implementing housing densification and land use intensification.
- Regularise and support informal trading.
- Precinct Management implementation.
- Strategic land development and release,
- Upgrading of infrastructure and proactive maintenance plans informed by product/asset life-cycle costing.

1.2.7 Urban Restructuring and Upgrading Plan

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

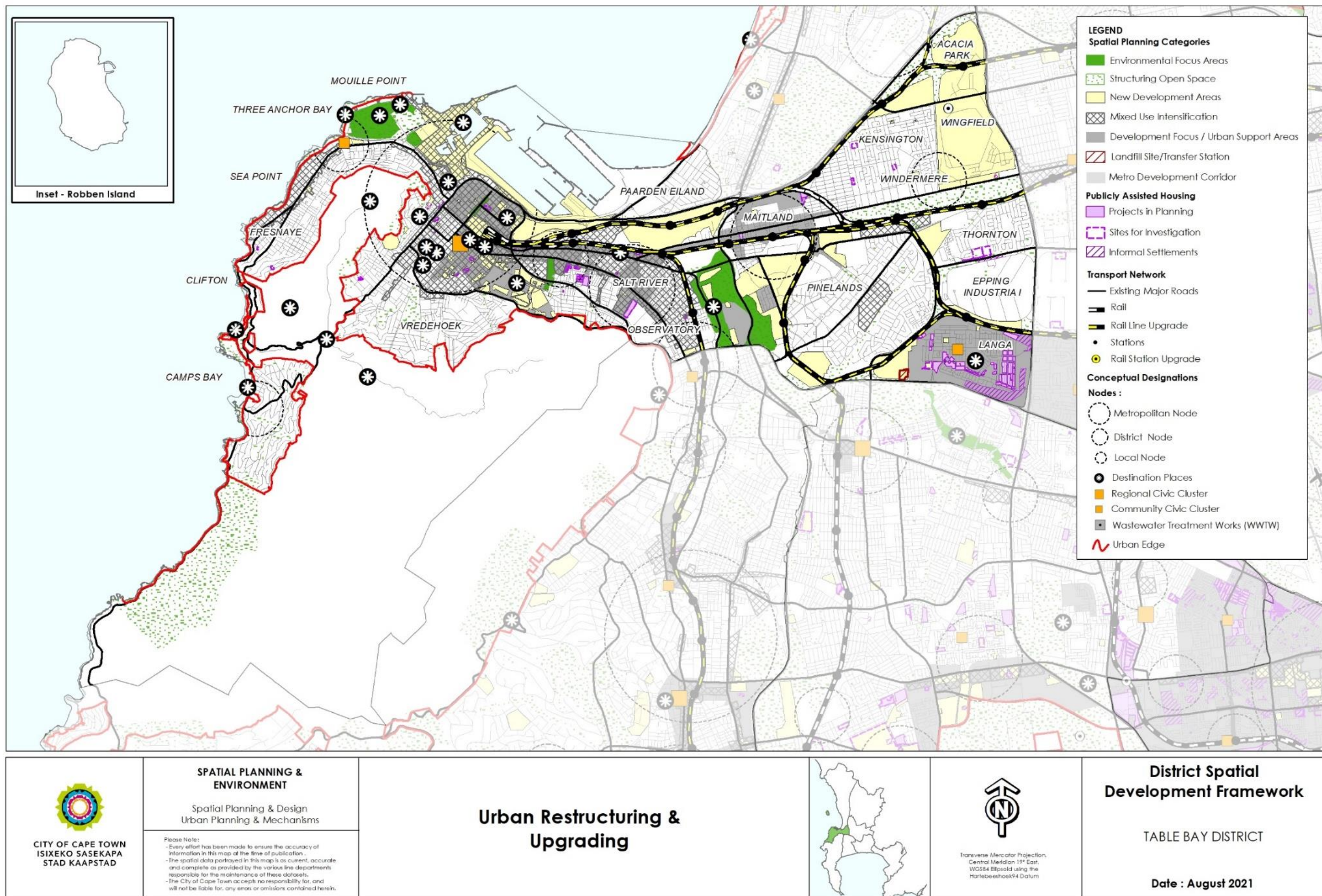


Figure 1.6 Urban Restructuring and Upgrading for the Table District

1.3 Spatial Targeting Framework for Prioritising Public Investment

The purpose of the District Plan spatial targeting framework is to identify and prioritise specific areas within each district for public investment and / or incentives in the short-medium term in order to implement the spatial vision and objectives reflected in the integrated 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 1.7 and Figure 1.8 below).

