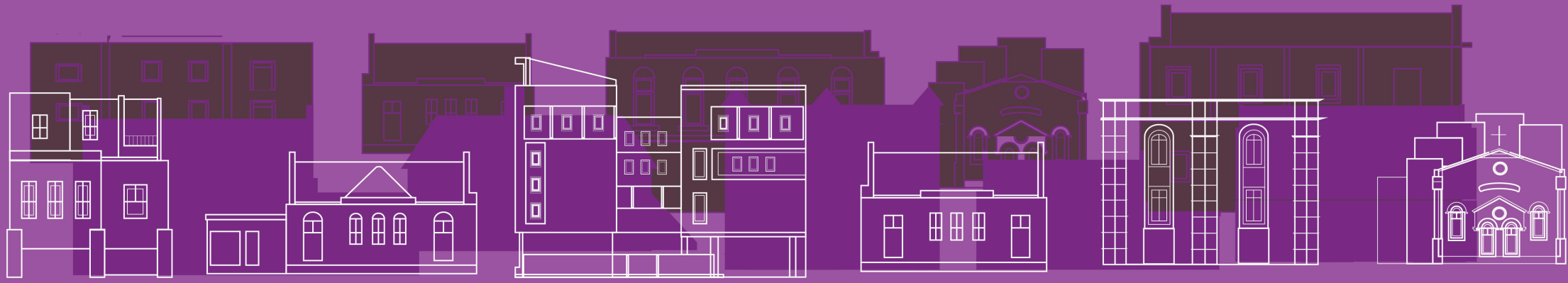


BLAAUWBERG ROAD LSDF

Review of the Blaauwberg Road Growth Management Strategy 1998: Towards a Local Spatial Development Framework for Blaauwberg Road

Final LSDF Report : June 2025

CITY OF CAPE TOWN
ISIXEKO SASEKAPA
STAD KAAPSTAD

Contents

1.INTRODUCTION 3
1.1. Location 3
1.2. Background 4
1.3. Scope of the Review - Why an LSDF for Blaauwberg Road 5
1.4. Process 6
1.5. Scales of Planning 6
2. POLICY CONTEXT 7
2.1. MSDF 8
2.2. DSDF 8
2.3. What key spatial strategies mean for Blaauwberg Road 10
3. PUBLIC PARTICIPATION 12
3.1. Public Participation and Stakeholder Engagements to date 12
3.2. Project Management Team 13
3.3. Key Stakeholder Workshops 14
3.4. Inviting the broader public to participate in communications and open days: 15
3.5. Synthesis of Public Comments and Responses (FAQs) 22
3.6. Spatialising Opportunities 23
3.7. Spatialising Constraints 24
4. VISION STATEMENT 25
4.1. Vision Statement 26
4.2. Build resilience to climate risks and impact 27
4.3. Create a vibrant and more walkable urban area 27
4.4. Manage responsible growth 28
4.5. Improve connections to nature 29
4.6. Retain and enhance the mobility functions of Blaauwberg Road and West Coast Road. 29
4.7. Promote more sustainable streetscape designs 29
5. SPATIAL DEVELOPMENT FRAMEWORK 30
5.1. Build resilience to climate risks and impact 30
5.1. CONCEPT 31
5.2. TOWARD THE SPATIAL DEVELOPMENT FRAMEWORK 32
5.3. SPATIAL DEVELOPMENT FRAMEWORK 33
6. PRECINCTS 35
6.1. Precinct 1: 36
6.2. Precinct 2: 40
6.3. Precinct 3: 43
6.4. Precinct 4 48
6.5. Guidelines for Development Trends 50
7. IMPLEMENTATION 54
7.1. Implementation Plan 55
7.2. Urban Management 55
7.3. Implementation priorities and Action areas: 55
7.4. Programmes or Projects for further development: 57
7.5. Mechanisms 59
7.6. Conceptual Approach for Future Public Sector Explorations 62

Contents

Figure 1. Blaauwberg Road Study Area Map 4
Figure 2. What an LSDF does and does not do 5
Figure 4. Plan Hierarchy MSDF, District Plans and LSDF 6
Figure 3. LSDF Process diagram 6
Figure 5. MSDF Spatial Transformation Areas (STA's) 8
Figure 6. Extract of the sub-district map for the study area from the Blaauwberg District Plan (2023) 9
Figure 7. The three spatial strategies in the MSDF 11
Figure 8. Workshop activity on where people felt more positive or negative about the area 14
Figure 12. Public participation social media Advert LinkedIn and Facebook 16
Figure 9. Example of graphic used in Poster 16
Figure 10. Pamphlet and social media advert for Open Days 16
Figure 13. Public participation advert in local newspaper 16
Figure 11. City of Cape Town Have your Say page advert 16
Figure 14. Public open day poster walkthrough - Discussion Document 17
Figure 15. Public open day poster walkthrough - LSDF Draft Public Open Day 18
Figure 16. Local Spatial Development Framework Opportunities Map 23
Figure 17. Local Spatial Development Framework Constraints Map 24
Figure 18. Local Spatial Development Framework Concept Map 31
Figure 19. Local Spatial Development Framework conceptual process towards SDF 32
Figure 20. Local Spatial Development Framework Composite Map 33
Figure 21. Aerial imagery of precinct 1 36
Figure 22. Precinct 1 Legend and Map 36
Figure 23. Conceptual diagrams and illustrations taken from Table View Beachfront LSDF 38
Figure 24. Aerial imagery of precinct 2 40
Figure 25. Aerial imagery of precinct 2 Precinct 2 Legend and Map 40
Figure 26. Aerial imagery of precinct 3 43
Figure 27. Precinct 3 Legend and Map 43
Figure 28. Boy De Goede concept proposal for multi-use recreational space 44
Figure 29. Aerial imagery of precinct 4 48
Figure 30. Precinct 4 Legend and Map 48
Figure 31. Map locating areas for guidelines for Development Trends 50
Figure 32. Multi-Storey residential redevelopment scenario 51
Figure 33. Business on premise development scenario 52
Figure 34. Mix use along service road development scenario 53
Figure 35. Map locating future sector exploration for the study area 62
Figure 36. Comments and sticky notes captured 64

1. INTRODUCTION

1.1. Location

The study area for this LSDF (Local Spatial Development Framework) is located on Cape Town's west coast, primarily in the Suburb of Table View.

Blaauwberg Road is an east-west connector road through Table View. It runs from the coastline on the west, to the intersection with Koeberg/ Potsdam Road on the east.

The area includes the land between the sea and Potsdam Road. It specifically includes the areas further away from the corridor where there has been development pressure and changes more recently. A larger area of coast is also included.

1.2. Background

Blaauwberg Road was planned in the mid-20th century, laid out in the late 1960's and was significantly developed with primarily low density suburban residential uses by the late 1980's. The area followed a car centric development model, with limited consideration of how the settlement interacted with the natural environment and open spaces. In the1980's, Blaauwberg Road was the northernmost part of the West of Cape Town, a quiet suburban environment on the edge of the City.

In the following 40 years, the urban footprint expanded north to include the new formal suburbs of Parklands, Dunoon, West Beach, Sandown, Big Bay, Sunningdale, Rivergate, Frankendale and more. Informal settlement growth has proliferated within and around Du Noon. In addition, economic uses grew around Montague Gardens, Century City and Killarney gardens. Development is forecast to grow to the North, around the planned extension of Berkshire Boulevard and along the N7.

The 2023 Cape Town Municipal Spatial Development Framework and 2023 Blaauwberg District Plan provide policy guidance in relation to the future development objectives and principles for the area. The LSDF must align with these broader principles.

The Blaauwberg Road Corridor is identified as a high order public transport corridor, which is serviced by a MyCiTi Trunk Route.
The guidance from these higher order plans is to support a compact urban form. The policy direction focuses on resource efficiency and reducing the carbon emissions of the City, preparing for a more resilient City and reducing the reliance on fossil fuels.

Blaauwberg Road and surrounds were designed to be car orientated and the surrounding areas have maintained a vehicle mobility focus, due to the Koeberg Koeberg Nuclear Power Station traffic evacuation requirements. Blaauwberg Road is a significant collector route for traffic travelling south or east to west.

While development has expanded northwards, employment has remained primarily south of the area. Congestion has increased substantially since the 1998 Blaauwberg Road Growth Management policy was drafted. Title deed restrictions intended to maintain a low density suburban development pattern has made development further north a more attractive prospect, limiting the realisation of Blaauwberg Roads' development as a corridor, increasing congestion and along with this some local resistance to increasing densities along the corridor as planned in 1998.

The challenges of addressing the historic planning of the area, recognising the extent of change in the surroundings and the shift in policy priorities are the motivations for the review of the Blaauwberg Road Management Strategy and preparation of an LSDF for the study area.

Figure 1. Blaauwberg Road Study Area Map

1.3. Scope of the Review - Why an LSDF for Blaauwberg Road

Section 12 of the City of Cape Town City Municipal Planning By-Law, allows the Municipal Council to adopt a local spatial development framework for a specified geographic area within the City. In addition, it is important to note than an LSDF must align with and give further effect to the municipal spatial development framework and any relevant district spatial development framework by providing more detailed, local planning.

The LSDF is a forward planning tool which guides the development of a specified area. An LSDF:

1. Formulates a vision for the desired ends state of an area (how we would like it to be);
2. Sets out policies and guidelines for decision making and actions to achieve the end state (provides land use and urban form guidelines for future development)
3. Co-oridinates, integrates and directs the action plans of various actors, state and private, towards achieving the desired end state.

This process is mandated by SPLUMA (Sections: 12(1), 20, 21, 22) and the City of Cape Town's Municipal Planning By-laws (s12 (1)), which dictate that spatial development frameworks (SDFs) are to guide land use planning decision making and be adopted to:

- Align to municipal SDF
- Identify and depict important spatial elements
- Provide land use guidelines
- Show restructuring and integration
- Ensure Sectoral integration
- Contain an implementation plan

The development of this LSDF was initiated in response to a need to update previous planning policy in the area, namely the Blaauwberg Road Growth Management Strategy (1998) and provide more detailed planning guidance in an area experiencing complex growth pressures.

Figure 2. What an LSDF does and does not do

The discussion document prepared in 2023 outlines in detail the planning context and aspects of the Growth Management Strategy needing revision.

The process diagram Figure 3 (below) outlines the programme for preparing the LSDF in 2024.

1.4. Process

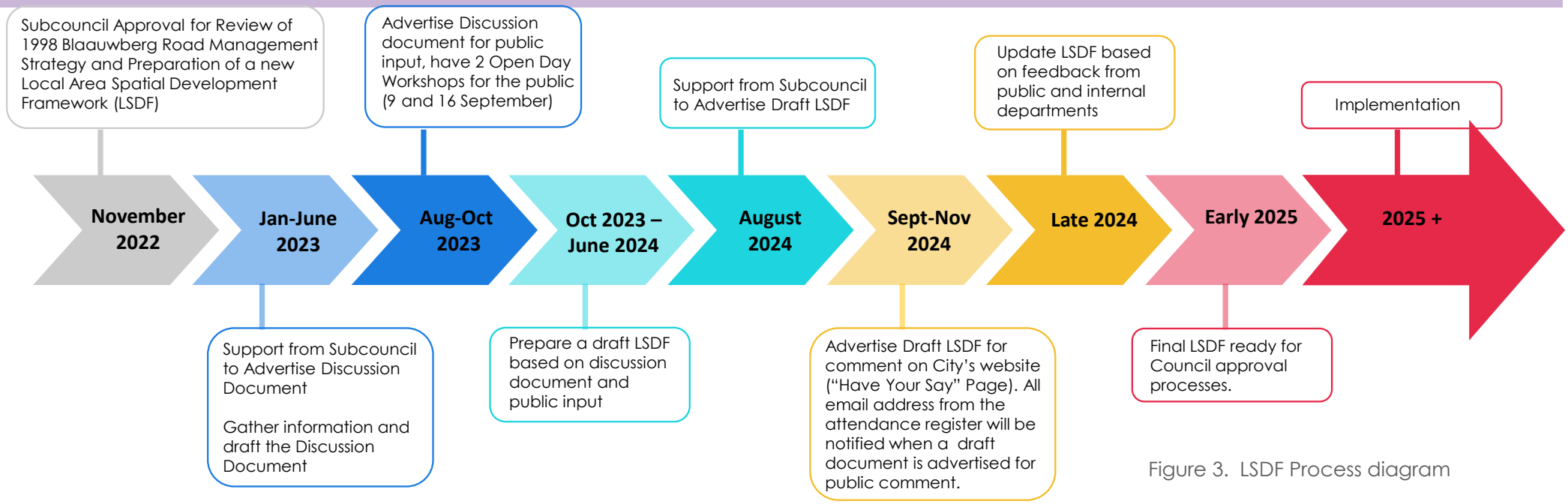


Figure 3. LSDF Process diagram

1.5. Scales of Planning

The LSDF falls within a suite of plans prepared in the City. It is a refinement of the Municipal Spatial Development Framework (MSDF) and the District Spatial Development Framework (DSDF/ "District Plans"). The LSDF outlines guidelines for the local area and guidels development at that scale. It must align with the higher order plans.

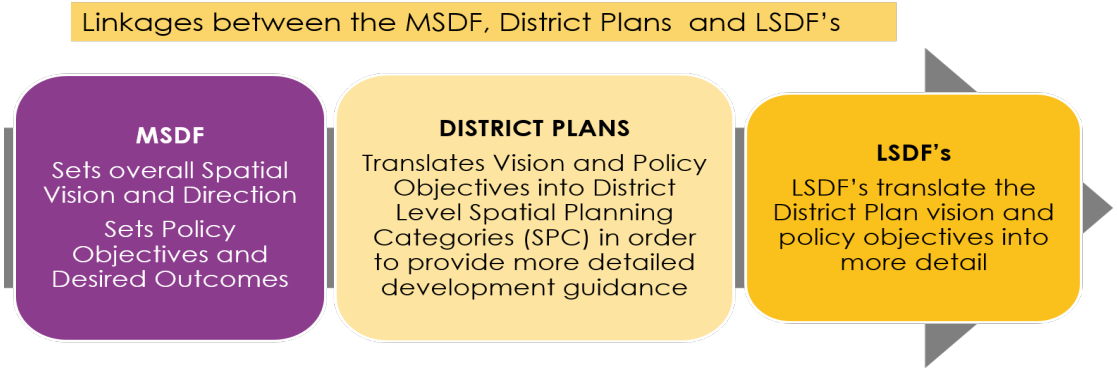
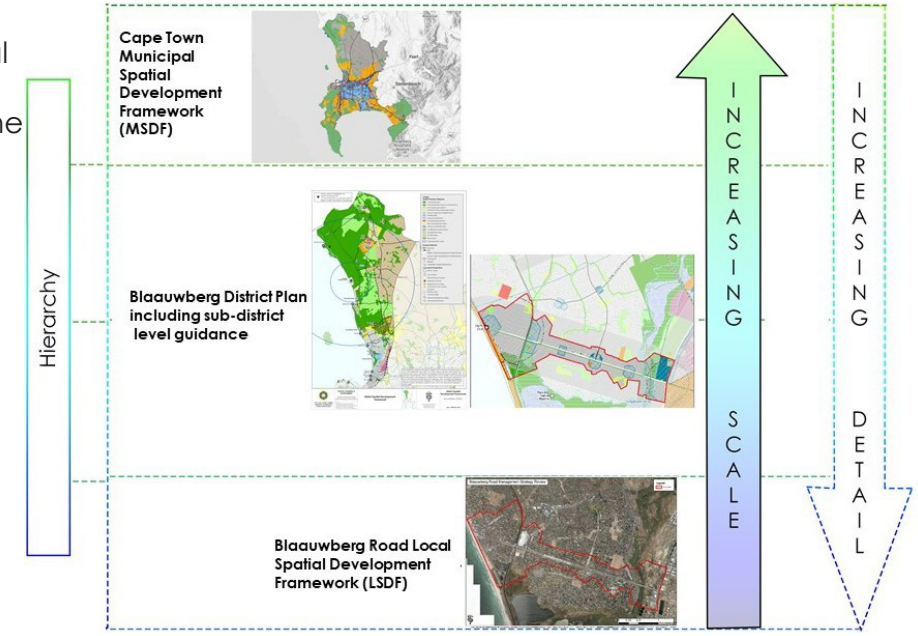


Figure 4. Plan Hierarchy MSDF, District Plans and LSDF



2. POLICY CONTEXT

2.1. MSDF

The Municipal Spatial Development Framework (MSDF) is required, by the Spatial Planning and Land Use Management Act (SPLUMA) and Municipal Systems Act, to translate the the City's Integrated Development Plan into a desired spatial form. Various strategies and policies provide the supporting framework for the spatial vision and concept of the MSDF document. The elements of this framework comprise the following:

Three spatial strategies – drawn from the IDP and associated sectoral and spatial policy guidelines.

