

Tygerdal depot, Cape Town

Land bounded by Alice Street, Oranje Road, Constantia Crescent / Vryburger Street and the railway reserve to the north, Tygerdal, Goodwood, Cape Town, South Africa

Located right at Montevista commuter railway station in the northern suburbs of Cape Town, this 7,6 ha and substantially under-utilised but very accessible site currently accommodates municipal depot facilities and a waste drop-off site in the process of being closed and relocated, as well as some stormwater detention facilities and a public car park as forecourt to the station. Nestled in the Tygerdal neighbourhood in Goodwood, which abuts the major retail, commercial and employment centre of N1 City a short distance to the east, the site enjoys good access from nearby higher order roads with superior access to the public transport network due to its location in this transit accessible precinct.

With local and well located public transit precincts such as this area targeted for significant future densification and intensification, this underutilised site has the

potential to accommodate higher density mixed residential development, benefitting from superior public transit accessibility and a strong existing threshold population.

Bidder teams are given the opportunity to develop ambitious and innovative higher density mixed residential proposals incorporating convenience commercial and/or 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:

Higher density mixed residential infill development scheme of significant scale, with possibly minor commercial / community use elements centred around the railway station on its eastern edge. While facilitating appropriate access to the railway station, the site will also need to incorporate public open space elements and accommodate stormwater functions in an innovative and multi-functional way.

Site's owner: City of Cape Town

Plot area:

Approximately 7,6211 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.

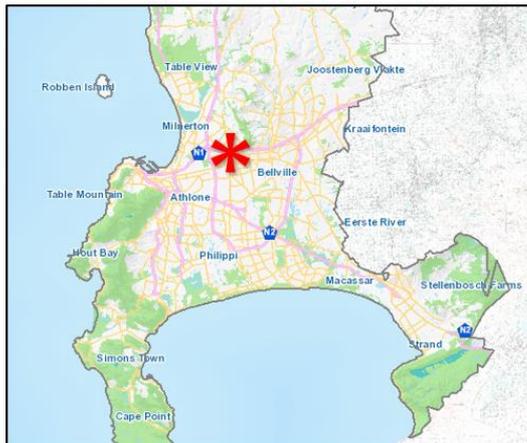
Deadline for the submission of the Expression of Interest:

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

Presentation of the site and expectation for its development

This substantially under-utilised site currently accommodates municipal depot facilities and a waste drop-off site in the process of being closed and relocated, as well as some stormwater detention facilities and a public car park as forecourt to Montevista station. Located right at the access to the railway station, it is situated directly south of the Northern railway line reserve and the N1 National Freeway, some 12 km outside the central CBD in Cape Town's northern suburbs.

The site is nestled in the Tygerdal neighbourhood in Goodwood, which abuts the major retail, commercial and employment centre of N1 City a short distance to the east. It is surrounded by mostly low density suburban residential neighbourhoods. The plan below shows its location and context within the greater metropolitan Cape Town.



The site enjoys good road access from nearby higher order roads (with site access possible from any of the abutting public streets) with superior access to the public transport

network due to its location in this transit accessible precinct. Given this, it presents a significant opportunity for transit-oriented development in the form of a higher and varying density, mixed residential scheme (inclusive of mixed income and tenure options), with some convenience commercial or community use elements at the station and supported by public infrastructure and facilities (eg a commuter park and ride facility) and convenient access to the railway station. Development proposals would also need to include an element of (tenure blind) gap / affordable housing, incorporate public open space elements and accommodate stormwater functions in an innovative and multi-functional way, and demonstrate and facilitate other surrounding public realm improvements.



With its good access to the public transit system and close proximity to the nearby N1 City commercial and employment node, this well located but under-utilised site has the potential to accommodate significant higher density, mixed use development in this very accessible location. Subject to the procedures mentioned elsewhere in this document, there are no obstacles to releasing the site for redevelopment purposes.

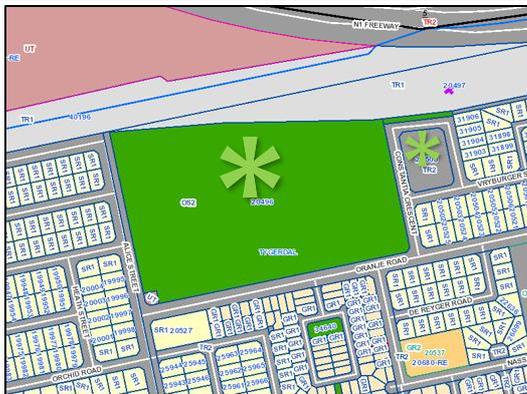
Specific planning rules and regulations

Property description: Erf 20496 and 20500, Goodwood

Current zoning: Open Space Zone 2 (OS2) and Transport Zone 2 (TR2)

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>

Whilst previous development proposals have been drawn up for this site as part of investigating pre-feasibility, no development applications have been submitted. This will still need to happen to enable development to proceed. 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 Tygerberg District Spatial Plan which covers the area (and shows the

transit-accessible 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

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| • 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