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

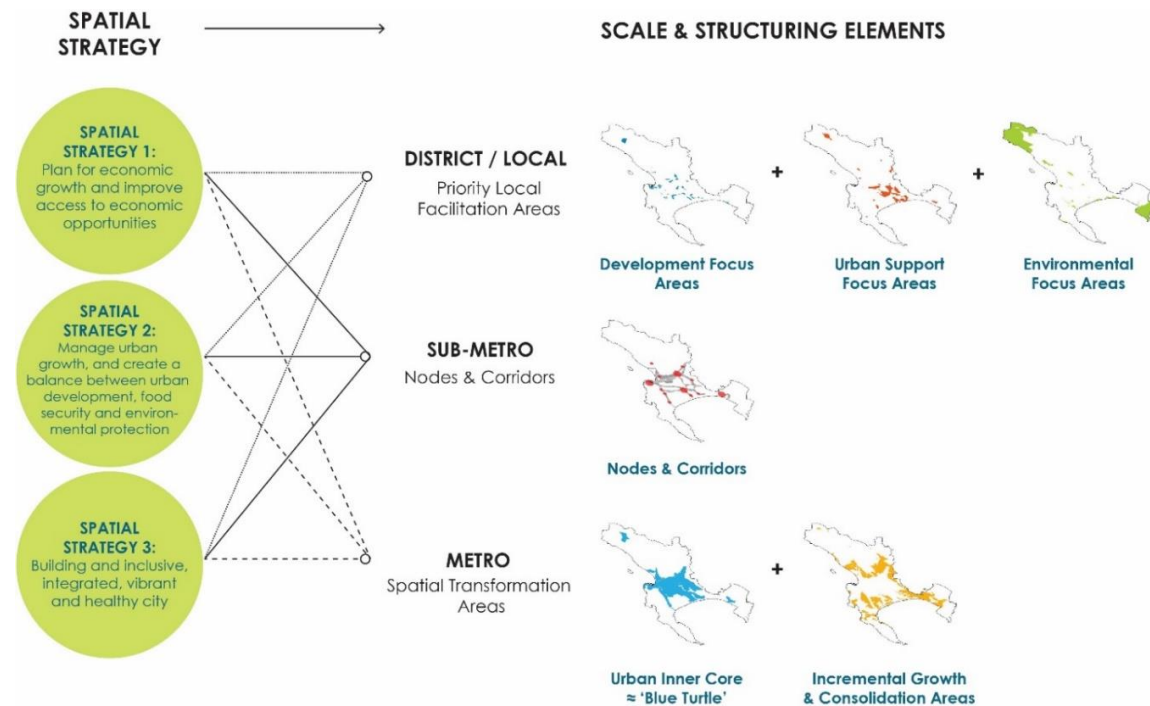


Figure 1.7: Link between Spatial Themes, Strategies, Scale and Policy Elements

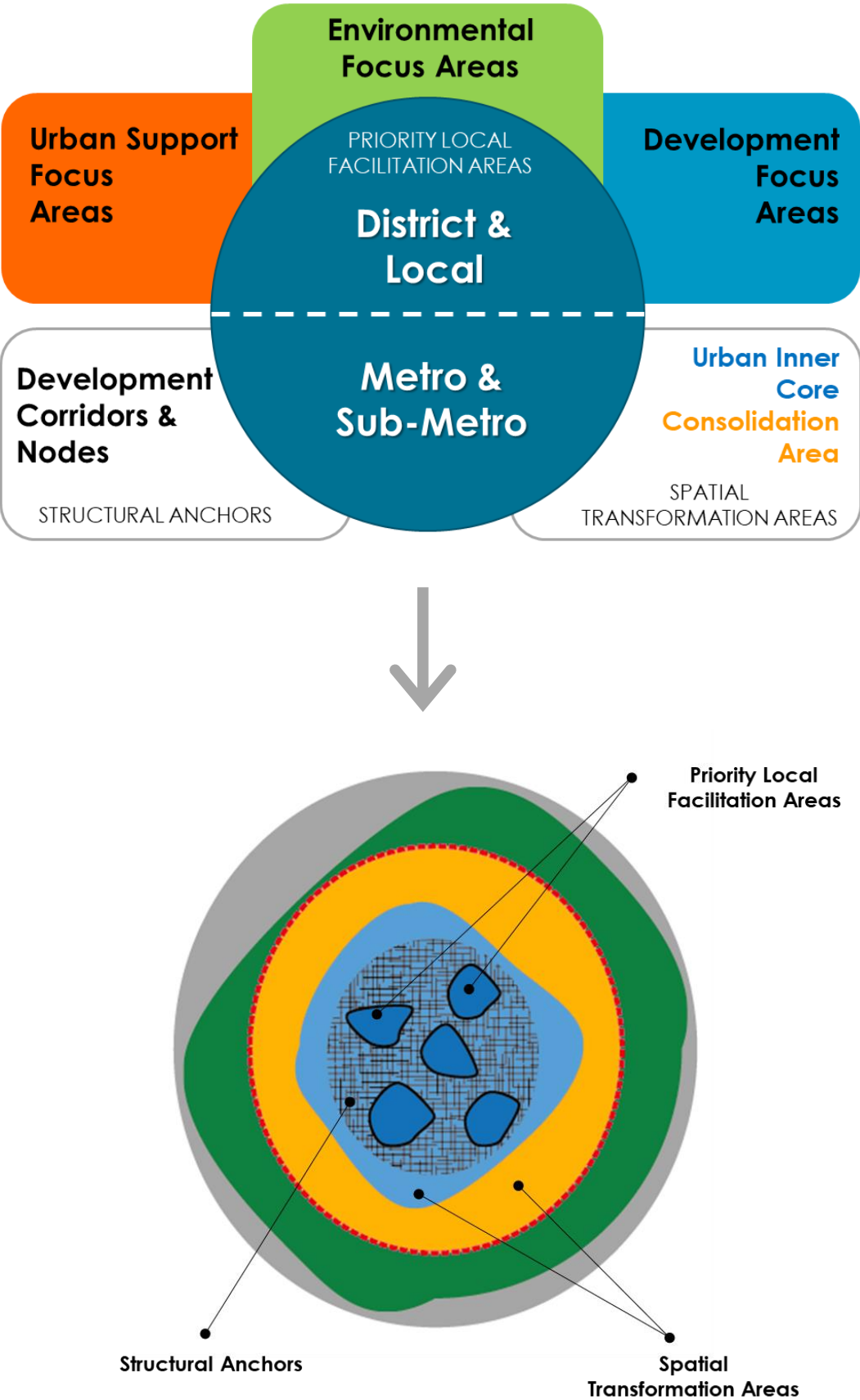


Figure 1.8: District Plan Spatial Targeting Framework Methodology

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 1.9; the framework is intended to be flexible and other local areas may be identified as areas of priority for during the 5 year review of the District Plan.

1.3.1.a Development Focus Areas

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

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

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

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

- 5 -10 year frame - Planning work at least to commence within the lifespan of the District Plan.
- Areas with highest levels of accessibility in line with the City's MSDF and Transit Oriented Development (TOD) objectives.
- Potential to attract private sector investment.

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

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

1.3.1.b Urban Support Focus Areas

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

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

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

- High socio-economic need/vulnerability (SEVI 2020)
 - WPG Socio-Economic Vulnerability Index
 - Informality high density in informal settlements and backyard shacks
 - Density household and population densities per km^2

- Poverty income-based segmented classification (NLIs), which classifies areas according to their income and various lifestyle characteristics
 - Crime Levels (SAPS 2020/21)
 - Social Facility Backlogs
- Areas with a combination of service delivery challenges / built environment need.
 - Urban Management Walking the Streets Dataset 2021
 - Infrastructure Capacity Backlog (Waiting on Update)
- Areas with a need for greater co-ordination.
 - Qualitative Input from District Planner.
 - Alignment with MURP/MVSA programmes.
 - Confirmation with UISP.

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

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

1.3.1.c Environmental Focus Areas

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

The aim hereof is to consider 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:

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

The final selection of projects which informs the identification of Environmental Focus Areas is based on there being evidence of all 3 abovementioned criteria. Please refer to Table 5 for further details on the EFAs.

Figure 1.9 depicts the Prioritised Local Facilitation Areas (i.e. the DFAs, USFAs and EFAs) for the Table Bay District.

1.3.2 Capital Investment Prioritisation

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

Figure 1.9 **Error! Reference source not found.** below and table 5, identifies specific local level projects that support the spatial planning proposals for the priority local facilitation areas in the district.