Development directives – environmental, resource, heritage and risk-related spatial aspects usually governed by additional or parallel regulatory processes beyond those associated with land use processes and applications made via the MPBL.

Conceptual designations – describe ideas rather than tangible development. Associated with the Spatial Development Framework.

A series of maps – that collectively provide a metropolitan-scale interpretation of the City's spatial vision, development directives, land use informants and investment priority areas.

Associated with the Spatial Development Framework. A series of maps – that collectively provide a metropolitan-scale interpretation of the City's spatial vision, development directives, land use informants and investment priority areas.

2.2. DSDF

The District Plan provides more detail to the MSDF at the District and sub-district level. Examples of some of the spatial development objectives and supporting development guidelines for the area include:

- Reinforce Blaauwberg Road as a public transport route and development corridor.
- Ensure the location and form of development take into account sea-level rise considerations to mitigate future impacts: Dolphin Beach
- Improve public amenity of the beachfront area.
- Protect and enhance scenic qualities along scenic routes and drives.

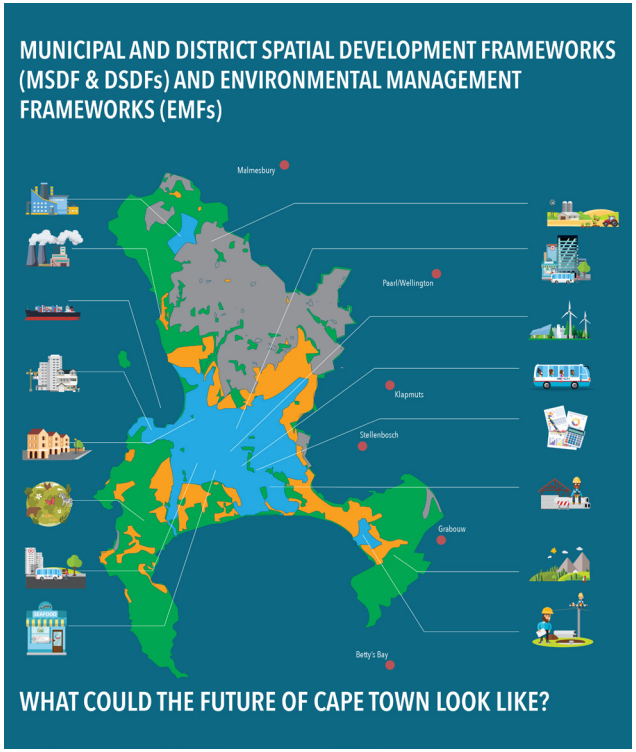
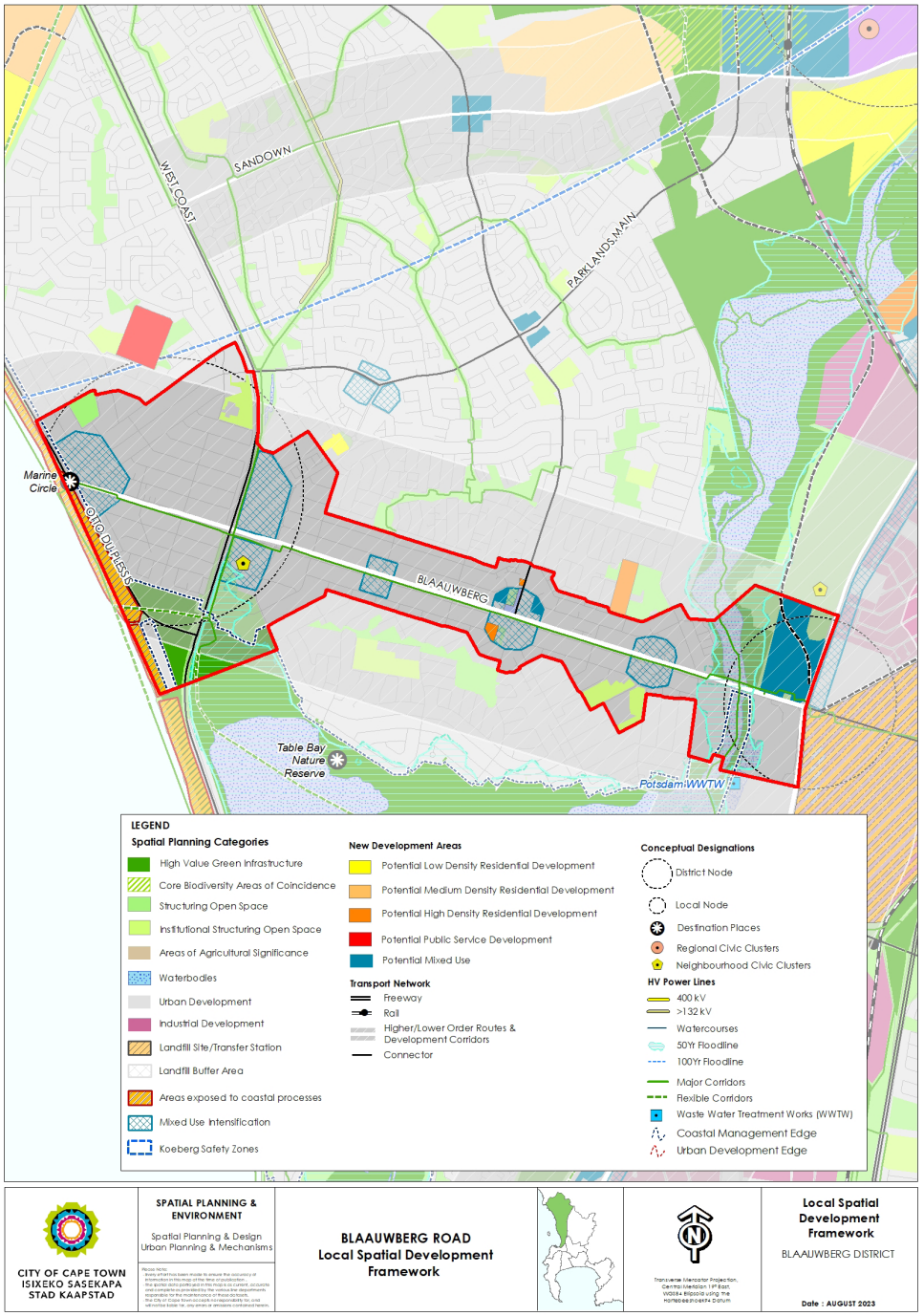


Figure 5. MSDF Spatial Transformation Areas (STA's)



Key Elements and Interventions from the Blaauwberg District Plan which impact the Blaauwberg road study area (page 23 - 36):

- Accommodating growth through greenfield development and targeted intensification: Blaauwberg Road and part of Marine Drive are identified structuring corridors in the City. They reflect the targeted, prioritised areas earmarked for the largest spectrum of land use mix associated with the highest density of population and employment.
- Support access to and enhancement of coastal opportunity areas. Including local planning to guide future upgrades of the Table View beachfront.
- Intensify development along Koeberg and Blaauwberg Road Corridors. Support a review of the Blaauwberg Road Management Strategy to guide appropriate intensity and densification .
- The current capacity constraints at Potsdam WWTW are being dealt with urgently by way of a multi-billion Rand in infrastructure investment to provide additional capacity for future anticipated development. In the interim, the City has adopted a Standard Operating Procedure (SOP) to deal with development needs where wastewater treatment capacity is constrained. (See Blaauwberg District Plan)

Figure 6. Extract of the sub-district map for the study area from the Blaauwberg District Plan (2023)

2.3. What key spatial strategies mean for Blaauwberg Road

2.3.1.SPATIAL STRATEGY 1: PLAN FOR EMPLOYMENT AND IMPROVE ACCESS TO ECONOMIC OPPORTUNITIES

Cape Town's spatial form and function is one of the significant factors affecting the city's immediate and longer-term economic prospects and the economic and social inclusion of its residents. The City has an important role in maintaining a liveable, safe, vibrant and productive urban environment and the accompanying infrastructure to attract and retain investment. In the medium term, it is crucial to sustain economic growth and reduce the cost for poor households to access opportunities through quality and affordable transport and housing, following the principle of transit-oriented development.

Blaauwberg Road is serviced by the MyCiTi and has potential to be a focal point in this growing region of the City. While the economy is currently service and retail based, there is potential to integrate a greater mix of economic opportunities and establish the corridor as an area to live, work and play. Improving the connections of Blaauwberg road with the rest of the City will further enhance the viability of economic opportunity in the corridor.

The Marine Circle area and Coastline is a destination place for sports and recreation, the destination qualities of the area, including views, accommodation, shops, experiences. The areas accessibility and management can be enhanced to support economic development of the node.

The Western section of the corridor between Marine Circle and the R27 has emerged as retail, food and beverage and service business hub with potential to develop further as a mixed use economic area. The shift to remote work, both globally and locally, brings greater opportunities to localised business nodes further from the CBD, with the proximity to coast and variety of local businesses giving the Blaauwberg Road environment a competitive advantage.

2.3.2.SPATIAL STRATEGY 2: MANAGE URBAN GROWTH, AND CREATE A BALANCE BETWEEN URBAN DEVELOPMENT AND ENVIRONMENTAL PROTECTION

The City actively promotes an urban form with higher densities and mixed land use patterns in the urban inner core, supported by efficient public transport and infrastructure networks and amenities. The envisaged developmental outcomes are more sustainable use of land and natural resources through the incorporation of green infrastructure, nature based solutions, green procurement, lower carbon emissions, climate adaption and resilience, more efficient use of infrastructure, and effective public transport systems and amenities.

Blaauwberg Road is a significant opportunity for the City to achieve a functional public transport corridor. The City has invested substantially in MyCiTi trunk route and stations. The densities and mix of land uses in the corridor is not sufficient to maintain the viability of the investment. The review needs to analyse and unpack why there has been poor take up of development opportunities in the corridor. This is crucial to unlocking the corridors potential and directing density and intensification to the appropriate locations.

The study area is surrounded by environmental assets including the Rietvlei, Diep River and Coast. Managing these interfaces and the types of land uses that border them assists in avoiding conflict between environmental and development priorities. Another key consideration is to consider environmentally sustainable built infrastructure and green procurement systems and how they will cope with additional new development as overwhelmed bulk infrastructure commonly leads to environmental pollution. New and existing developments should consider green infrastructure and procurement and nature based solution approaches, such as the reintroduction of dune vegetation, unlined stormwater canals, water sensitive design and sustainable urban drainage systems.

2.3.3.SPATIAL STRATEGY 3: BUILDING AN INCLUSIVE, INTEGRATED, VIBRANT CITY

The City will promote the development of a more spatially inclusive, integrated and vibrant Cape Town that addresses the economic and social exclusions entrenched by the apartheid era. Desired outcomes include increased density in the urban core and particularly along public transport routes, a greater mix of income groups and land uses in neighbourhoods, and the adequate and equitable provision of utilities, social facilities, heritage, cultural and recreational spaces.

- Blaauwberg Road is a trunk MyCiTi route and accommodates social facilities, businesses, retail and recreation opportunities in the corridor surrounding it. Increasing densities in the corridor surrounding Blaauwberg Road, and near accessible points along it provides more opportunity for people to benefit from living near to the opportunities along the route. Strengthening transport links into the corridor also benefits residents living nearby to benefit from the opportunities in the corridor.

- The Marine Circle area and coastline is a destination place for sports and recreation, the destination qualities of the area, including views, accommodation, shops, experiences as well as the areas accessibility and management, can be enhanced to support economic development of the node.

- Ideally, new development in the study area should aim to provide a range of housing opportunities to accommodate varied income levels in support of a more integrated and inclusive city. As redevelopment take up has been slow, a secondary focus on strengthening transport links into the corridor from other surrounding areas is another way to connect people and opportunities.

