

Athlone station car park, Cape Town

Land bounded by Aden Avenue, Birdwood, Pool & Capuchin Street, Athlone, Cape Town, South Africa

Located right on the doorstep of the commuter train station in the centre of Athlone CBD, this exciting opportunity site is a stand-alone open surface car park used by staff based at the nearby municipal district office in Aden Avenue. Apart from superior rail access and being well served by minibus-taxi, Athlone CBD is also easily reached by private motor vehicle via the N2 national highway. Located about 8 km from Cape Town CBD, Athlone is one of the first suburbs constituting the greater Cape Flats area and enjoys easy and quick access to central Cape Town.

With Athlone CBD and surrounds targeted for significant future densification and regeneration, this underutilised site has the potential to accommodate high density and mixed use development, benefitting from superior public transit accessibility

and a strong existing threshold population.

Bidder teams are given the opportunity to develop ambitious and innovative high density mixed commercial and residential proposals incorporating community or civic elements and demonstrating surrounding public realm improvements.

The City of Cape Town expects on this site projects that will demonstrate new and innovative forms of mixed infill urban development with high environmental performance. In accordance with the objectives of the municipality to appropriately manage the impact of city growth through transit-oriented development, bidders will have to propose the best solutions towards a carbon neutral and more resilient urban development.



Expected program:

The site is considered suitable for a significant high density mixed commercial and residential infill development scheme, with business / commercial / community use elements on lower floors and a mix of residential unit types and sizes, including some (tenure-blind) gap / affordable housing, on upper floors. Being a very busy location, proposals should also demonstrate surrounding public realm improvements.

Site's owner: City of Cape Town

Plot area: Approximately 3 779m²

Type of property transfer intended:

Normally full freehold disposal of the asset (on a market value basis). Depending on the proposal, leasehold rights may also be considered.

Deadline for the submission of the Expression of Interest:

Friday 12 June 2020 5pm local time in Cape Town (UTC +2)

Presentation of the site and expectation for its development

The site is a stand-alone open surface car park right on the doorstep of the commuter train station in the centre of Athlone CBD, roughly 8 km east of central Cape Town. Located in a busy central area experiencing high volumes of commuter traffic, the site is well connected to the metropolitan transport network and within easy reach of Cape Town CBD and the rest of the city. It is surrounded by a variety of commercial, residential and other mixed uses of variable density as well as lower density suburban housing to the south.

The plan below shows its location and context within the greater metropolitan Cape Town.



The site comprises several cadastral land parcels and a short cul-de-sac public road way (Poole Street road reserve) affording access to abutting properties to the south, while vehicular access is currently off Aden Avenue on its north side. Any new scheme will need to incorporate a joint access arrangement to continue affording the southern abutting properties public road

access. Alternatively, this roadway could be omitted from the redevelopment scheme.

Development proposals would also need to include an element of (tenure blind) gap / affordable housing, as well as demonstrating or facilitating surrounding public realm improvements in the vicinity. The City may further wish to explore access to some shared (potentially underground) parking space (to compensate for the loss of surface parking), as well as potentially additional office accommodation as part of the development.

With Athlone CBD and surrounds targeted for significant future densification and regeneration, this well located but under-utilised site has the potential to accommodate significant high density, mixed use development in this very accessible location, benefitting from commercial exposure due to its superior public transit accessibility.

Subject to the procedures mentioned elsewhere in this document, there are no obstacles to releasing the site for redevelopment purposes.