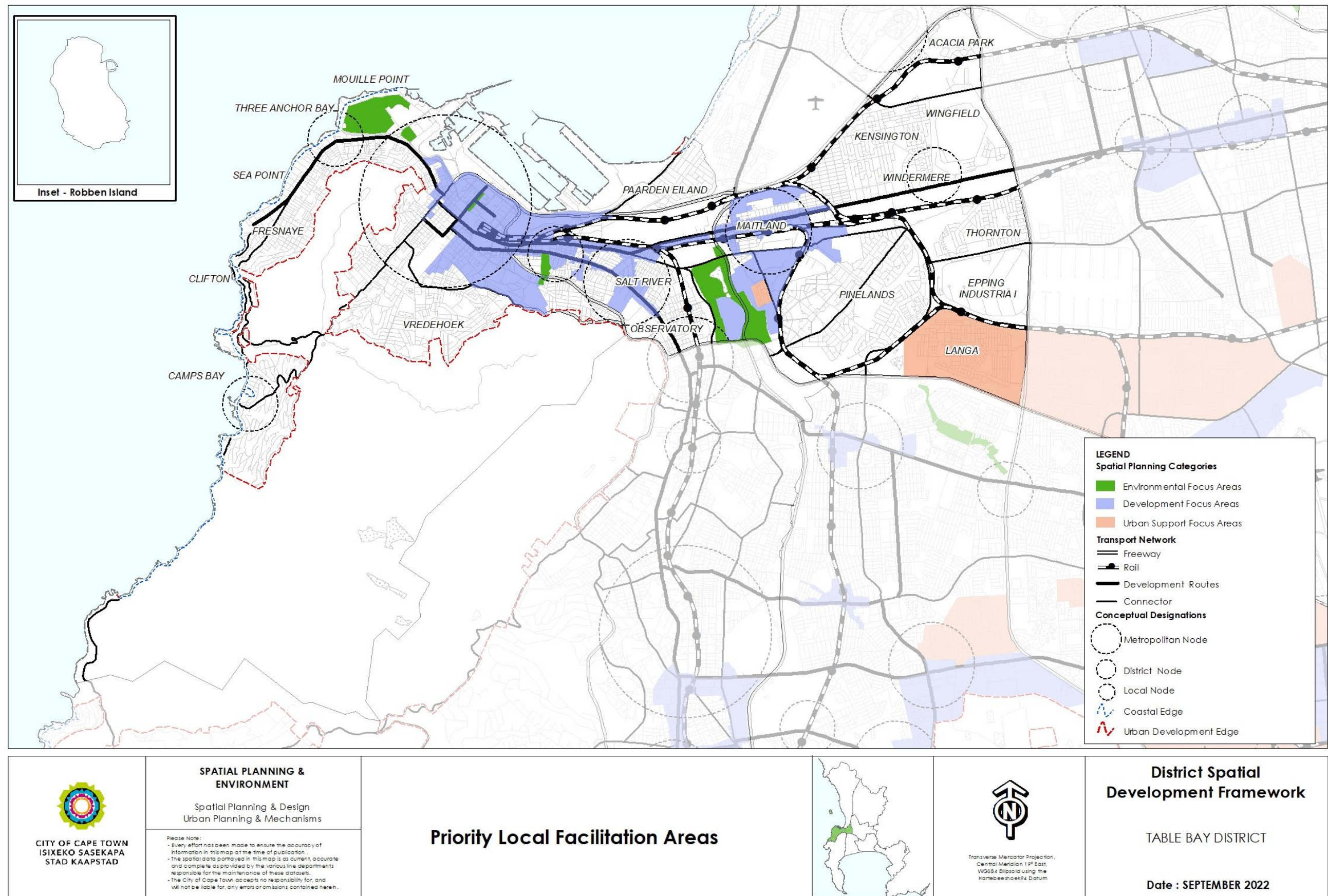


Figure 1.9: Spatial Targeting Framework - Priority Areas

Table 5: Key spatial planning projects for the Table Bay District

PRIORITY AREA	PROJECT	DESCRIPTION	TIMEFRAMES (S: 1-2yr, M: 2-5yr, M/L: 5+yr)	Lead Department
Urban Support Focus Areas				
Langa	Various Human Settlement Projects, Hostel Upgrades, Urban Management	Langa is an identified urban support area with a high degree of vulnerability in the population. Projects to upgrade human settlements are supported.	S	Human Settlements
Development Focus Areas				
Port	Facilitating and partnering for improvements to Port functioning	Truck Staging, connections between Paarden Eiland and Port and expansion of container capacity. Introducing new connections into the Port via the Church Street interchange.	M	Inter-governmental
Maitland	Berkeley Road Extension	Connecting Maitland and Salt River economic areas and communities	S	Transport
Rail Network	Rail modernisation	Improve access to economic opportunities in the district	S	PRASA/Inter-governmental
Wingfield	Land Pipeline, inter- governmental coordination	Social and affordable housing projects in the inner city	S	Inter-governmental
District Six	Public realm strategy	The LSDF is planned to coordinate precinct planning public space interventions.	S	Urban Planning and Design
Thornton	Conradie Better Living	Social and affordable housing projects in the inner city	S	Provincial WCG
Environmental Focus Areas				
Liveable Urban Water Ways	Adderley Street Fountain Precinct	Project in conceptual design. Project a LUW demonstration project, link to Water Sensitive City. Intention to use as a space for education, and highlight water. Potential future destination place. Could assist with potential of the CBD, as potentially place making, would help with urban heat, given proposed landscaping and water.	S	Urban Planning and Design
Liveable Urban Water Ways	Trafalgar Park LUW project	Will add value to improving the area. About daylighting water, possible climate education possibilities too. LUW demonstration project. Also park of heritage value.	S	Parks and Recreation
Heritage and Environmental Interpretive Signage and routes	Two Rivers Urban Park	TRUP has high intangible cultural heritage value and environmental and amenity value as one of the only remaining green lungs and links to first nations heritage in our City.	M	Heritage

1.4 Local Area Planning Priorities

While the District SDF gives direction at a district scale, Local Area Planning Initiatives such as Local Spatial Development Frameworks (LSDFs), Precinct Plans and Public Investment Frameworks (PIFs) are required to provide a greater level of planning direction in strategic locations and stronger focus on implementation. Several priority local planning and investment areas are identified in order to implement the vision of the 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 MSDP (2018) and the new District Plan through the spatial targeted areas (opportunity and vulnerable areas) 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 Table Bay district are detailed in the following table.

Table 6: Priority local area planning projects for Table Bay District

AREA	DESCRIPTION AND MOTIVATION	PLANNING PRODUCT	STATUS	TIMEFRAMES	LEAD DEPARTMENT
LOCAL AREA PLANNING INITIATIVES					
District Six	In light of the continued implementation of land restitution in District six an LSDF and coinciding public realm strategy is underway. *of note is that housing in the district is already planned as part of the restitution scheme.	Local Spatial Development Framework	Draft	S: 1-2 yrs.	Urban Planning and Design
Woodstock/Salt River	Clarifying the public land opportunities and their integration within this mixed use area is imperative. Previous plans are outdated and don't reflect the changing conditions in the area.	Local Spatial Development Framework	In Progress	S: 1-2 yrs.	Urban Planning and Design
Maitland	Outlining and optimising the development opportunities in Maitland, which has seen renewed development interest,	Local Spatial Development Framework	In Progress	S:1-2 yrs.	Metropolitan Spatial Planning and Growth Management