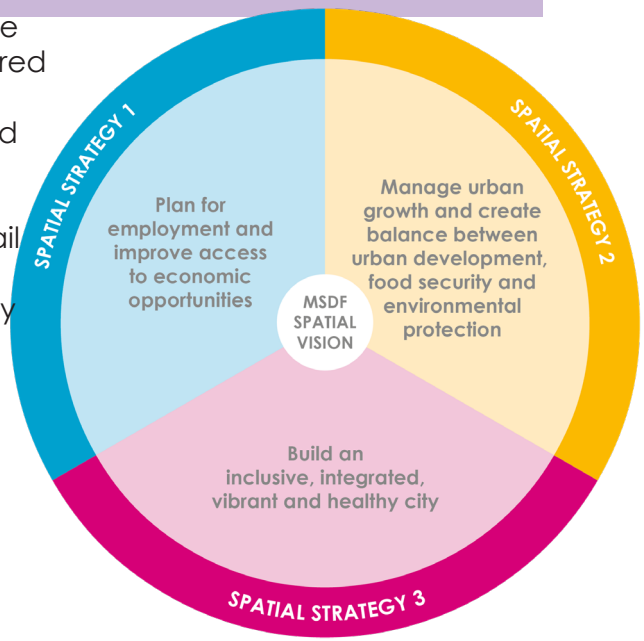


Figure 7. The three spatial strategies in the MSDF

3. PUBLIC PARTICIPATION

3.1. Public Participation and Stakeholder Engagements to date

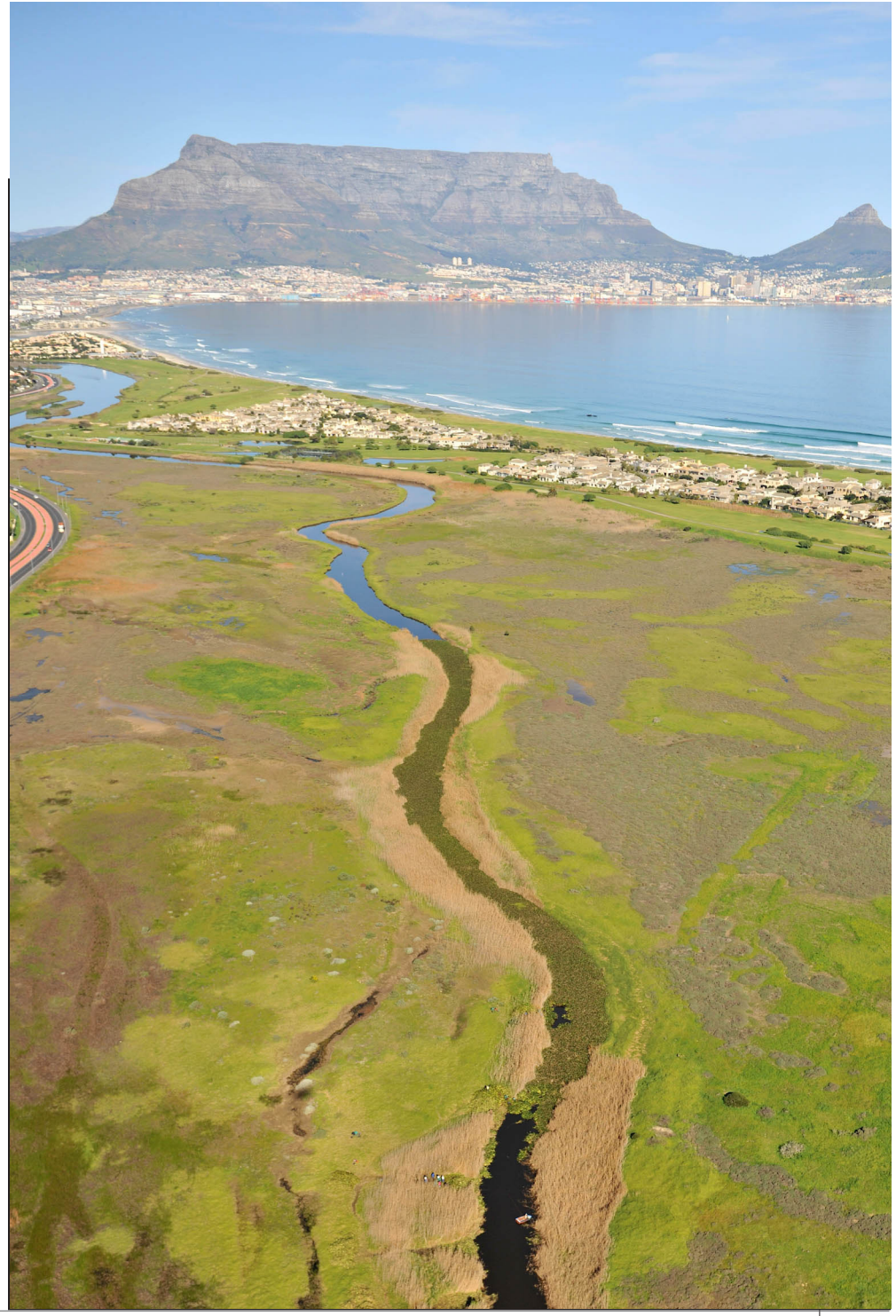
The public participation process for Blaauwberg road was designed to allow for meaningful and broad engagement with planning in the area, informing key stakeholders of where they can have influence in the planning process and providing tools to enable understanding and engagement. Furthermore, public input aimed to facilitate consensus building on the future growth and development of Blaauwberg Road.

3.2. Project Management Team

A project management team of City departments and the ward councillors was formed for the project to provide oversight and guide the development of the LSDF. This included providing technical input, sharing relevant information, and addressing items raised for their expertise.

The following stakeholders were represented and kept informed of the project progress:

District Planning and Mechanisms	*Roads and Stormwater*
Land Use Management	*Sub-Councils 1 and 3*
Transport Planning and Network Management	*Economic Development*
Environmental Management	*Recreation and Parks*
Community Services and Health	*Electricity Generation and Distribution*
Metropolitan Spatial Planning	*Catchment Management*
Distribution Services	*Urban Design and Landscape Architecture*
Water and Sanitation	*Resilience*
Solid Waste	*Sustainable Energy Markets*
Road and Infrastructure Management	*Urban Sustainability Unit*



3.3. Key Stakeholder Workshops

Prior to wider public participation, the sub-council database of registered stakeholders were invited to two facilitated workshops. The first, held on the 14th June 2023 focused on the experience of Developing in the Blaauwberg Road Area and the second held on the 20th June 2023 focused on Living and Working the Blaauwberg Road area.

The aim of the workshops was to build understanding and collaboration and gain insight into the concerns of stakeholders, prior to approaching the broader public. In this way ensuring that the information shared and gathered during the public participation process would be relevant and appropriate.

While attendance was lower than anticipated in these initial workshops, with 9 and 16 attendees respectively, the workshops provided valuable insights.

Examples of workshop discussion topics:

- What level of guidance would be preferred to ensure development is appropriate and relates to the City's spatial strategies. Participants suggested building form, build to lines and height guidance as well as landscape guidance be provided in the LSDF.
- Which areas are seen as "problem areas" and which are seen as opportunities? In general participants felt that the opportunities and desirable locations were around the West of the corridor and problem areas were to the East.
- Challenges and opportunities in meeting certain strategic objectives in the study area, such as walkability, inclusionary housing and greener building were discussed.

The detailed outcomes of these workshops are captured in The Public Participation Report.

In addition to the two stakeholder workshops, on the 13th June 2023 a meeting was held with the leadership of the Greater Table View Action Forum members and leaders in the City's spatial planning and environment department, where the project was explained.

Figure 8. Workshop activity on where people felt more positive or negative about the area

3.4. Inviting the broader public to participate in communications and open days:

3.4.1. Process and stakeholder communication

The Blaauwberg Open Day / Public Participation Process followed the following Technique:

Three City web pages were established –

1. For stakeholders to register as Interested and Affected Parties
2. For commenting on the Discussion document.
3. For commenting on the Draft LSDF

Interested and Affected Parties (I&APs) who were impacted by the development, policy, action, or projects happening in Blaauwberg were contacted for consultation during the various phases of decision making, drafting, and finalising of the LSDF.

The Sub council and ward councilors also assisted with additional WhatsApp invites and reminders to the respective wards. written comments via city website or dedicated email address: BlaauwergRoad.LSDF@capetown.gov.za

Members of the public were invited to register and comment via City's website. Stakeholders were informed of upcoming public engagement meetings via email and Social media – posts were made on the City's Facebook and Instagram which keep I&APs informed of various future engagements.

3.4.2. Formal Advertising and Public Open Days

3.4.2.1. Advertising Periods

There was two formal advertising periods.

Discussion Document, which included the following:

- Incoporating Previous Work
- Baseline Analysis
- Initial Public Inputs
- **Commenting Period:** 7 August - 8 October 2023

Draft LSDF Document, which included the follwing:

- Refining the Discussion Document
- Developing the vision, concept and Spatial Development Framework
- Detailed precinct guidelines + Implementation planning
- Additional Public Inputs
- **Commenting Period:** 9th of September - 11th of November 2024

These commenting periods were advertised with Media releases and an additional "Have Your Say" Page – City of Cape Town Website.

3.4.2.2. Public Open Days

The open days took place from 10:00 – 14:00 on:

- 9 September 2023 – Tableview Primary School Hall and;
- 16 September 2023 - Leibrandt van Niekerk Community Hall
- 14th September 2024 - Tableview Primary School Hall

The engagement was for all interested and affected residents, Homeowners, Business owners and developers, as well as community leaders. The structure followed was as follows:

1. Participants arrived and were guided to sign the register. Participants were provided a brief introduction to the purpose of the open day and were handed a roadmap of the posters flow. See Figures 14 and 15.

2. The participants were afforded the opportunity to comment on particular topics, sharing their concerns, suggestions, and ideas.

3. The City of Cape Town's District Spatial team was on hand to provide assistance, when the participants required guidance andto inform the public on how they could contribute to the LSDF through adding their comments via Post-It notes in to the relevant/ relating poster.

4. Willing participants were encouraged to complete the survey,which further generated input from the participants

(See the full Public Participation Report **HERE**).

Public Participation advertising examples

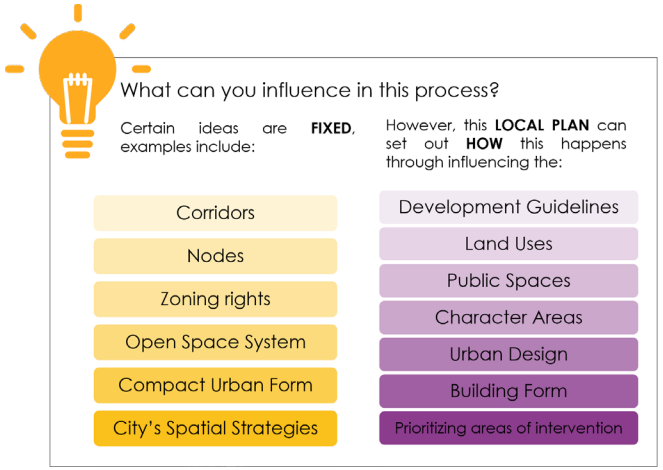


Figure 9. Example of graphic used in Poster

Figure 10. Pamphlet and social media advert for Open Days

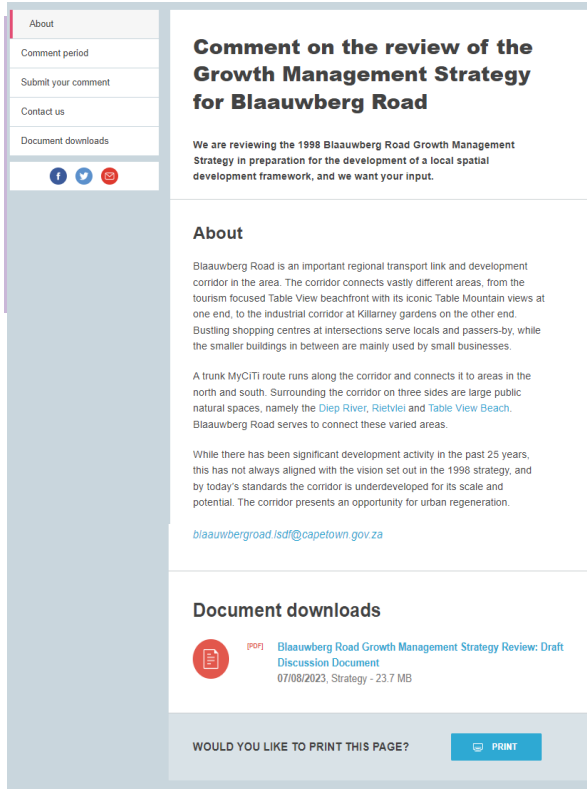
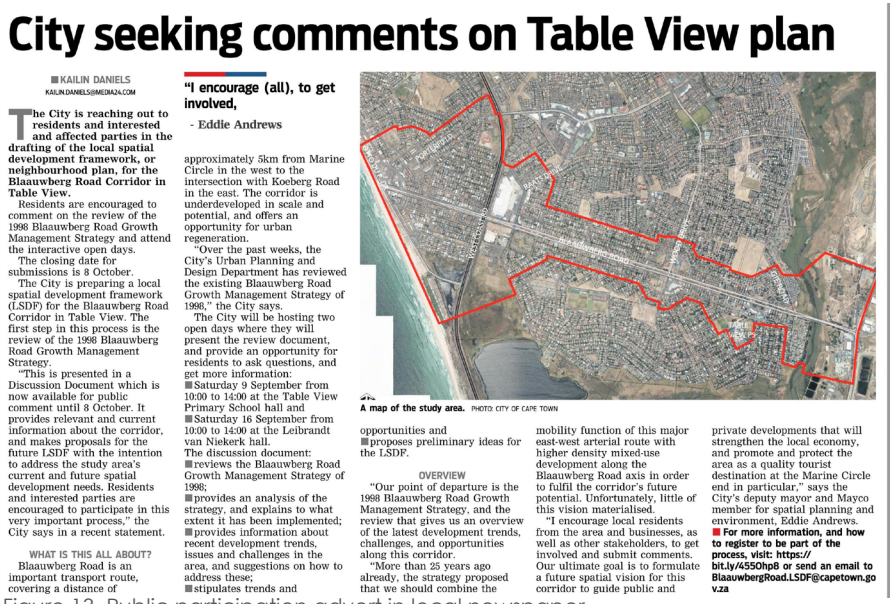


Figure 11. City of Cape Town Have your Say page advert

Figure 12. Public participation social media Advert LinkedIn and Facebook



City seeking comments on Table View plan

KAILIN DANIELS
KAILIN.DANIELS@MEDIA24.COM

The City is reaching out to residents and interested and affected parties in the drafting of the local spatial development framework, or neighbourhood plan, for the Blaauwberg Road Corridor in Table View.

Residents are encouraged to comment on the review of the 1998 Blaauwberg Road Growth Management Strategy and attend the interactive open days.

The closing date for submissions is 8 October.

The City is preparing a local spatial development framework (LSDF) for the Blaauwberg Road Corridor in Table View. The first step in this process is the review of the 1998 Blaauwberg Road Growth Management Strategy.

"This is presented in a Discussion Document which is now available for public comment until 8 October. It provides relevant and current information about the corridor, and makes proposals for the future LSDF with the intention to address the study area's current and future spatial development needs. Residents and interested parties are encouraged to participate in this very important process," the City says in a recent statement.

WHAT IS THIS ALL ABOUT?

Blaauwberg Road is an important transport route, covering a distance of approximately 5km from Marine Circle in the west to the intersection with Koeberg Road in the east. The corridor is underdeveloped in scale and potential, and offers an opportunity for urban regeneration.

"Over the past weeks, the City's Urban Planning and Design Department has reviewed the existing Blaauwberg Road Growth Management Strategy of 1998," the City says.

The City will be hosting two open days where they will present the review document, and provide an opportunity for residents to ask questions, and get more information:

- Saturday 9 September from 10:00 to 14:00 at the Table View Primary School hall and
- Saturday 16 September from 10:00 to 14:00 at the Leibrandt van Niekerk hall.

The discussion document:

- reviews the Blaauwberg Road Growth Management Strategy of 1998;
- provides an analysis of the strategy, and explains to what extent it has been implemented;
- provides information about recent development trends, issues and challenges in the area, and suggestions on how to address these;
- stipulates trends and opportunities and
- proposes preliminary ideas for the LSDF.

"I encourage (all), to get involved,

- Eddie Andrews

OVERVIEW

"Our point of departure is the 1998 Blaauwberg Road Growth Management Strategy, and the review that gives us an overview of the latest development trends, challenges, and opportunities along this corridor.

"More than 25 years ago already, the strategy proposed that we should combine the mobility function of this major east-west arterial route with higher density mixed-use development along the Blaauwberg Road axis in order to fulfil the corridor's future potential. Unfortunately, little of this vision materialised.

