

Mouquet Farm, Cape Town

Land bounded by Main, Kendal, Myburgh and Greenfield Road, Diep River, Cape Town, South Africa

Mouquet Farm is a 2,16 ha plot, ideally located at the important intersection of Kendal Road and Main Road, two major arterial roads in the southern suburbs of Cape Town. Main Road is one of Cape Town's two established development corridors, with several public transit trunk routes running its length and with a parallel commuter railway line in close proximity.

With the Main Road development corridor being targeted for significant future densification and regeneration, this undeveloped and underutilised site has the potential to accommodate considerable high density and mixed use development, benefitting from commercial exposure on Main Road, as well as from superior public transit accessibility in this area.

Bidder teams are given the opportunity to develop ambitious and innovative high density commercial and residential proposals with business elements and incorporating quality public open space elements.

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 development scheme, with business element (with residential units above) orientated along the higher order roads, and the rest of the site taken up by a mix of residential unit types and opportunities, including some (tenure-blind) gap / affordable housing. A component of quality public open space (including retention of mature trees where possible) should be incorporated.

Site's owner:

City of Cape Town

Plot area:

Approximately 2,16ha

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 large mostly undeveloped public open space comprising a full street block. It is ideally located at the intersection of Main Road and Kendal Road, in Diep River in the southern suburbs of Cape Town. Beside its location at an important intersection of two major arterial roads, it is very near a commuter railway station located on the eastern side of Main Road, and a school premises to the south.

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



This large space consists of two cadastral units. Apart from some mature trees, the site only accommodates a single residential dwelling building in the middle of the site, which will need to be considered in the intended future development of the site (note, due to the building's age being in excess of 60 years as well as the size of the site, it requires the need for heritage approval of the intended future development). The dwelling house is

currently being leased out and a 6 month termination notice period applies.

Main Road is one of Cape Town's two established development corridors, with several public transit trunk routes running its length. Located on this development corridor in Diep River, the site is very well connected to the overall transport network, both from an individual vehicular as well as from a public transit perspective. Besides easy access to the abutting arterial and minor roads, it is situated a mere street block away from the nearest commuter railway station. Vehicular access to the site is possible from the abutting public roads.

With the Main Road development corridor being targeted for significant future densification and regeneration, this undeveloped and underutilised site has the potential to accommodate considerable high density and mixed use development, benefitting from commercial exposure on Main Road, as well as superior public transit accessibility in this area. Any development proposal would need to include some (high density) gap / affordable housing, as well as a component of quality public open space (possibly towards the western end of the site) to compensate for the loss of open space in the vicinity.

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 78772 & 78792, Cape Town

Current zoning: Open Space Zone 2 (OS2) (public open space) and a small portion Transport Zone 2 (TR2) (road widening)

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>

Rezoning of the site to an appropriate mixed commercial and residential zone (and possibly consolidation and resubdivision), as well as heritage approval will be required. In fact, the site was already previously rezoned in 2004, but these rights had lapsed due to it having not been acted on. Given the context, it is estimated that rezoning to a mixture of General Business Zone 2/3 (GB2/3) or Mixed Use Zone 1/2 (MU1/2) and General Residential Zone 4 (GR4) would be appropriate, translating to a bulk factor (floor factor) of between 2 to 4 with a height of say 25m or even higher. Both the Mixed Use and the General Business Zones permit a wide variety of business / commercial and related uses as well as residential units on upper floors, whilst the General Residential Zone

permits a variety of residential dwelling forms and unit typologies.

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 Southern Peninsula 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.

Furthermore, it should be noted Heritage impact approval will be required from the provincial heritage authority for the redevelopment of this site.