AREA	DESCRIPTION AND MOTIVATION	PLANNING PRODUCT	STATUS	TIMEFRAMES	LEAD DEPARTMENT
	enhancing its connections to the West of the City.				
Central City	The CBD Recovery Programme 2 includes various planning initiatives, including the Central City Development Strategy covers Urban Design, land use management and transport guidelines and potentially an LSDF for the central city area.	Local Spatial Development Framework	In Progress	S:1-2 yrs.	Metropolitan Spatial Planning and Growth Management
TRUP	Providing local area development direction to the Two Rivers Precinct	Local Spatial Development Framework	Draft	S: 1-2 yrs.	Western Cape Government
Bo Kaap	Providing local area development direction to the Bo Kaap area	Local Spatial Development Framework	Draft	S:1-2 yrs	Urban Planning and Design
Foreshore Gateway	The Gateway Urban Design Framework includes a spatial development and urban design vision, guiding principles and broader land use and infrastructure (capital investment and sequencing) programming the intended planning product is a de Waterkant LSDF.	Local Spatial Development Framework Precinct Framework	Draft	S: 1-2 yrs.	Urban Catalytic Investments
PRECINCT OR SITE SPECIFIC PLANING INITIATIVES					
Wingfield	The Wingfield site remains a key opportunity for transforming the apartheid City and if land is released will become a high priority for an area framework to ensure alignment with City spatial development objectives.	Precinct Plan		M 2-5 yrs. to L	Inter-governmental
Oude Molen	As a continuation of planning for development of sites around TRUP the precinct plan will investigate the detailed planning for this area.	Precinct Plan	Initiate	S: 1-2 yrs.	WCG
Maitland Garden Village	As a continuation of planning for development of sites around TRUP the precinct plan will investigate the detailed planning for this area.	Precinct Plan	Initiate	M-2-5 yrs.	WCG

AREA	DESCRIPTION AND MOTIVATION	PLANNING PRODUCT	STATUS	TIMEFRAM ES	LEAD DEPARTMENT
Langa	Trading Plans for Langa including Precinct planning	Precinct Plan	Initiate	M-2-5 yrs.	Area Economic Development, Urban Planning and Design

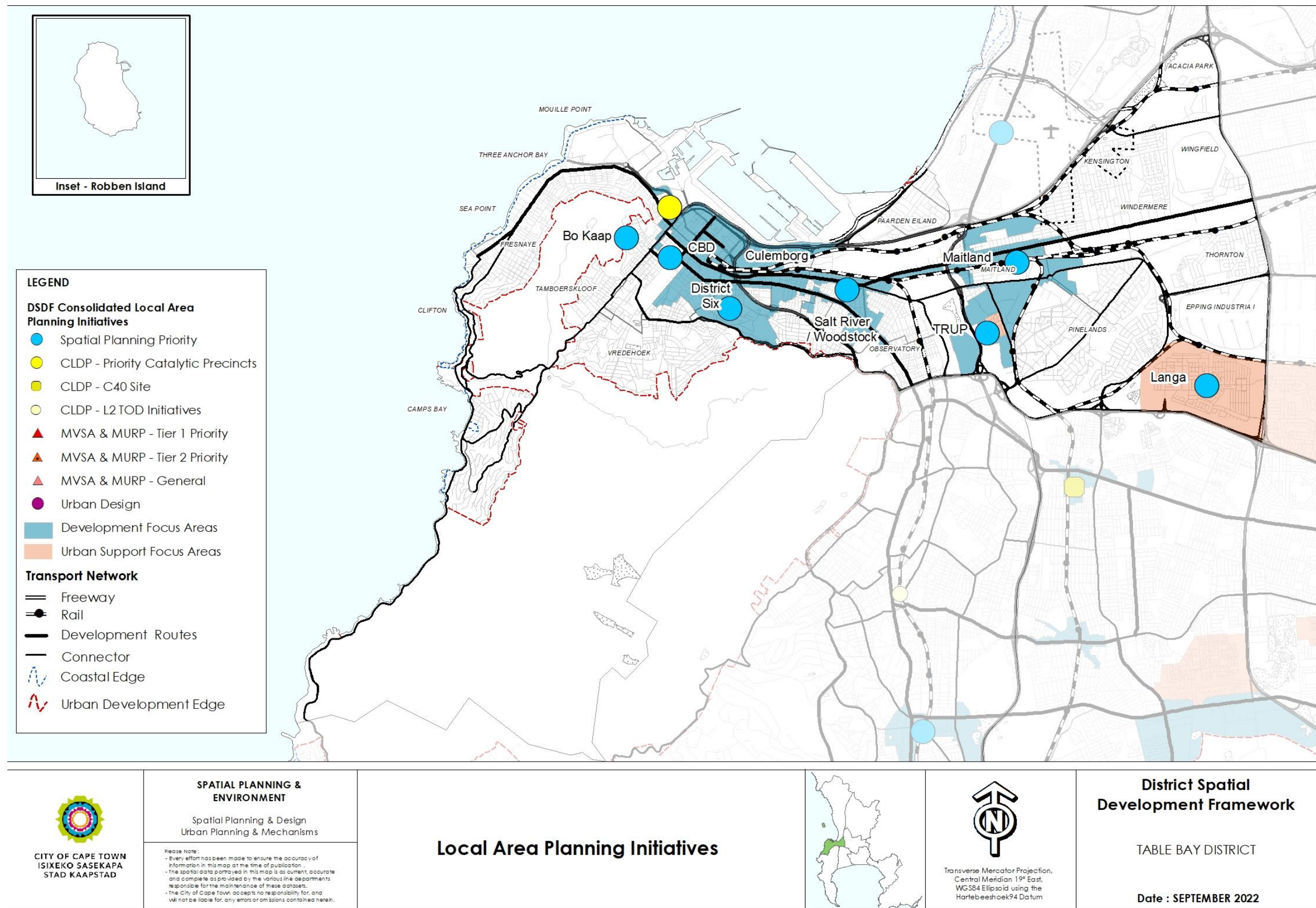


Figure 1.10: Prioritised Local Areas for LAPIs

1.5 Policies to Be Reviewed and Withdrawn

The Withdrawal of policies and their incorporation into the District Plan will need to be discussed and confirmed with the sub-councils to ensure the relevant elements are considered. Policies that may be withdrawn on further discussion or replaced by current local area plans are as indicated in Table 7 below.

Table 7: Policies to be reviewed or withdrawn

Policy	Motivation for Withdrawal
Maitland Local Area Plan 1992	The area has undergone changes and a new Local Area Plan is being undertaken, the intention is to replace this plan.
Observatory Policy Plan	This plan no longer reflects City current City policy emphasis. However aspects of this can be referenced until such time as detailed policy is available.
Two Rivers Urban Park Contextual Framework Policy 2003	The emphasis on inward growth and imperative to use public land for spatial transformation necessitated a new vision for this area. The TRUP LSDF is currently a draft document considering more intense uses of the area while maintaining a viable high quality open space network.
Woodstock Salt River Revitalisation Framework 2003	The area has seen rapid revitalisation and changes since 2003 necessitating a review. This plan is currently under review through the initiation of a new Local Area Planning Framework for Woodstock/ Salt River

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 the 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 spatial vision of the city. It should be noted that this does not exclusively deal with land-based financing, rather mechanisms that have a primary objective of generating income to support the implementation of the City's spatial vision.