"I encourage local residents from the area and businesses, as well as other stakeholders, to get involved and submit comments. Our ultimate goal is to formulate a future spatial vision for this corridor to guide public and private developments that will strengthen the local economy, and promote and protect the area as a quality tourist destination at the Marine Circle end in particular," says the City's deputy mayor and Mayco member for spatial planning and environment, Eddie Andrews.

For more information, and how to register to be part of the process, visit: https://bit.ly/455Ohp8 or send an email to BlaauwbergRoad.LSDF@capetown.gov.za

A map of the study area. PHOTO: CITY OF CAPE TOWN

Figure 13. Public participation advert in local newspaper

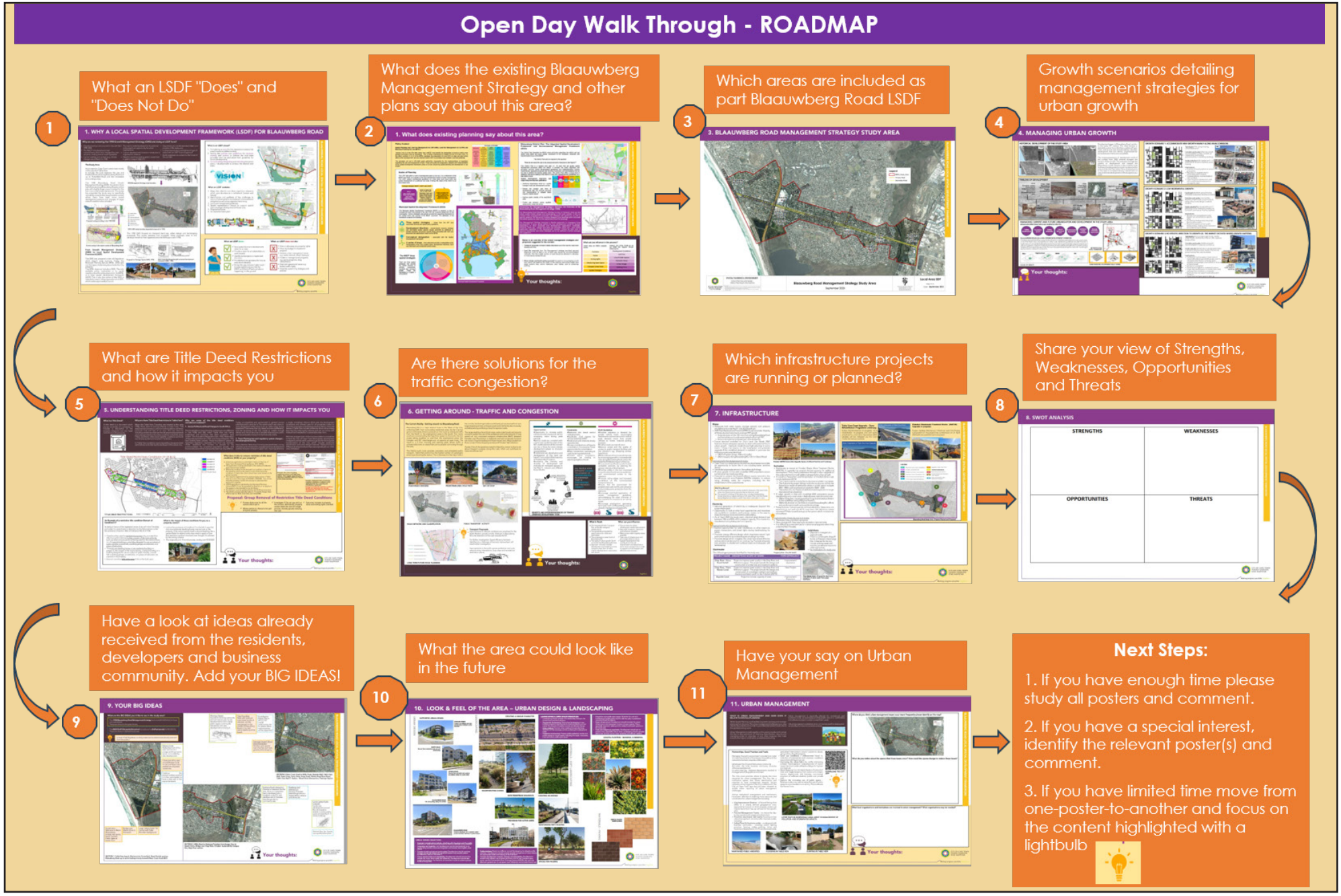


Figure 14. Public open day poster walkthrough - Discussion Document

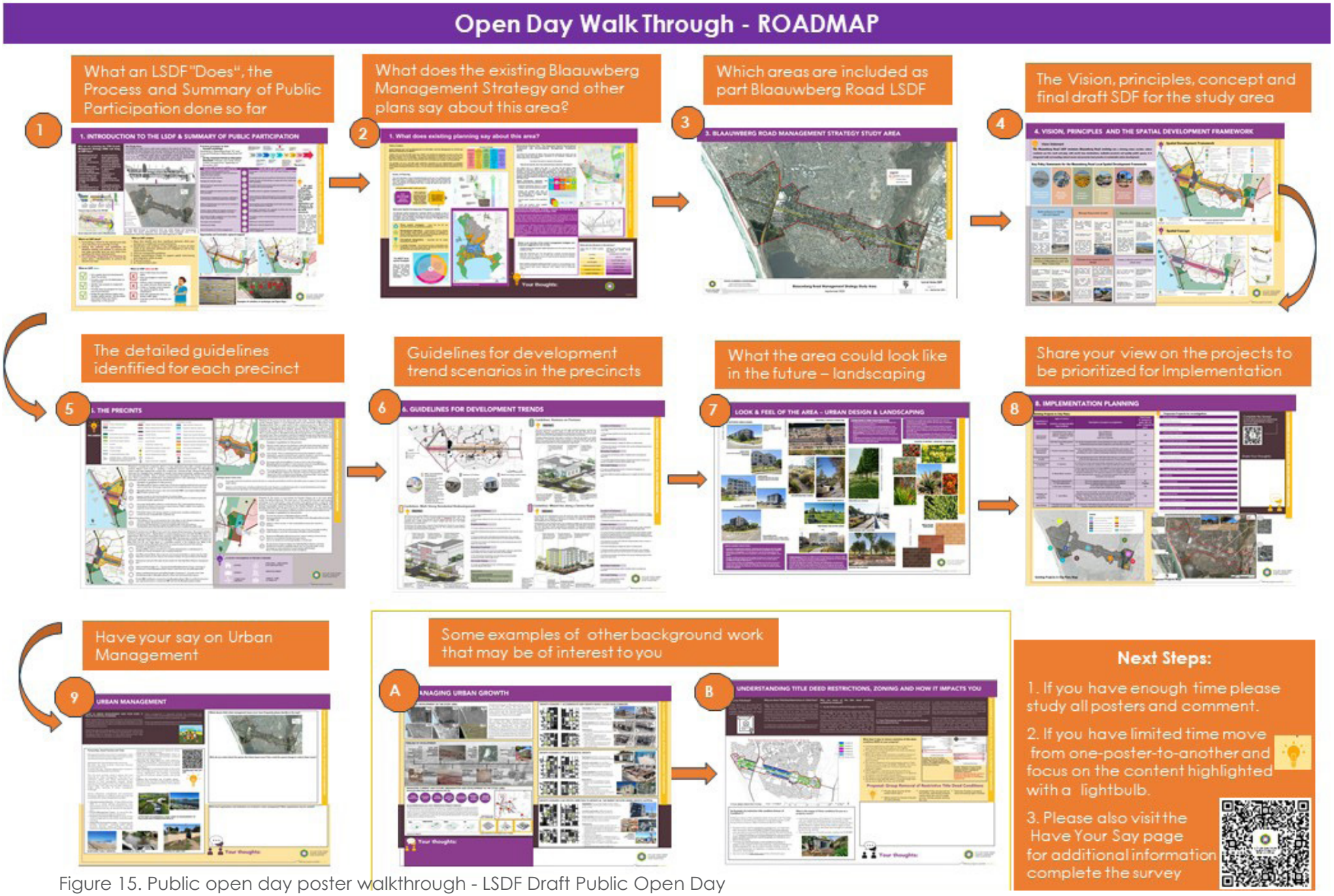


Figure 15. Public open day poster walkthrough - LSDF Draft Public Open Day

OPPORTUNITIES

ISSUES

Transport

- Opportunity to increase public transport modal shares and vehicle occupancy ratio's during peak periods.
- Service roads are compliant with road access guidelines west of the R27 and this section of the corridor can be a focus for more intense development subject to character area guidelines.
- Future land use densification and development of City land can benefit from underutilised capacity at Potsdam MyCiTi station.
- Increasing the intensity and diversity of development will motivate for increased capacity in the MyCiTi network and different flows of traffic.
- PT zone means parking is not required in association with the IRT network.
- Opportunity for improvements with new development and expansion of other large transport corridors in the area.

- Restrictive title deeds restrict redevelopment.
- Insufficient road reserve for service roads East of R27.
- Small erven and relatively closely spaced access prevents consolidation.
- Access considerations will require consolidation of properties.
- Few alternative collector routes in region that connect to employment nodes South. Diep River system a barrier. Major intersections operating at capacity during peak periods.
- Limited signal progression, encourages rat running in adjoining neighbourhoods.
- Lack of market appetite to adhere to parking minimums.
- Local trips e.g. shopping and scholar transport undertake in private vehicles.
- The tension of a mobility corridor for public transport and an activity street have not been reconciled, and the different required access spacing's can impede future development in the development corridor if the mobility function is to be preserved.
- Car oriented streets make cycling unsafe.

Economy

- Growing industrial sector with high levels of employment.
- High and growing residential property values offer returns for residents.
- Retail properties which have increased more than 100% in value since 2012.
- Opportunities related to 'work from home' and hybrid working.

- There is low employment density to the North of Blaauwberg Road, exacerbating congestion along the corridor.
- The weakening office sector limits the capacity for mixed use development and employment generation along the route.
- There is a high degree of income inequality in the wider area. The local housing market is unaffordable to over 80% of workers employed in surrounding economic areas.

OPPORTUNITIES

ISSUES

Social, cultural and community facilities

- Education facilities are sufficient and suitably located.
- The area is well served by community facilities, with a Police Station, Library, Hall and Clinic.
- Existing sports grounds for a variety of sports.
- Sufficient open space provision for parks
- Underutilised land around community facilities and churches.
- Active civic to drive cultural and community programmes

- Clinic needs upgrading.
- While parks meet a variety of needs, many are under-developed and could be improved with landscaping and recreational equipment.
- Safety of and management of parks was noted as an ongong issue throughout the study area.
- Managemnent of exisitng facilities and lack of public ablutions.

Natural Environment

- Coastal destination and coastal recreation, e.g. kite surfing.
- Scenic drive and iconic Table Mountain View.
- Improving amenity of destination place incl. Potsdam sustainability campus.
- Nature reserve and recreational opportunities- boating,
- bird watching, walking etc.
- Green infrastructure capacity in surrounding open spaces:
- Dune rehabilitation and stormwater system rehabilitation
- Flamingo Vlei open space corridor - Large connecting open
- space, spring wildflowers, recreation for walkers and runners.
- Old Table view open space corridor - play park, surface parking for a church.
- Table view sports complex -Multi-purpose sports facility,
- buffer for nature reserve, Bayside stormwater canal part of space.
- NMT routes and tree corridor in median provide some sense of place and also cooling zone at coast.
- Potential for improvements of interface as the area grows .

- Agricultural runoff and upstream pollution.
- Effluent from the Potsdam wastewater treatmentworks,
- Illegal disposal of substances into the stormwater and sewer system from formal and informal residential areas,
- Stormwater runoff from industrial facilities, and power boats and litter from recreational users.
- Coastal dynamics e.g. windblown sand and coastal surge risks.
- Flood risk, strong winds, wind-blown sand and decline in rainfall.
- Increase in extreme weather events and high volume rainfall.
- Localised flood risk is relatively high.
- Heat wave effect in urban areas, area between Marine and Raats drive have little shade in the public areas.
- Poor interface between urban development and open space, few overlooking features or gateways defining open spaces.
- Old Table view open space corridor - Fragmented, poorly defined open space,
- Interfaces, parking on streets, walkways that are negatively affected and passive surveillance are aconcern.

OPPORTUNITIES

ISSUES

Built Environment

- Large suburban erven provide opportunity for incremental growth and also shops and Malls nearby.
- Growth in key nodes has created clustering effect for small service businesses increasing economic activity.
- Remaining vacant and underdeveloped land at Flamingo Square, Marine Circle, Bayside and Boy de Goede Circle.
- Tourism around Coastal destination supports development of diverse attractions and tourism service businesses.
- Wide road reserves and setback present opportunity for landscaping, NMT or vehicle access.
- Additional development capacity at nodes as well as large surface parking areas.
- Continuous route associated with transit suitable for development as a corridor.
- Removal of title deed restrictions would minimise the delay of appropriate development.
- Growing area resulting in demand for development of properties and opportunity of less expensive properties

- Areas between nodes are monotonous and could be used better. Including improving underutilised vacant sites.
- Lack of private developer interest in consolidating and redeveloping along the corridor.
- Rapid and continuous growth in the wider area pressure on infrastructure.
- Inappropriate heights of some new buildings in residential area.
- Complaints about the quality of new developments, insufficient landscaping and mitigation of overlooking for privacy.
- Rough sleeping, drug use and criminal activity in public spaces.
- Flamingo square lacks activity and comfort.
- Poor interface between street and parking.
- Level changes at Flamingo square.
- Transition timeline from submitting application to approval too costly to invest in property for redevelopment.
- Feel and fabric of SR1 space/family feeling.
- Character impacted by overdevelopment. With concerns over many departures where max capacity reached.

Infrastructure

- Large open spaces provide opportunities to improve green infrastructure capacity.
- My Citi route provides foundation for less carbon intensive transit and opportunities for Non- motorised transit.
- Quality of piped water reticulation network doesn't require frequent replacement.
- Opportunities for small scale energy generation, rooftop solar. Promote energy efficient design which maximises natural light and winter heat and provides adequate shading.

- The Potsdam Waste Water treatment Works has limited capacity for new development at the moment. Adequate capacity to accommodate growth will be available once the expansion is complete in a few years' time.
- Reticulation network designed for low density suburb, not anticipating extensive urban development northwards which drains southwards.
- Loadshedding causes operational strain on pump stations resulting in more frequent issues.

3.5. 8 Synthesis of Public Comments and Responses (FAQs)

3.5.1. Infrastructure Capacity

The City has committed to investing billions of rands in the next 3-10 years on infrastructure investment (much more than any other metropole). Bulk sewer treatment capacity is being installed at Potsdam WWTW, the City aims to finalize these upgrades towards the last quarter of 2027, with operational trials starting in 2026. A number of other projects such as Pump Station upgrades were identified in the Infrastructure Chapter of the Discussion Document as required to accommodate new growth.

Infrastructure provision/upgrades which will support urban growth are planned for the broader region. As part of the ensuring proposals in the LSDF can be supported by planned and available infrastructure, scenarios for development and population growth in the project area was estimated for the medium to long term, this was to support infrastructure planning and confirmed that there will be sufficient bulk services in future to support the areas growth.

