

Kapteinsklip station precinct, Cape Town

Land located at intersection of Baden Powell Drive & Eisleben Road, Mitchell's Plain, Cape Town, South Africa

Located at the end of the Mitchell's Plain railway line, and next to Mnandi Beach resort on the False Bay coastline, this unique opportunity site is located at the southern end of Mitchell's Plain, a suburb forming part of the greater Cape Flats area in Cape Town. The site comprises a collection of undeveloped land parcels, underutilised and obsolete road and parking infrastructure around Kapteinsklip railway station, some undeveloped open spaces and also naturally vegetated areas. Roughly 25 km south-east of central Cape Town, this locality on the False Bay coastline is earmarked to develop into a new local coastal node of mixed nature and special significance.

Given its unique setting, the site is targeted for significant future mixed-use densification and infill development to strengthen its coastal nodal character, enhance existing coastal facilities and celebrate the valuable

environmental qualities and heritage of the area.

Bidder teams are given the opportunity to develop ambitious and innovative medium density mixed-use proposals incorporating community or civic elements and amenities to the benefit of surrounding communities and the future inhabitants of this area.

The City of Cape Town expects on this site projects that will demonstrate new and innovative forms of mixed-use infill urban development with high environmental performance, given its unique location. 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: Significant mixed commercial and residential development of variable scale, density / intensity and typology. It should also include the necessary community use / civic elements and a (tenure-blind) gap / affordable housing component, together with the associated public realm improvements.

Site's owner: City of Cape Town

Plot area: Approximately 30,6172 ha

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 for specific components. Due to its large extent, any development (and transfer) will likely need to be phased.

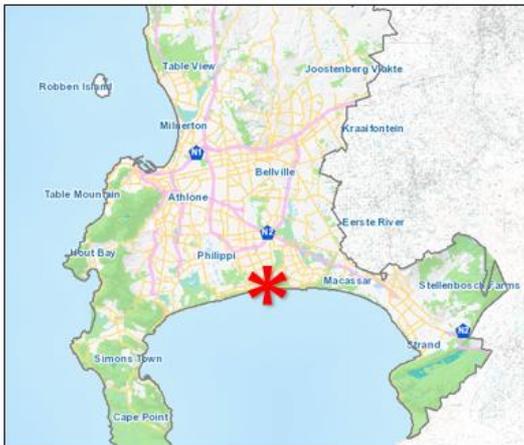
Deadline for the submission of the Expression of Interest:

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

Presentation of the site and expectation for its development

The site is a large portion of open and mostly undeveloped land located at the southern end of Mitchell's Plain, a suburb forming part of the greater Cape Flats area in the south-east of metropolitan Cape Town. Roughly 25 km (as the crow flies) south-east of central Cape Town, the site is located at the end of the Mitchell's Plain train line, directly around Kapteinsklop railway station and next to Mnandi Beach resort on the False Bay coastline.

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



The site comprises a collection of undeveloped land parcels, underutilised and obsolete road and parking infrastructure, some undeveloped open spaces and also naturally vegetated areas. Surrounding neighbourhoods include the low density (and mostly single residential) suburban areas of Rocklands and Tafelsig with the nearest commercial area being Mitchell's Plain town centre 2 km to the north. Buffered from False Bay by a coastal dune system which includes protected biodiversity and links into the nearby Wolfgat Nature Reserve to the east, the site enjoys open aspect over the bay to the south. Whilst located on the periphery of the metropolitan area, it does enjoy direct access into the public transport network by virtue of Kapteinsklop station. This locality on the False Bay coastline is earmarked to develop into a new local coastal node of mixed nature and special significance.

Besides the railway access, major roads converging at or traversing the site and from which access is obtained, include Baden

Powell Drive (a scenic drive along the False Bay coastline), Eisleben Road, Weltevreden Road and Merrydale Avenue.

A short 450 m stretch of unused obsolete railway reserve continues southwards of Kapteinsklop station (where the railway line ends) and splits the site in an east and west component. Whilst it is the City's intention to acquire this unused strip of land to incorporate it with the abutting City-owned portions to enable a logical nodal development on the site as a whole, discussions with the railway authority is on-going in this regard and this portion remains excluded for now (but may be potentially incorporated in future). Development proposals will need to take this into account.