1.6.1.c Institutional

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

1.6.1.d Public sector investment

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

1.6.2 Available Mechanisms

The following list of mechanisms are approved and available to prospective development agents and property owners in Cape Town. A more detailed description of the mechanism, including its main objective, how it works, qualification criteria and the application process can be found in Annexure 7.

Table 8: 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 Programme (CDLP)
Mayoral Urban Regeneration Programme (MURP)
Precinct management model
Land acquisition including land banking and assembly

1.6.3 Proposed mechanisms

The following list of mechanisms are either, currently in the process of development or investigation by the City or should be investigated in more detail prior to pursuit and implementation. It should be noted that this is not an exhaustive list of mechanisms; they were selected based on the methodology contained in Annexure 12, and should not preclude the investigation of other mechanisms to support the City's urban development vision. A more detailed description of the mechanisms, including its main objective, how it works, qualification criteria and the application process (where applicable), can be found in Annexure 12. Timeframes for approval (for mechanisms under current investigation) and investigation of future mechanisms are indicated as either A, B or C, where A refers to those mechanisms which can be approved in4 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 9: Proposed mechanisms

Mechanism	Description	Timeframes
Development incentives		
Integrated incentive overlay zone	A regulatory tool that refers to a zoning, in addition to the base zoning, stipulating the purposes for which land may be used and the development rule which may be more or less restrictive than the base zoning.	A: 1-2 years
Inclusionary housing	Inclusionary housing is one of many different kinds of housing delivery programs. It is usually a government-driven programme to promote mixed-income housing delivery through regulations and/or incentives that require or encourage property developers to include a proportion of housing units for low and moderate-income households.	A: 1-2 years
Density bonus	A zoning tool that permits developers to increase height and/or bulk above those permitted in terms of the zoning scheme, in exchange for a public or social good. It is intended to compensate the developer with additional revenue from the sale of additional dwellings to make up for inclusion of below-market units or unprofitable amenities. This tool does not generate direct revenue. It is intended as an in-kind payment in exchange for the development of a public good.	A: 1-2 years
Proactive rezoning/up zoning	Proactive rezoning is the process where a municipality, of its own accord, changes the existing zoning of land parcels in its jurisdiction. A municipality may do this for many reasons, but generally the aim is to encourage development in a specific area and/or to control the nature of that development	A: 1-2 years
Heritage exemption areas	Provide appropriate exemptions for spatially targeted areas, mainly new Development Areas (NDAs), from the regulations contained under the following sections of the National Heritage Resources Act, Act 25 of 1999 (NHRA): Section 34 (NHRA) Section 38 (NHRA) In addition to the exemption, this mechanism will also seek to refine new areas to be included in the current Heritage Protection Overlay Zone (HPOZ).	B: 2-5 years
Environmental exclusion areas	Provide appropriate exclusions from the National Environmental Management Act, Act 107 of 1998 (NEMA) for listed activities contained within spatially targeted areas, mainly NDAs, that would trigger a Basic Impact Assessment or Full Environmental Impact Assessment.	B: 2-5 years
Land/urban redevelopment scheme	Involves landowners and developer joining together to form one cooperative entity that consolidates multiple land parcels into a single site for redevelopment. Local government modifies zoning codes and increases bulk to facilitate development.	C: 10 Years

Tax abatements (other than the UDZ)	A reduction or exemption from taxes granted by the government for a specific period, usually to encourage investment in locations with lower demand. Benefits of the tax abatement get passed onto subsequent owners who purchase the property, thereby incentivising end-users to relocate to an area that they may not otherwise locate into. It can be set up in designated neighbourhoods where the city is trying to incentivise development or on project-by-project basis if that project advances certain policy goals, e.g. job creation.	C: 10 Years
Income generation		
Land Readjustment Scheme	Landowners pool their land together for reconfiguration and contribute a portion of their land for sale to raise funds to partially fund public infrastructure costs. It can be undertaken by either public or private entity.	C: 10 Years
Institutional		
Streamlined land use application process for priority areas	Unified and streamlined land development processes where proposals and applications supportive of TOD (density, intensity, design and location) are fast-tracked and development and investment are valued within the parameters of the City's stated transformation objectives. This typically require major investment into infrastructure.	B: 2-5 years
Enhanced process of land release and acquisition	A consolidated approach to the management of land which will be acquired and released by the City. This approach should take into account the strategic development potential of land parcels to ensure the best and most efficient use of land taking into account its size, locational potential and applicable risk categories.	A: 1-2 years
Public sector investment		
Aligned public sector plans	Sector Planning is intended to ensure that the City prepares bankable, viable and appropriate capital public investment pipelines to meet the City's future growth, which is aligned to the City 2040 Land Use Model and District Spatial Development Framework.	A: 1-2 years

1.6.4 Local Application Framework

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

description of the method can be found in the Technical Annexure 12 in Volume 4 of the [District Plan](#) ~~integrated DSDP and EMF~~.