3.5.2.Public Transport Capacity

The MyCiti services in the area remain one of the highest investments in public transport in the entire City. Whilst it can be improved, Urban Mobility Department have confirmed that MyCiti does still have adequate capacity for the current and projected population growth, especially the many who rely on this public transport system. Additionally, capacity, ridership and where optimization can take place is continuously being reviewed.

Guidelines provided by the LSDF prioritize the provision of safe and efficient comfortable NMT options as alternatives to car based transport. The LSDF also makes provision for the prioritization of pedestrian mobility by encouraging the improvement of pedestrian crossings, improvement to the pedestrian landscape and enhancing pedestrian connections throughout Blaauwberg Road for ease of movement.

3.5.3.Densification and Intensification of Landuses

The LSDF aims to manage how the area changes to accommodate inevitable growth that comes with an urban City. Fundamentally, this LSDF must align to the city-wide policy proposal for inward growth and targeted densification along strategic corridors (Blaauwberg Road). Allowing housing and employment opportunities on well-located land close to public transport, job opportunities and social amenities instead of on the outskirts of the City. This LSDF is a long-term visioning document to guide decision makers, and therefore needs to consider current and future needs for the area.

The LSDF is not proposing blanket densification or intensification of uses, rather it emphasizes densification concentrated the most along the corridor, with greatest intensities / heights occurring here and tapering down in parallel roads, this proposal corresponds with the feedback received from the public during the first round of public comment. This therefore is directing and guiding development trends to also minimize the loss of suburban areas a few roads back from the corridor.

3.5.4.Zoning rights and Development Management

The LSDF aims to guide development and ensure that development is not detrimental to residents, the environment and also ensure that the strategies to manage urban growth have positive outcomes for its residents. Blaauwberg Road is a strategic corridor that offers an opportunity for growth and development.

Fundamentally, the LSDF does not give or take away zoning rights. These zoning rights that permit several dwelling units and even flats was established in the initial zoning many years ago. However the LSDF has sought to provide guidance on how densification and importantly intensification of land use in an appropriate manner.

3.5.5.Process Complaints

The Blaauwberg Road LSDF process complied with statutory processes and took additional measures to ensure an inclusive and broad public participation process. Representative groups were invited to the initial workshops. Both advertising periods utilizing media release and additional "Have Your Say" Page – City of Cape Town Website, as well as distribution of flyer drops at local businesses and public facilities to advertise. Additionally, the sub council and ward councilors also assisted with additional communication and reminders to interested parties and affected people to the three open days and written comments via the City's website or dedicated email address with several engagements (detailed in this report).

3.5.6.The provision of Civic Institutions

Concerns over the capacity of existing civic institutions have been noted. The WCED is continuously looking to develop new educational infrastructure in areas with the greatest need however the delivery thereof is subject to budgetary limitations. There has also been identified school sites just outside the study area. In terms of classroom expansion programmes, there has been a noted increase in classroom capacity in some schools in the study area. The Bloubergrant Secondary school had an increase in capacity with 10 additional classrooms and the Table View high school with 5 additional classrooms. The provision of healthcare facilities remains a priority and a great need for the area.

3.5.7. Homelessness

The City's response to homelessness and helping people off the streets includes efforts to:

- Expand the City-run Safe Spaces beyond the CBD and Bellville.
- Step up efforts to assess the circumstances of those on the streets, and offer shelter or social assistance.
- Obtain court orders regarding the unlawful occupation of public places.
- Where the PIE act is not applicable, the City will enable the proper application of the Streets, Public Places and Prevention of Noise Nuisances By-law.

3.5.8.Safety and security

The national government is aware that there is a need for policing as the area grows and the City is in conversation. City law enforcement is monitoring safety and security and budget has been allocated to increase CCTV monitoring and enforcement capacity. There are ongoing projects to install new cameras as well as the maintenance of existing CCTV/LPR cameras that were implemented in previous financial years. Once council approves these planned projects in May 2025, they will be implemented as of 1 July 2025.

For more information see also:

- City's Planning Portal
- 2023 Infrastructure Report
- Street People FAQ

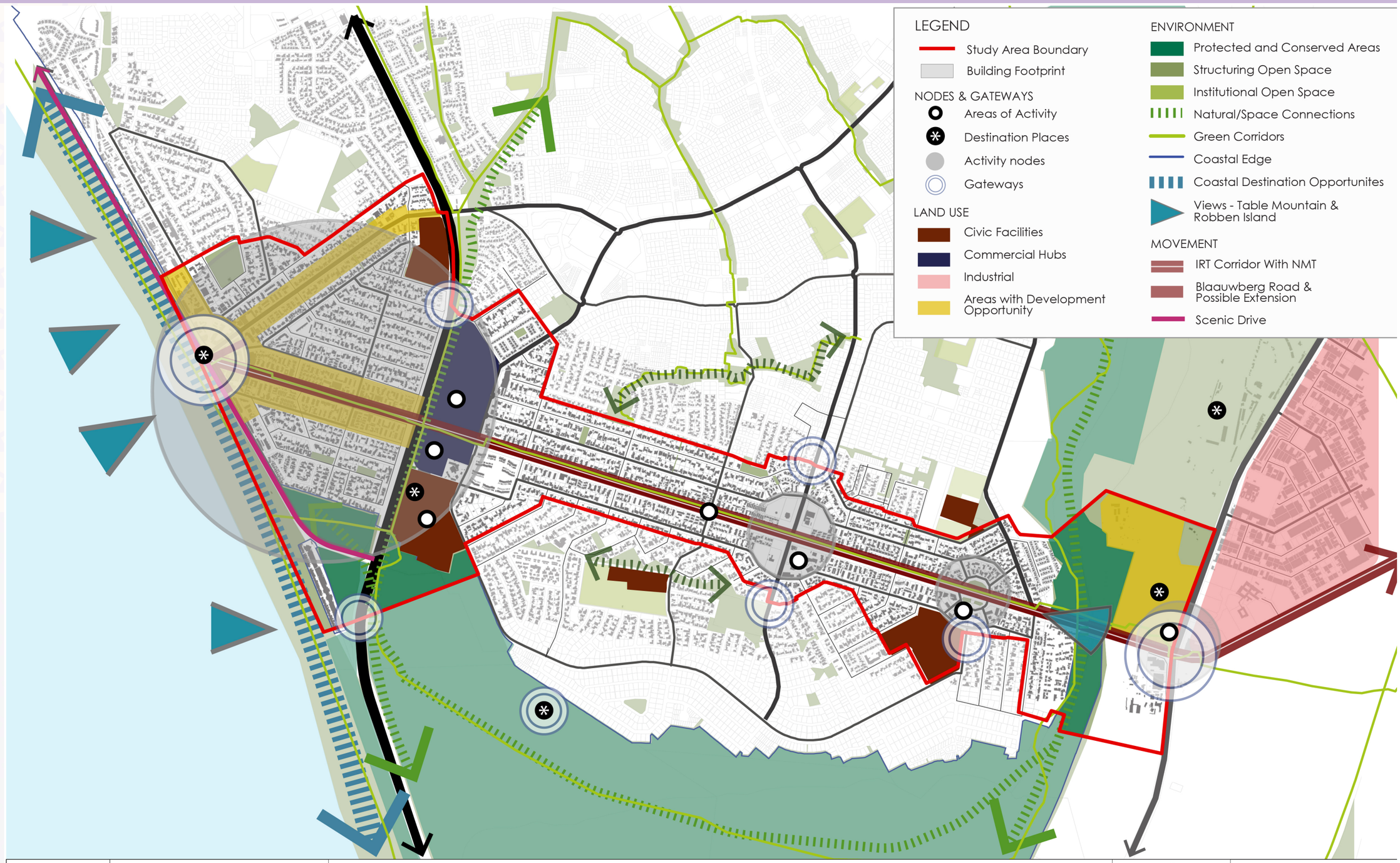


Figure 16. Local Spatial Development Framework Opportunities Map

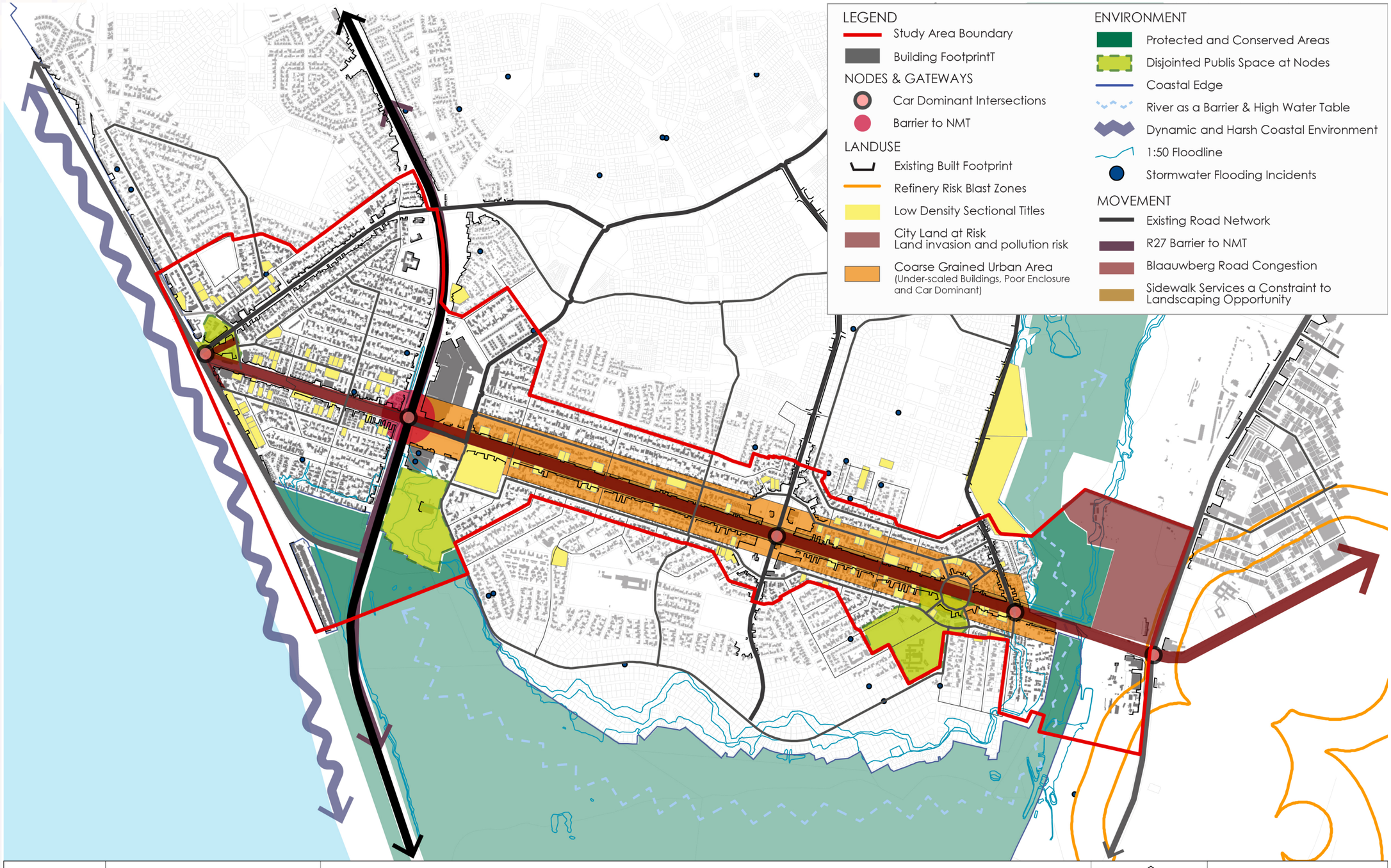


Figure 17. Local Spatial Development Framework Constraints Map

4. VISION STATEMENT

4.1. Vision Statement

Blaauwberg Road develops into a thriving urban corridor, where residents can live, work and play, with world class destinations, walkable precincts and quality public spaces. It is integrated with surrounding natural assets and presents bestpractice in sustainable urban development.

Key Policy Statements for the Blaauwberg Road Local Spatial Development Framework:

1. Build resilience to climate risks and impact

2. Create a vibrant and more walkable urban area

3. Manage responsible growth

4. Improve connections to nature

5. Retain and enhance the mobility functions of Blaauwberg Road and West Coast Road.

6. Promote more sustainable streetscape designs

4.2. Build resilience to climate risks and impact

4.2.1. Support dune rehabilitation and maintenance as a key tool against coastal risks and to protect infrastructure (including storm surge inundations, sea level rise, windblown sand).

4.2.2. Promote energy efficient design which maximises natural light and winter heat and provides adequate shading in summer.

4.2.3. Promote the protection of trees, especially significant and mature trees as they are important for the fight against climate change especially heat-health for vulnerable groups.

4.2.4. Protect functional public pedestrian routes and public accessto natural assets, including the coast, rivers and other public open space.

4.2.5. Increase infiltration capacity through water sensitive urban design practices and sustainable urban drainage systems such as permeable paving, sustainable water storage systems and appropriate landscaping.

4.2.6. Incorporate stormwater quality and quantity management into redevelopment proposals in line with the Management of Urban Stormwater Impacts Policy regarding treatment and management of water at source.

4.2.7. Design to mitigate wind. Avoid building faces perpendicular to dominant south easter wind. Encourage recessed outdoor areas for shelter. Break downdraft with building canopies, permeable structures and tree avenue where underground services allow.

4.2.8. Utilise urban design, green infrastructure, green procurement methods and approaches to support environmental protection of existing natural environmental assets,.

4.3. Create a vibrant and more walkable urban area

4.3.1. Locate a wide mix of land uses in the corridor to reduce reliance on travel out of the area, especially for employment.

4.3.2. Cluster community facilities with each other in highly accessible and convenient locations near to public transport stops in the corridor.

4.3.3. Encourage a mix of residential unit sizes and affordability's, including those to cater for the lower income brackets, to locate in the corridor.

4.3.4. Ground floors must be activated and have a positive interface with the streetscapes, adjacent open or green space.

4.3.5. Passive surveillance is encouraged onto public spaces and streets, including via overlooking and prominent fenestration.

4.3.6. The urban structure is a primary node at Marine Circle, with secondary nodes at Bayside, Flamingo Square, Boy de Goede and Potsdam interchange. in general more diverse and intense land use can be encouraged at these nodes.

4.3.7. Improve the continuity and quality of critical NMT routes.

4.3.8. Improve the pedestrian experience and safety through providing adequate street lighting, clear pathways and median breaks in long blocks.

4.3.9. Activate Blaauwberg Road median to improve its usability.

4.3.10. Provision appropriate informal trading support around public transport and high footfall areas.

4.3.11. Provide opportunity for temporary trade, especially at retail centres the beachfront and activity areas throughout the precincts.

Character

4.3.12. Provide places for rest in critical public paths and areas.

4.3.13. Promote differentiated character areas.

4.3.14. Use landscaping including tree planting, and water sensitive design elements to define and enhance public space, and differentiate character and frame views.

4.4. Manage responsible growth

4.4.1. Plan and implement predictable scheduling of infrastructure upgrades to align with development.

4.4.2. Direct densification and intensification to appropriate areas to maximise public investments.

4.4.3. Guide building form to fit in the suburban context. Discourage medium-high intensification outside of corridors and nodes.