Specific planning rules and regulations

Property description: Erf 33420, 33421, 33444 - 33448 & 32913, Cape Town

Current zoning: Open Space Zone 2 (OS2) & Transport Zone 2 (TR2) (Poole Street road reserve)

(Rezoned in 2019 to Mixed Use Zone 2 for mixed use purposes)

An extract of the zoning map showing the site appears below. Further zoning information is available at

<http://www.capetown.gov.za/Work%20and%20business/Planning-portal/Online-planning-and-building-resources/Online-zoning-viewer>



The site is subject to the City of Cape Town Development Management (Zoning) Scheme and the over-arching Municipal Planning By-law, 2015 (as amended), copies of which are available at

<http://www.capetown.gov.za/Work%20and%20business/Planning-portal/Regulations-and-legislations/Land-use-and-zoning>

Although it has not been acted on or taken up (and remains valid for a period of 5 years), the site was recently rezoned to Mixed Use Zone 2, which permits a variety of commercial, office, residential and other land uses, with a bulk factor (floor factor) of 4 based on 100% coverage and a height of 25m. Whilst this was only an indicative mixed-use scheme (with commercial and office uses on lower floors and residential units above) to illustrate what would be possible on the site, bidders are welcome to start afresh on a clean slate to formulate innovative new proposals (and ignore the previous scheme). Alternatively, bidding teams are encouraged to revisit and

reconceptualise the previous approval in light of the competition objectives. In any event, further development applications may be required to enable the best possible scheme.

Being the responsibility of the successful bidder, such applications would have to commence after awarding of a bid and might take several months to complete. The City is however committed to working with the successful bidder team to assist and facilitate the expeditious processing of required development applications as far as possible to enable successful implementation of winning proposals.

An extract of the Cape Flats District Spatial Plan which covers the area (and shows the nodal location of the site), is provided below, in respect of which more information can be accessed at

<http://www.capetown.gov.za/Work%20and%20business/Planning-portal/Spatial-Plans-and-Frameworks/District-plans>



Implementation would also need to be preceded by building plan approval in terms of the National Building Regulations and Building Standards Act, No 103 of 1977, more information in respect of which is available at

<http://www.capetown.gov.za/Work%20and%20business/Planning-portal/Regulations-and-legislations/National-building-legislation>
Building plan and development applications (such as for example rezoning) can be submitted online at <http://www.capetown.gov.za/Work%20and%20business/Planning-portal/Applications-and-submissions>

Whilst in-principle approval of disposal / lease for development has been approved by the City Council, release of the site is further subject to the provisions of the Municipal Finance Management Act, 2003, the Municipal Asset Transfer Regulations, 2008, as well as the procedures in the City's own Supply Chain Management Policy, 2017 and the Management of Certain of the City of

Cape Town's Immovable Property Policy, 2010.

Asset transfer or occupation normally occurs upon development rights falling in place (ie land use approval).

Specific climate risks and environmental challenges

This competition sets 10 challenges supporting Cape Town's ambitions and objectives to develop a low carbon, resilient and sustainable future. Among others, such City ambitions, objectives and challenges, that should be carefully considered by prospective bidders, include the following:

- The City is in the process of developing updated policies and regulations for new buildings to achieve Net Zero Carbon status by 2030. Projects as part of this initiative may thus act as pilot projects for such stepping up in regulations, demonstrating the viability of higher performance buildings and the benefits for users and the wider community alike.
- The City recently adopted a Resilience Strategy (find more details at <http://www.capetown.gov.za/Media-and-news/Council%20passes%20first%20ever%20resilience%20strategy%20for%20Cape%20Town>), including important recommendations to prepare and adapt towards existing and future climate risks.

Bidding teams should acquaint themselves with the Resilience Strategy and are strongly encouraged to include in their project innovative solutions for a climate safe future Cape Town.

- The City is also developing an ambitious strategy to foster low carbon mobility, and to achieve zero emission mobility by 2030. Bidding teams are encouraged to design their project to strive toward sustainable mobility.
- Following a severe drought, and as a water-sensitive region, the City also earlier in 2019 adopted a new progressive Water Strategy (find more details at <http://resource.capetown.gov.za/documentcentre/Documents/City%20strategies,%20plans%20and%20frameworks/Cape%20Town%20Water%20Strategy.pdf>), many principles of which are echoed in the competition challenges. These should thus similarly find expression in bid submissions.



Provisional Timeline

- Date of announcement of finalists: August 2020
- Submission of final proposals: February 2021
- Date of announcement of winning project: April 2021

Language Requirements

All EOI documents must be submitted in English