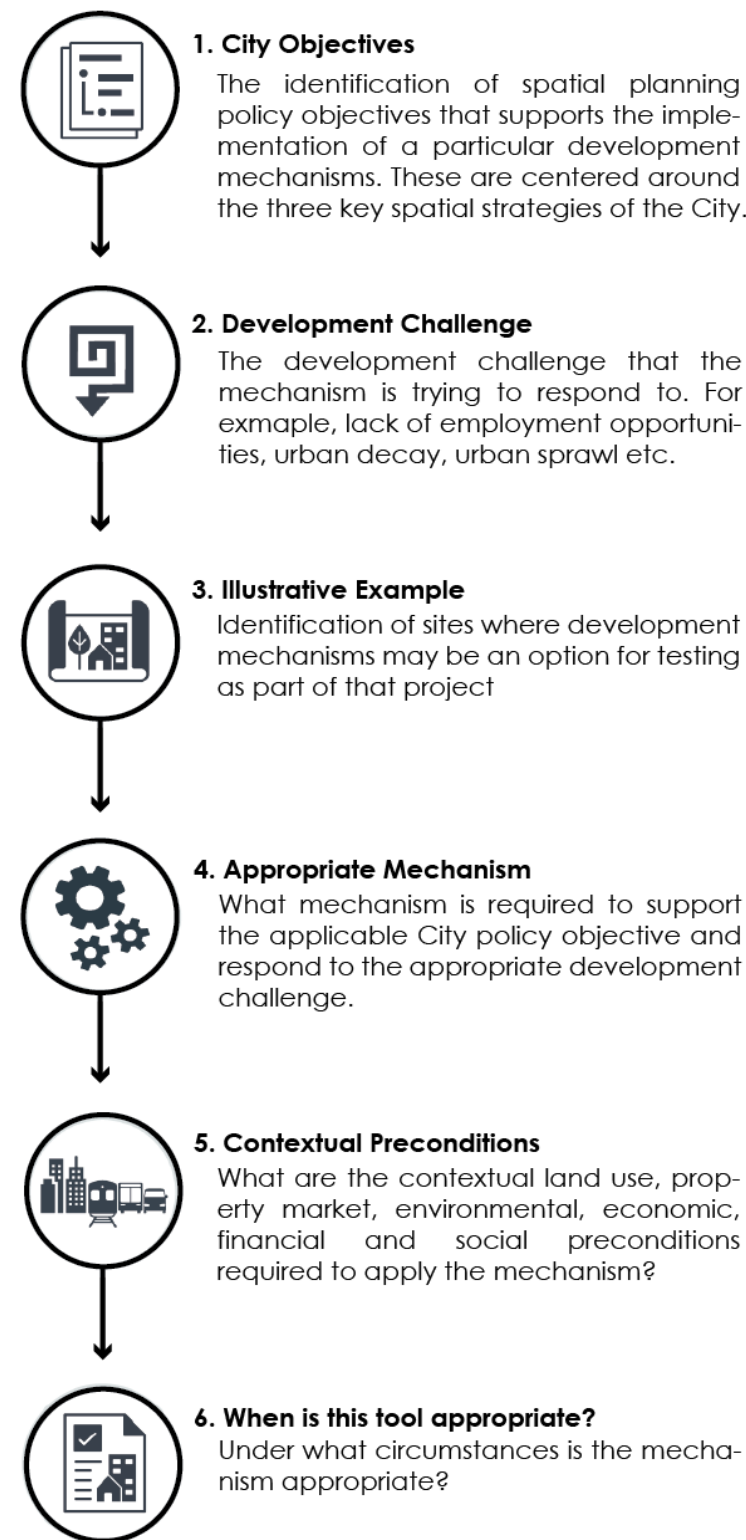


Figure 1.11: Methodology for Applying Mechanisms

1.6.5 Spatially Targeting (Review of ECAMP)

The city is currently in the process of reviewing ECAMP (Economic Areas Management Programme). ECAMP is a research and policy support initiative which 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 Table Bay District

1.6.6.a Environmental exclusions

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

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

In addition, the NEMA Environmental Impact Regulations (2014, as amended), makes provision for the adoption of a NEMA Urban Area, by the Competent Authority (i.e. Department of Environmental Affairs and Development Planning). The main reason for this provision is to enable certain of the Environmental Impact Assessment (EIA) Regulations listed activities within urban areas taking place, without the requirement to obtain environmental authorisation – and thus

facilitate the provision of infrastructure and services. As such, it is important to note that the NEMA Urban Area serves a different purpose to the Urban Edge typically delineated in spatial development frameworks. Please refer to Annexure 4.3.

1.6.6.b *Heritage exemptions*

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

At present, the areas identified for investigation as HEAs are depicted in Figure 1. 11 below.

1.6.6.c *Investment Incentives*

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

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

Manufacturing within six defined industrial geographic areas, none of which are in Table Bay (Atlantis Industria, Triangle Farm, Parow Industria, Sacks Circle, Landsdowne Industrial (known as Philippi North in ECAMP) and Elsie's River) are eligible for the aforementioned incentives. This includes the broad manufacturing sector OR priority manufacturing sectors being:

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

Priority tertiary sector industries are also eligible and are defined by the City's economic research and strategic documents including the Integrated Development Plan, the Social

Development Strategy, the Inclusive Economic Growth Strategy and Project Camissa. These industries include:

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

1.6.6.d *PT Zones*

PT1 and PT2 zones (short for public transport zones) offer reduced off-street parking requirements for developments in areas already well-served by public transport, in order to encourage the reduction in the number of private transport trips generated to and from that area, as well as to encourage the intensification of land development on the relevant erven. It is important to note that they are currently in 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 HPOZ and proposed HPOZ areas need to be determined as a matter of urgency to reveal the heritage priorities and guidelines and streamline the development application process. Several areas fall under DFA and proposed HPOZ categories, for example, the CBD and Woodstock/Salt River, which makes alignment of these mechanisms a priority. The review of the CBD Overlay Zone and the Bo-Kaap HPOZ specific provisions in Buitengracht Street can also be noted. As such very specific guidelines are essential to clarify the requirements for future development and enable appropriate levels of urban intensification. Furthermore, any delineation is to be informed by sufficient evidence and data to substantiate its heritage conservation significance.

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

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

1.6.6.g *Inclusionary Housing*

The City is currently in the process of developing an Inclusionary Housing Policy, which is a key deliverable of the 2021 approved CCT Human Settlements Strategy to help stimulate the

provision of affordable housing by the private sector. Potential areas in close proximity to public transport, public amenities and employment opportunities (such as nodes, corridors and mix use development and/or intensification areas) should be considered for inclusionary housing. The Table Bay District, due to its highly accessible location to jobs and facilities can be considered suitable for inclusionary housing.