4.4.4. Redevelopments should minimise impacts on neighbours privacy and overshadowing through appropriate setbacks and fenestration (See Development scenario section 6.5).

4.4.5. In multi-level mixed-use or commercial redevelopments or multi-level residential redevelopment with more than 4 residential units, replace every mature tree removed with two new trees, of minimum container size 250l. Maintenance of these trees will be required. If replacement of trees cannot be accommodated on site, then the Recreation and Parks Dpt. to be consulted for alternative availability in public spac.

4.4.6. For smaller redevelopments encourage planting in alignment with Development Scenarious in Section 6.5.

4.5. Improve connections to nature

4.5.1. Integrate open spaces and nature into the urban fabric to enhance urban green infrastructure and improve green connectivity.

4.5.2. Design, improve and maintain open spaces to provide ecological and recreational benefits.

4.5.3. Ensure public and open spaces have good edge and interface conditions through locating buildings close to the edges, designing overlooking features, careful landscaping design not to screen sight lines and permeable fencing for species movement.

4.5.4. Consider allowing complimentary local businesses to locate in or adjacent to parks and open spaces, such as food trucks, cafés and markets.

4.5.5. Promote multi-functional recreational, environmentally interactive sustainable and save spaces.

4.6. Retain and enhance the mobility functions of Blaauwberg Road and West Coast Road.

4.6.1. Encourage consolidation of properties abutting Blaauwberg Road to reduce access points.

4.6.2. Discourage subdivision of properties abutting Blaauwberg Road.

4.6.3. Encourage parking ratios to align with the lower end of reduced parking requirements to promote a reduction in private vehicle dependence.

4.6.4. Encourage mixed use development to support more employment opportunities and trip attraction within in the area as opposed to outside the area.

4.7. Promote more sustainable streetscape designs

4.7.1. Adapt existing streets by including Green Street design approaches. Such as the addition of trees, meaningful and interactive parks and appropriate vegetation

4.7.2. Plant new and maintain existing trees. Trees create a sense of place, enhance the social and public environment and improve an areas desireability.

4.7.3. Use trees and landcaping to transform underutilised spaces in destination sites, change roadways into scenic drives, demarcate community gateways and become symbols that form part of the city's landscapes.

4.7.4. Promote cool pavement designs, material selection and technologies which reduce the heat absorption and retention qualities of pavements.

4.7.5. Utilise sustainable urban drainage systems in street designs and nature based solutions in street designs that promotes the incorporation of sustainable urban drainage systems.

4.7.6. Provide dedicated pedestrian pathways and cycle lanes and, where applicable, supporting linkages and connectivity for ecological and social benefit creating interconnection spaces.

5. SPATIAL DEVELOPMENT FRAMEWORK

5.1. CONCEPT

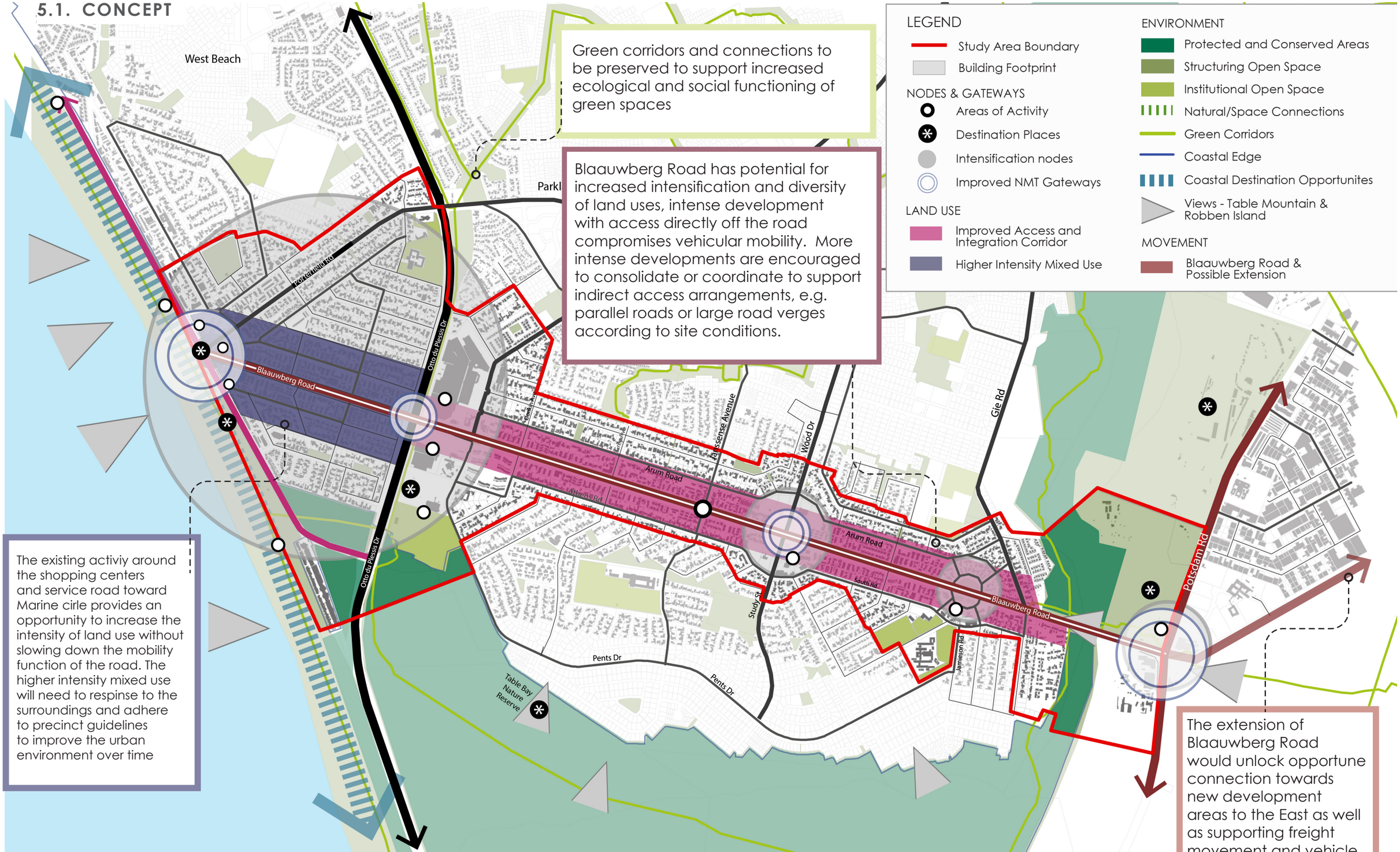


Figure 18. Local Spatial Development Framework Concept Map

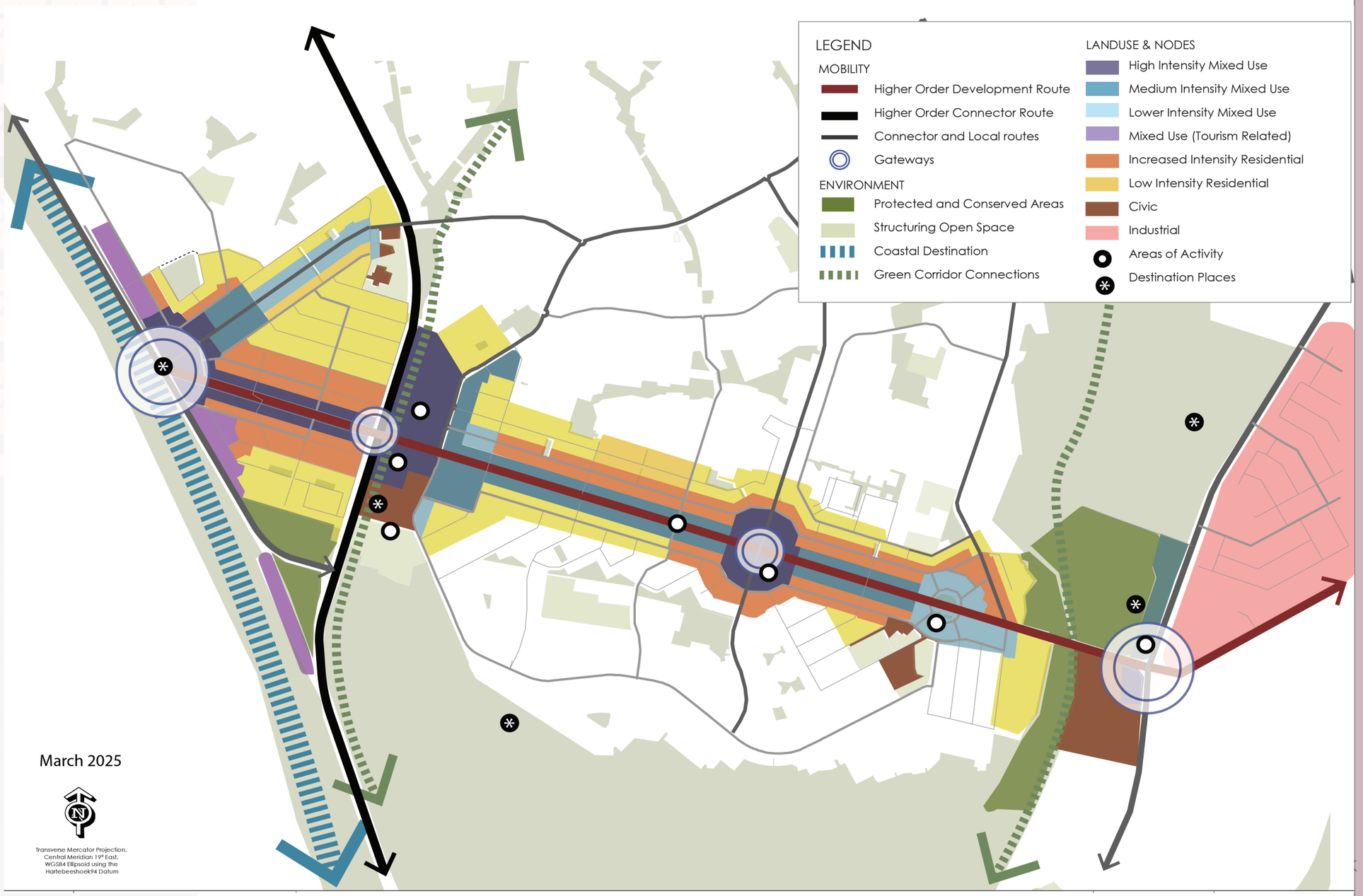


Figure 19. Local Spatial Development Framework conceptual process towards SDF

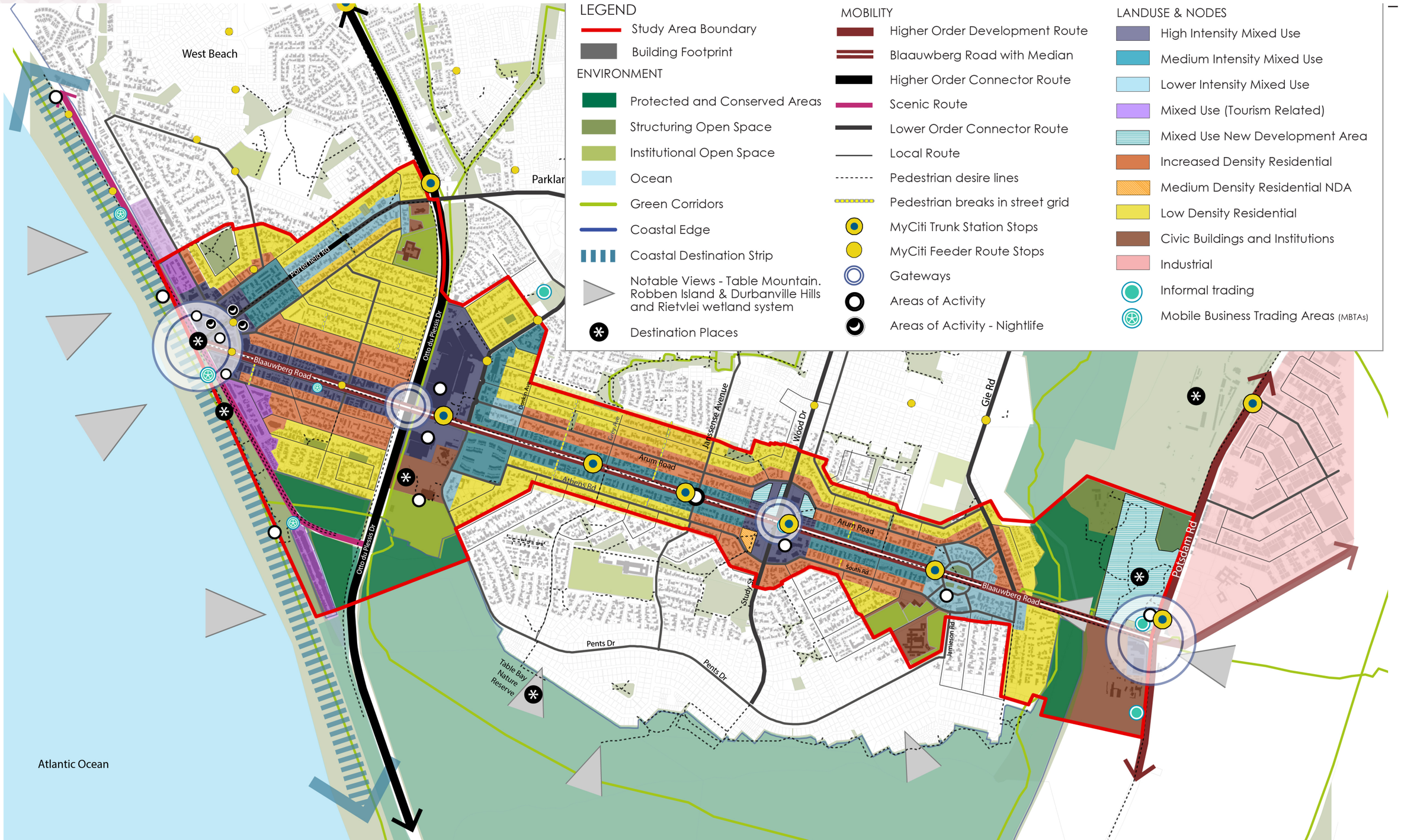


Figure 20. Local Spatial Development Framework Composite Map

Environment

Protected and Conserved Areas:
Areas with formal environmental protection or conservation status. The primary use of these areas is for conservation.

Structuring open space:
Open space that is not part of the biodiversity network or significant agricultural areas, but has been identified to promote access to open space for active and passive recreation. While the focus is on areas that are usable and accessible for most of the year, the identification has included cemeteries, detention ponds, servitudes, river corridors and road reserves in order to promote the notion of a linked open space system.

Institutional open space:
These are green open spaces within existing institutional areas, which may not be zoned public open space but provide open space services. These include sports fields and other open space at schools, sports clubs, hospital sites or university campuses, etc.

Green Corridors
Green corridors connect fragments of green space with the aims of enabling species dispersal and limiting animal and plant population isolation; assisting with climate change adaptation; flood prevention; urban ventilation and supporting healthier public environments.

Coastal Edge
A demarcated area around the coast to limit urban development, primarily to protect coastal resources, and avoid hazards and financial risks pertaining to areas at risk of flooding, storm surges and long term climate change impacts.