Taking cognisance of its locality and context, a local Development Framework has been formulated for the site (available in the Data room). Whilst this provides sound guidance for future investment in and development of the area, it can be revisited to consider alternative development options or scenarios, and to enable innovative new solutions demanded by the brief of this competition. Principles that however remain applicable are the overall need for a higher density mixed use transit-oriented precinct of variable intensity centred around the railway station. Besides high quality public realm areas and amenities, the housing component of a proposed new development would need to include mixed tenure forms, income bands, densities and typologies, including a component of (tenure-blind) gap / affordable housing. Any new development would further have to be well integrated with the surrounding existing developed areas, and most critically, would need to incorporate a strong access to and connection with the existing coastal resort directly to the south, to amongst others better frame this popular local amenity and provide for a safer and more legible environment.

Given the above guidance, this special but sensitive and under-utilised coastal location site is targeted for significant future mixed-use densification and infill development, that will enhance the existing coastal facilities, celebrate the unique and valuable environmental qualities and heritage of the



area, and become a local asset the surrounding communities can be proud of.

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 41076 – 41079 (all unregistered portions of Erf 43918), 41382, 41533 (unregistered portion of Erf 43971), 41568 (unregistered portion of Erf 43971), portion of Remainder Erf 43919, Erf 41384, 41948, 11058, 11060, 11061 (unregistered portion of Erf 28079), 11062 – 11065, Remainder Erf 11067, Erf 11068, 11070, Remainder of Remainder Erf 17125, portion of Remainder Erf 21744, portion of Erf 23322, Erf 23459 (unregistered portion of Erf 21744) & portion of Remainder Erf 1212, Mitchells Plain

Current zoning: Agriculture Zone, Transport Zone 1 and 2, Open Space Zone 2, General Residential Zone 4, Community Zone 2, General Business Zone 1 and Limited Use Zone

(Rezoned in 2018 to Subdivisional Area Zone for mixed use purposes)

An extract of the zoning map showing the site in its context 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>

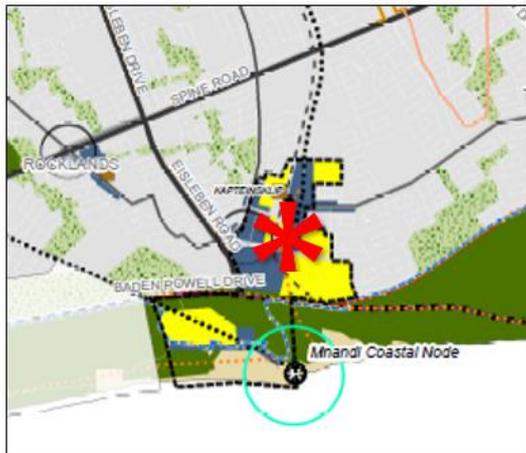


The site is subject to the City of Cape Town Development Management (Zoning) Scheme and the over-arching Municipal Planning By-law, 2015 (as amended), copies of which are available at <http://www.capetown.gov.za/Work%20and%20business/Planning-portal/Regulations-and-legislations/Land-use-and-zoning>

Although it has not been acted on or taken up (and remains valid for a period of 5 years), the site was previously rezoned to Subdivisional area, which permits a variety of business, residential and other land uses. At the same time, environmental impact authorisation was granted (amongst others establishing the permitted footprint of new development in this environmentally sensitive location) for the rezoning proposal. Whilst this was only an indicative mixed-use scheme 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 approvals 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 Khayelitsha – Mitchel’s Plain District Spatial Plan which covers the area (and shows the coastal node 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/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

- More specifically relating to this particular site, it should be noted that it is located in a sensitive coastal setting and it is buffered from False Bay by a coastal dune system which includes protected biodiversity and

links into the nearby Wolfgat Nature Reserve to the east. The potential impact on and need to ensure protection of this abutting biodiversity asset will need to be factored into any development proposal. Proposals should also consider coastal climatic conditions.



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