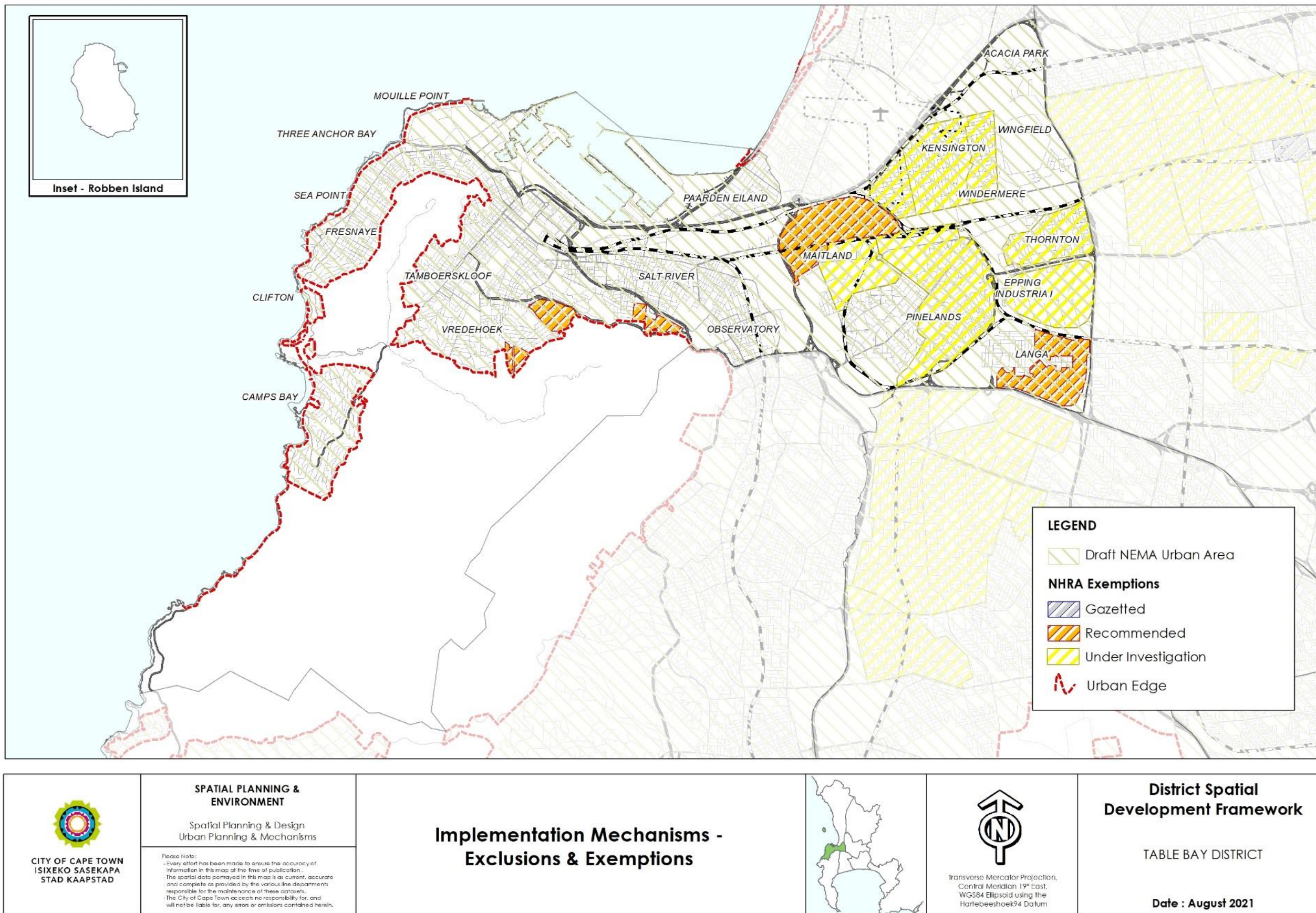


Figure 1. 11: Implementation Mechanisms- Exclusions and Exemptions

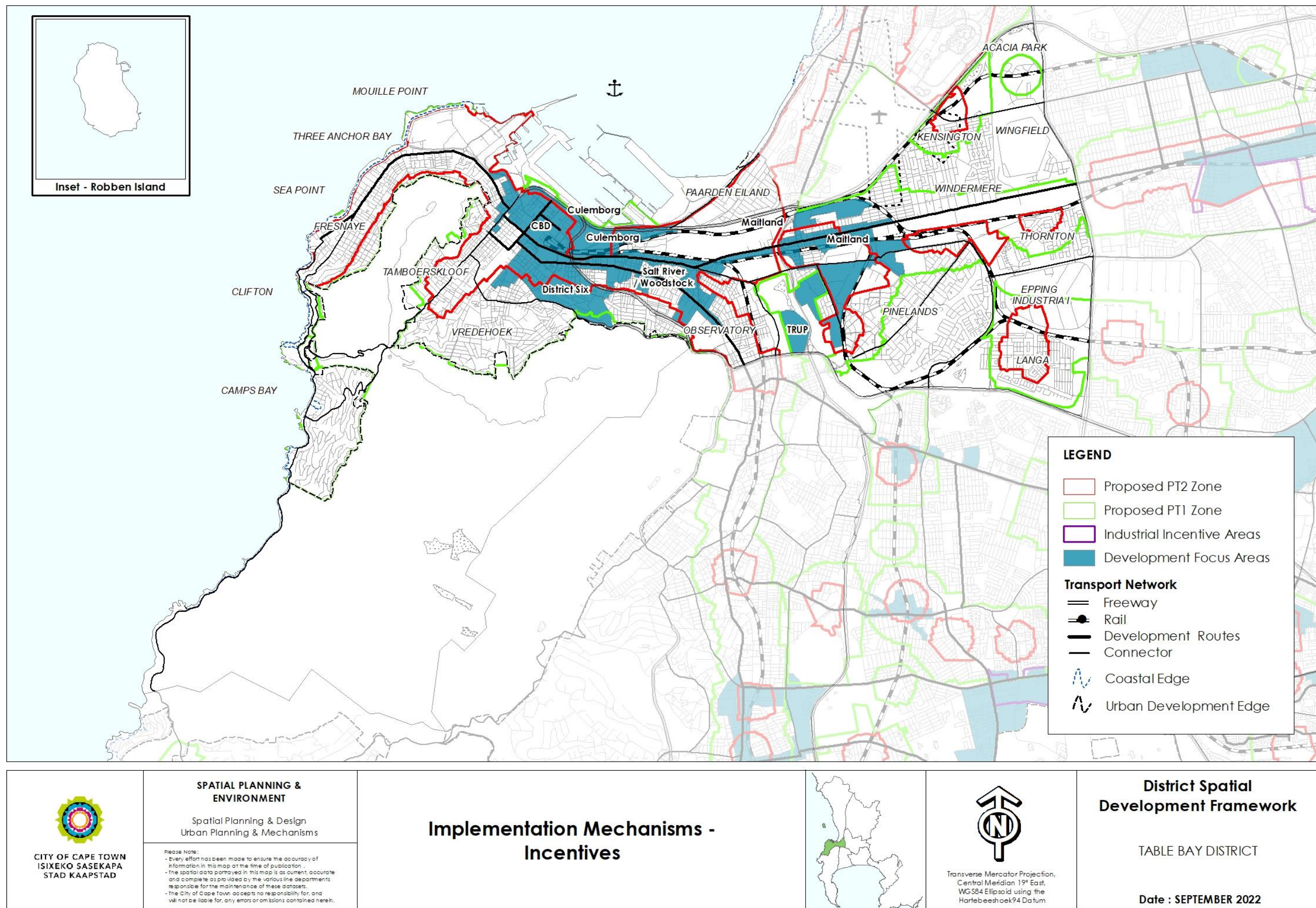


Figure1. 12: Implementation Mechanisms- Incentives

2. MONITORING AND EVALUATIONS FRAMEWORK

The District SDFs key purpose is to provide policy direction for the location, nature and form of development in each district and guide land use and environmental decisions. It is proposed that these aspects of development are to be monitored and evaluated in order to assess progress toward achieving the desired end state of Cape Town becoming a more spatially integrated and inclusive city. The focus of the proposed 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. A further component of the proposed M&E framework pertains to process-related aspects of policy implementation, in terms of the District Plan.