Coastal Destination Strip
Landmark strip with coastal destinations and views.

Notable Views
These indicate the direction of special views. They give a sense of character to an area and provide an opportunity for aesthetic value in development.

Nodes

Destination Place:
A place that forms a significant landmark or area of attraction and is part of the unique identity of Cape Town. Due to these qualities, such places hold potential for economic opportunities, particularly in relation to their role as a destination for locals and tourists.

Areas of Activity
These are areas which attract a high number of people to them. Includes for shopping, recreation, sport and transport.

Areas of Activity - Nightlife
These are areas which attract a high number of people, especially for restaurants, bars and nightlife.

Informal Trading Area
Designated areas for informal trade. These are taken from the Trading Plan. These sites provide designated bays for supporting trade and opportunity for small and micro enterprises.

Mobile Business Trading Areas
Designated areas for mobile trading. These sites provide designated bays for supporting mobile trade and opportunity for small and micro enterprises.

Landuse

High Intensity Mixed Use:
This is the highest density and diversity of mixed-use development, at the most accessible locations. Mainly centred on regional retail centres and the beachfront recreational precinct. These areas may be appropriate for a range of trading environments, in support of small medium and micro enterprises, as well as larger retailers.

These are where there are least constraints to adding bulk and height and the most commercial development is intended. Vertical integration of land uses. Heights are further guided in precinct guidelines. Equivalent to around >75 du/ha gross (450-650 du/ha net).

Medium Intensity Mixed Use:
This is medium intensity mixed-use development along Blaauwberg Road and Bayside. Medium density residential above non-residential uses are encouraged and heights of up to 5 – 8 storeys. Vertical integration of land uses is encouraged, heights are further guided in precinct guidelines. Equivalent to around 45-75 du/ha gross (250-450 du/ha net).

Low Intensity Mixed Use:
Residential and/or land uses which are compatible with residential development could occur in these areas, such as education and medical facilities. Often serving local needs. Vertical or horizontal integration of land uses. Heights are further guided in precinct guidelines. Equivalent to around 25 du/ha gross (150-250 du/ha net).

Mixed Use (Tourism Related)
In response to the coastline and Marine Circle precinct, a combination of residential, recreational and guest/tourist accommodation land uses are supported. Vertical or horizontal integration of land uses. Equivalent to around 45-75 du/ha gross (250-450 du/ha net).

Mixed Use New Development Area
Area identified for new development, where a combination of land uses including residential is supported. Equivalent to around 45-75 du/ha gross (250-650 du/ha nett). See precinct guidelines for detail. This New Development Area site is taken from the Blaauwberg District Plan.

Increased Density Residential
Area identified for medium residential densification up to 3 or 4 storeys in general. Equivalent to around 25 du/ha gross (150-250 du/ha net).

Medium Density Residential NDA
Area identified for new development, where medium density up to 4 or 5 storeys development is supported in general. Equivalent to around 45-75 du/ha gross (250-450 du/ha nett). This New Development Area site is taken from the Blaauwberg District Plan.

Low Density Residential
A primary residential use and for low intensity densification to occur in line with the existing zoning rules. i.e. second and third dwellings. Any subdivision must promote a good street interface in line with the Urban Design Policy. Heights generally to accord with existing rights.

Industrial:
Include manufacturing, warehousing and logistics at Killarney Gardens

Civic Buildings and Instiutions:
These areas provide institutional and civic uses like libraries, community halls, schools and religious places etc.

Building Footprint:
Existing built footprint for the study area.

Mobility

High Order Development Route
A road which has both a mobility and accessibility function.

Blaauwberg Road with median
The portion of Blaauwberg Road which has a large median including bus stations and NMT route.

Higher Order Connector Route
This road has a primarily mobility function between large areas, direct access is limited.

Scenic Route
A route with unique scenic qualities and views, which give an area its character and therefore should be retained..

Lower Order Connector Route
This road has a primarily mobility in the local area, direct access is limited.

Local Route
This is a local street which has many direct access points.

Pedestrian breaks in the street blocks
These are notional pedestrian paths through longer street blocks for public access. They should be promoted for public right of way into the future to encourage non-motorised movement.

Pedestrian Desire lines
These show existing desire lines/ paths which are frequently walked. An informant ,not hindrance for development.

Gateways:
These are the main gateways people use to access the corridor.

MyCiti Trunk Station Stops
Primary carrying route of an Integrated Rapid Transit system with a higher than average, large travel demand

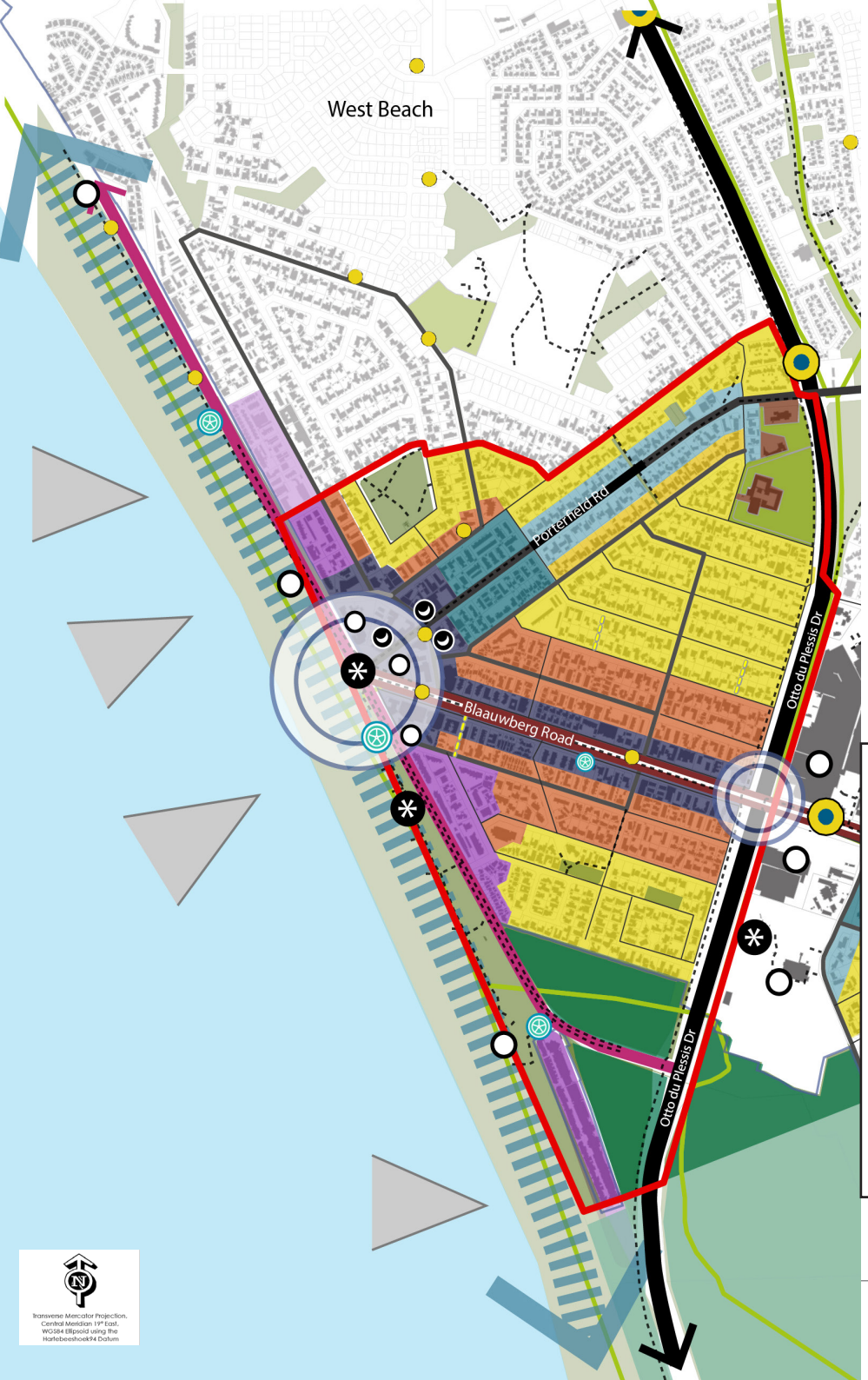
MyCiti Feeder Route Stops
Secondary and usually smaller carrying route of an Integrated Rapid Transit system, which feeds the main trunk route

Study Area Boundary
Demarcated area for this Local Spatial Development Framework. The area includes the land between the sea and Potsdam Road. It specifically includes the areas further away from the corridor where there has been development pressure and changes more recently. A larger area of coast is also included.

6. PRECINCTS

6.1. Precinct 1:

Figure 21. Aerial imagery of precinct 1



LEGEND

Study Area Boundary
Building Footprint

ENVIRONMENT

Protected and Conserved Areas
Structuring Open Space
Institutional Open Space
Ocean
Green Corridors
Coastal Edge
Coastal Destination Strip
Notable Views - Table Mountain. Robben Island & Durbanville Hills and Rietvlei wetland system
Destination Places

MOBILITY

Higher Order Development Route
Blaauwberg Road with Median
Higher Order Connector Route
Scenic Route
Lower Order Connector Route
Local Route
Pedestrian desire lines
Pedestrian breaks in street grid
MyCiti Trunk Station Stops
MyCiti Feeder Route Stops
Gateways
Areas of Activity
Areas of Activity - Nightlife

LANDUSE & NODES

High Intensity Mixed Use
Medium Intensity Mixed Use
Lower Intensity Mixed Use
Mixed Use (Tourism Related)
Mixed Use New Development Area
Increased Density Residential
Medium Density Residential NDA
Low Density Residential
Civic Buildings and Institutions
Industrial
Informal trading
Mobile Business Trading Areas (MBTAs)

Figure 22. Precinct 1 Legend and Map

6.1.1. DESCRIPTION AND INTENTIONS

Precinct 1 includes the coastal line, which is a major local and tourist attraction. It has outstanding views of Table Mountain and provides a valuable open space function. This natural asset should be enhanced and the surrounding area upgraded to leverage its value. Marine Circle node is underdeveloped for its potential and a coordinated precinct improvement is needed, building on the commercial and recreational land uses there (See Marine Circle action Area).

The Blaauwberg service roads have enabled the development of this portion of the corridor into a mixed use, commercial strip. A trend which is encouraged. Along Porterfield Road land uses are changing from residential to include home based businesses, guesthouses, medical and educational facilities.

There are guesthouses and tourism accommodation throughout this section of the study area, and especially closest to the coast. There is pressure for densification and redevelopment to take advantage of the proximity to businesses and shops, recreational areas and the beach.

A district level node encompasses the area between Marine Circle and Bayside, this notionally indicates a concentration of diverse land uses and high nett residential densities between 150 - 400du/ha with due consideration to be taken of the local context and its urban character and form.

6.1.2. DEVELOPMENT GUIDELINES FOR PRECINCT 1

6.1.2.1. Porterfield Road

a. Support the change towards an activity street, including combination of commercial uses compatible with residential uses.
b. Provision for continuous pavements in line with proposed street designs

6.1.2.2. Scenic Route along from R27 up along coast

a. Retain unobstructed views seawards and towards Table Mountain.
b. Support public space design, including street furniture to maximise the scenic and tourism potential of the views.

6.1.2.3. Coastal Area

a. Development along the coast needs to take the potential impacts of coastal processes into account and mitigate against them.
b. Encourage vegetation along roads and in coastal areas to limit windblown sand, sand inundation.
c. Support dune rehabilitation and maintenance as a key tool against coastal risks and to protect infrastructure (including storm surge inundations, sea level rise, windblown sand).
d. Support access to and enhancement of coastal areas.

6.1.2.4. Blaauwberg Road

a. Support a wide range of land uses including residential and commercial uses to locate here. Encourage a large portion of non-residential uses to locate in this area to reduce the need for people to travel outside the Table View area.
b. Encourage a clear and comfortable NMT route between Bayside Mall MyCiTi station and the coast.

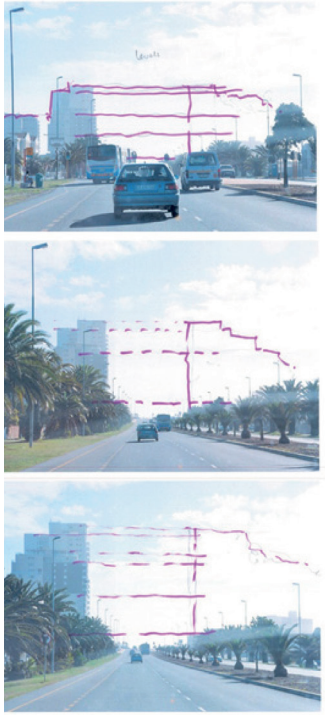
6.1.2.5. Character

a. Encourage design which reinforces coastal character.
b. Use coastal vegetation species in landscaping to enhance the precincts coastal character.
c. Encourage a lighter colour palette for pavement, street furniture materials

6.1.2.6. Marine Circle Action Area

The coastal node is underdeveloped for its potential. The white sandy beaches and iconic view of Table Mountain, as well as worldclass windsurfing conditions draw tourists to the area. Locals use the area for hospitality, local shops and businesses.

a. Support buildings up to 22 storeys at the high point of Marine Circle, reducing to 16 storeys on the outer edge of Marine Circle.
b. Tall buildings can be accomodated in the node (subject to the relevant motivation, transition analysis and Tall Building policy). Redevelopment should consider shared services (parking, lift shafts, service ducts, entrances).
c. Promote shared parking in the precinct.
d. The first three storeys should be active uses.
e. Encourage generous dimensions for pathways and public space.
f. Utilise wind mitigating design strategies in building placement, interface and permeable design to avoid wind tunnelling.
g. Promote a pedestrian friendly environment.
h. Encourage the development of mixed use buildings with active ground floors.
i. Provide public space that links with the beachfront area to complete the public realm.
j. Utilize erven to the maximum (preferred capacity) as this area has been prioritised in terms of hierarchy of the beachfront.
k. Improve pedestrian movement and crossings to integrate with the beachfront.
l. Create a positive interface that supports activities in the area and promotes new activities.
m. Minimise and reconfigure parking to prioritise pedestrian movement.
n. Manage informal and mobile trade, and support trade, arts, culture and events which improve the destination offerings of the area and create a more vibrant and diverse destination.



HEIGHT LINES

FRONT ELEVATION

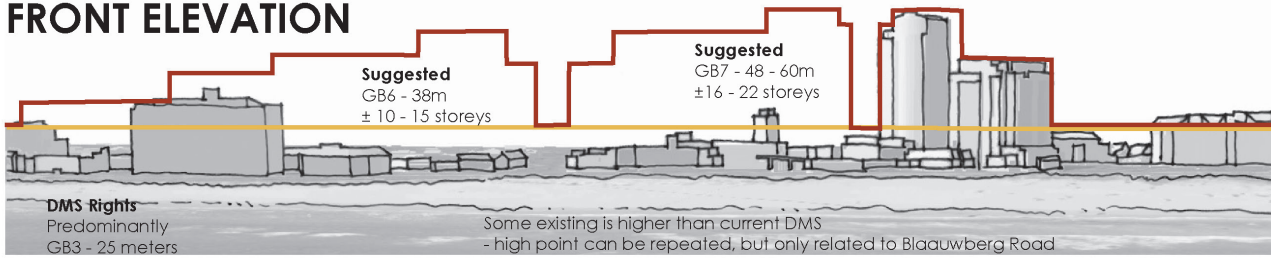


Figure 23. Conceptual diagrams and illustrations taken from Table View Beachfront LSDF

6.1.3.1. Soft Landscaping Recommendations:

Strandveld vegetation species planted within the Marine Drive (Marine Circle), Blaauberg Road and other beachfront areas in this Precinct, should be able to deal with the harsh coastal environmental conditions and improve ecosystem functioning. The use of Indigenous large shrub/tree planting to create shelter and windbreaks, and retaining sand would be recommended. Additionally, palm planting, so not to obstruct views but still creating enclosure and defining spaces would be beneficial to strengthen this Precinct's coastal character.