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

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

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

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

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

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

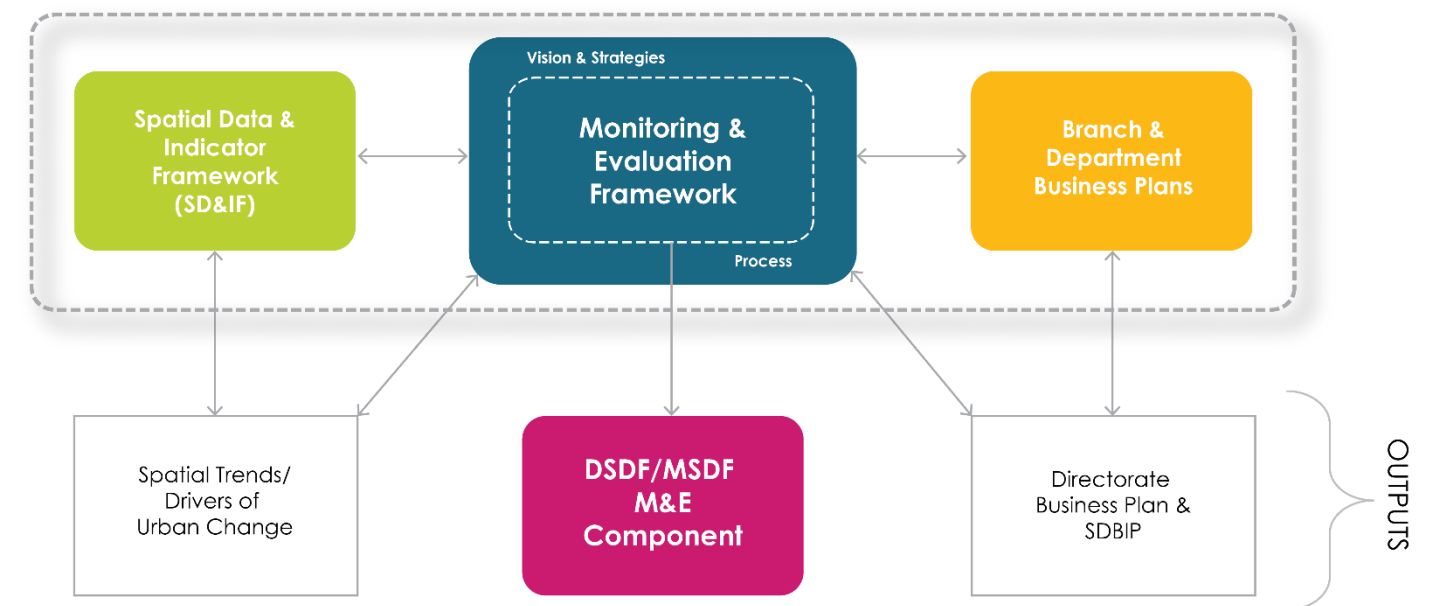


Figure 2.1: Overview of the UPD Spatial Data & M&E framework

The components of the Framework for M&E that have been applied to the 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 (Biodiversity network and agriculture)

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

Figure 1.13

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?



Braoder 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.

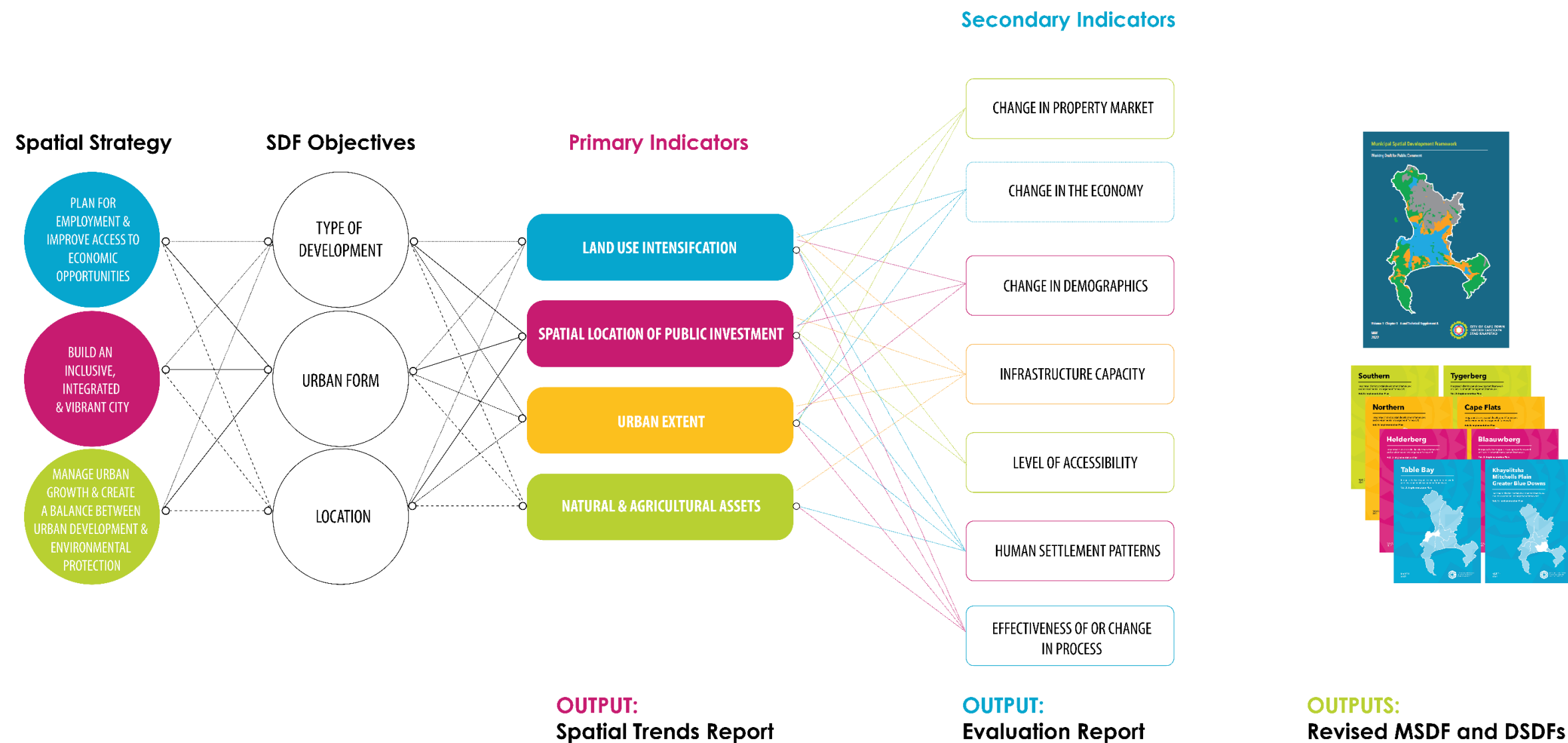


Figure 2.2: Focus of District Plan /MSDF M&E Framework

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 Areas
- Mixed Use Intensification Areas
- New Development Areas

2.4 Review

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

2.5 Action plan

Table 10 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 10 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 Plan s.					
Start review and refine M&E framework for next five-year cycle.					