Planting located in this area ideally exhibit have the following characteristics:

- Pioneer species
- Wind and salt spray tolerant (alkaline soils)
- Low maintenance
- Low water requirements (drought resilient)
- Insect and other fauna supporting
- Non-reproducing PSHB host species

6.1.3.2. Hard Landscaping Recommendations

Material choices for this Precinct should reflect the coastal character and could include the following paving types, with an overall lighter visual palette:

- Edging and Header courses - Autumn Paver
- General Paver – Wheatstone

To highlight the local geology (Malmesbury Shale underlying formations that are exposed on the coast by wave action with more recent Tertiary Sandveld deposits with seashell aggregations and quarzitic sand), stone uses in landscaping, including as gravel, wall cladding, or as decorative features for example, should include the following recommended stone types:

- Calcrete
- Malmesbury shale
- Table Mountain Sandstone as a contrast material

Low landscape walls and furniture or other constructed elements should display a lighter visual palette, referencing the white-washed walls of the historic vernacular. The interpretation of this could include the use of white paint, light tinted concrete for example.

Note: steel elements in landscaped areas should be specified to be of a marine steel grade or be zinc coated/galvanised in order resistant to the coastal environmental conditions, other less resilient steel products should be avoided in order to reduce future maintenance expenditure and replacement costs. An alternative option could include the use of Corten steel, which is suggestive of the coastal natural process of oxidation.

6.1.3.3. Recommended Plant Species: (non-exhaustive list)

Trees
1. Buddleja saligna
2. Dovyalis caffra
3. Searsia lancea
4. Sideroxylon inerme
5. Tarchonanthus camphoratus

Palms
6. Phoenix canariensis
7. Washingtonia robusta

Shrubs
8. Carissa bispinosa
9. Euphorbia mauritanica
10. Osteospermum moniliferum
11. Pelargonium reniforme
12. Rhus/Searsia crenata
13. Rhus glauca
14. Salvia aurea

Groundcovers
15. Arctotis stoechadifolia
16. Bulbine abyssinica
17. Carpebrotus deliciosis
18. Carpebrotus edulis
19. Cotyledon orbiculata
20. Crassothonna cacaliodes
21. Crassua perfoliata
22. Crassula ovata
23. Crassula rubricaulis
24. Curio crassulifolius
25. Drosanthemum hispidum
26. Euphorbia clavaroides
27. Gazania krebsiana
28. Gazania rigens
29. Lampranthus amoenus
30. Malephora crocea

Feature Plants
31. Aloe arborescens
32. Aloe ferox

6.2. Precinct 2:

Figure 24. Aerial imagery of precinct 2

Figure 25. Aerial imagery of precinct 2 Precinct 2 Legend and Map

6.2.1. DESCRIPTION AND INTENTIONS

Precinct 2 stretches from the West Coast road intersection to the Janssens Road intersection. This precinct includes a clustering of shopping centres – Bayside which is a regional shopping centre and Table View Mall. There is an agglomeration effect around Bayside centre, with other businesses choosing to locate in close proximity, turning Raats Drive into a business strip which spills onto the perpendicular corners between Raats and Donkin Avenue.

There is a cluster of civic and recreational facilities behind Table View Mall, which can be enhanced. This large piece of publicly owned land is an opportunity, although a large portion is in the floodplain. A medical and educational strip is located over Raats Drive from the civic cluster which is a compatible transition to the residential area. Many of the residential properties abutting Blaauwberg Road here are group housing Sectional Tittle schemes, which limits the likelihood of redevelopment in line with broader spatial planning policy for corridors.

6.2.2. DEVELOPMENT GUIDELINES FOR PRECINCT 2

6.2.2.1. Shopping Malls

a. Support intensification of existing developments or redevelopment to include more intense and diverse uses, including residential.
b. Retain permeable fencing along the canal, and overlooking features to improve passive surveillance.
c. Discourage traditional mall typologies in new retail developments. Promote designs which interact with the surrounding environment on a human scale, and can be accessed directly from the street.
d. Encourage the provision and planning of space for small, medium and micro enterprise, which may include outdoor markets and mobile trade as anticipated by demand.

6.2.2.2. Civic/Recreational Node

a. Direct new civic and recreational facilities to cluster near the Table View police station precinct.
b. Improve the transition between the sports fields and the Rietvlei.
c. Encourage a better street interface of development onto Pentz Drive on both sides of the road in line with the City's Urban Design Guidelines.
d. Support the limited and well defined business strip along Pentz Drive as an appropriate edge to a residential neighbourhood.
e. Limit land uses to those compatible with a residential suburb.

6.2.2.3. NMT and Character

a. Provide NMT and Bicycle continuity from the Blaauwberg Road / West Coast Road intersection over towards the beach to continue the NMT link from the Blaauwberg Roadmedian.
b. Improve the continuity and quality of non-motorised transit routes east to west.
c. Improve the pedestrian and landscape character between Raats Dive to Janssens Avenue, extending planting ot the street verge.
d. Improve pedestrian crossings for safety and urban quality.
e. Ensure the provision of secure bicycle parking facilities around public transport and shopping areas.

6.2.2.4. Land Use and Form

a. Encourage multi storey buildings to locate as close to the erf boundary on Blaauwberg Road as possible to create enclosure and scale along Blaauwberg Road.
b. Encourage building heights of 5 – 7 storeys abutting Blaauwberg Road, and up to 8 storeys at intersections crossing Blaauwberg Road.
c. Encourage mixed land uses along Blaauwberg Road
d. Discourage residential land use to locate on the ground floor of properties abutting Blaauwberg Road.
e. Support residential land uses and building heights of maximum 3 – 4 storeys, as indicated on the SDF map (Figure 20), in the roads immediately parallel to Blaauwberg Road on either side and along Donkin avenue.
f. The larger sectional title schemes have been excluded from intensification as these are considered unlikely to redevelop in the timeframe of this plan, however, should they be sold in entirety they will be considered mixed use intensification areas.
g. Encourage consolidation applications along Blaauwberg road and adjacent roads in order to facilitate sensitive integration of development.
h. Strongly encourage and facilitate adherence to the minimum parking requirements of the PT1 & PT2 areas which are focused on public transport accessibility.
i. Encourage shared parking among land uses, properties, and arrangements to leverage mall parking for residential parking overnight.
j. Encourage mixed use development up to 3 storeys along Raats Drive.
k. Permit low level densification in line with existing zoning and Development Management Scheme provisions in residential protection area. Subdivisions and additional dwelling placement should be designed so as to have a good street interface and appropriate character in terms of massing, passive surveillance and architectural style.
l. Signage must conform to acceptable standards. Group signage with street furniture such as bus and taxi waiting sheds, lighting and paved areas (See signage by-law).
m. Development along the Vlei edge should consider the Table Bay Nature Reserve management plan.

6.3. Precinct 3:

Figure 26. Aerial imagery of precinct 3

LEGEND

- Study Area Boundary
- Building Footprint

ENVIRONMENT

- Protected and Conserved Areas
- Structuring Open Space
- Institutional Open Space
- Ocean
- Green Corridors
- Coastal Edge
- Coastal Destination Strip
- Notable Views - Table Mountain. Robben Island & Durbanville Hills and Rietvlei wetland system
- Destination Places

MOBILITY

- Higher Order Development Route
- Blaauwberg Road with Median
- Higher Order Connector Route
- Scenic Route
- Lower Order Connector Route
- Local Route
- Pedestrian desire lines
- Pedestrian breaks in street grid
- MyCiti Trunk Station Stops
- MyCiti Feeder Route Stops
- Gateways
- Areas of Activity
- Areas of Activity - Nightlife

LANDUSE & NODES

- High Intensity Mixed Use
- Medium Intensity Mixed Use
- Lower Intensity Mixed Use
- Mixed Use (Tourism Related)
- Mixed Use New Development Area
- Increased Density Residential
- Medium Density Residential NDA
- Low Density Residential
- Civic Buildings and Institutions
- Industrial
- Informal trading
- Mobile Business Trading Areas (MBTAs)

Figure 27. Precinct 3 Legend and Map

6.3.1. DESCRIPTION AND INTENTIONS

This precinct has two distinct lower order nodes. The first is around Flamingo Square, a local shopping centre on the south east intersection of Wood Drive and Blaauwberg Road. This has attracted a wide variety of other commercial uses near it such as auto spares shops, service stations, restaurants, drive through's and a music school. The other three corners are characterised by each having a church, large parking areas, undeveloped road reserve and park and ride facilities on the south western corner and north eastern corners. Wood Drive is a structuring road in the area and is opportune for a landmark development or structure to provide way-finding and bring change to the monotonous streetscape. The steep slope of the node needs to be accounted for.The properties on Blaauwberg Road between Janssens Avenue and Wood Drive are mainly residential and there is a high number of Sectional Tittle Schemes which constrain redevelopmen.

Boy de Goede Circle is a neighbourhood retail and service node. The area has developed piece meal. There is potential to improve its usability through street improvements. The central half circle erf on the south is being used as a private car park facility. The northern half circle is a grassed public space and could be better activated.

6.3.2. DEVELOPMENT GUIDELINES FOR PRECINCT 3

6.3.2.1. Boy de Goede

a. Improve tree planting to soften the harsh environment and counter the urban heat island effect on the southern portions and surrounds.
b. Locate parking at the back of buildings.
c. Support initiatives to activate the northern open space with temporary uses.
d. Develop the park on the northern part of boy de Goede with play equipment, appropriate fencing for safety, and traffic calming on Boy de Goede Circle.
e. Public Action:

- Explore the possibility of the service road becoming a one way, with designated on street parking
- Resurface the service road to change the nature of the street (pedestrianise)
- Enhance tree canopies along the landscape medians
- Prohibit any cars on the street verge to ensure unobstructed pedestrian linkages.

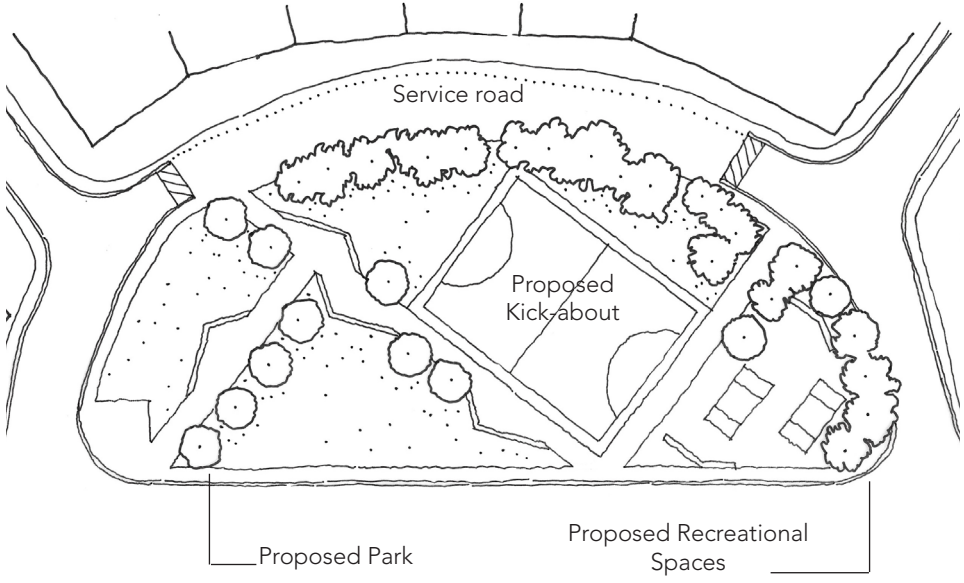


Figure 28. Boy De Goede concept proposal for multi-use recreational space

6.3.2.2. Civic cluster – Table View Hall and schools

a. There is undeveloped land around the hall which could be developed to expand recreational space ramps for bicycles to cater for surrounding school children.
b. Encourage temporary piloting of space activations. For example markets etc.

6.3.2.3. Land Use and Form

a. Encourage multi storey buildings to locate as close to the erf boundary on Blaauwberg Road as possible to create enclosure and scale along Blaauwberg Road and Boy de Goede Circle, excluding Flamingo Square.
b. Support building heights of 5 – 7 storeys abutting Blaauwberg Road, and up to 8 storeys at intersections crossing Blaauwberg Road.
c. Support a variety of land uses along Blaauwberg Road.
d. Discourage the location of residential land uses on the ground floor of properties abutting Blaauwberg Road, except at northern Boy de Goede Circle.
e. Support residential land uses and building heights of maximum 3 – 4 storeys in the roads immediately parallel to Blaauwberg Road on either side.
f. Strongly encourage and facilitate adherence to the minimum parking requirements of the PT2 zones which are focused on public transport accessibility. Encourage shared parking among land uses, properties, and arrangements to leverage park 'n ride parking for residential parking overnight.
g. Permit low level densification in line with existing zoning and Development Management Scheme provisions in residential protection area. Subdivisions and additional dwelling placement should be designed so as to have a good street interface and appropriate character in terms of massing, passive surveillance and architectural style

6.3.2.4. Character

a. Encourage development to take advantage of views towards the Tygerberg Hills and Table Mountain.
b. Enhance the character of this more inland section of the eastern part of the road by promoting design, architectural style, colour palettes and vegetation species which enhance this character.

6.3.2.5. Flamingo Square Action Area

a. Prioritise line shop typologies over shopping mall typologies for retail developments.
b. Encourage retail and recreational commercial uses to occupy the ground floors and front the public space in support of an activated public square.
c. Support a mix of land uses, including residential in the node.
d. Encourage affordable housing provision with reduced parking requirements to take advantage of the location's accessibility, access to shops and services.
e. Support a coordinated approach to vacant land planning and release.
f. Encourage the provision and planning of space for small, medium and micro enterprise, which may include outdoor markets and mobile trade as anticipated by demand.

6.3.3.1. Soft Landscaping Recommendations:

Strandveld vegetation species planted within the Marine Drive (Marine Circle), Blaauberg Road and other beachfront areas in this Precinct, should be able to deal with the harsh coastal environmental conditions and improve ecosystem functioning. The use of Indigenous large shrub/tree planting to create shelter and windbreaks, and retaining sand would be recommended. Additionally, palm planting, so not to obstruct views but still create enclosure and define spaces, would be beneficial to strengthen this Precinct's coastal character.

Planting located in this area ideally exhibit the following characteristics:

- Non-invasive root systems
- Wind and alkaline soil tolerant
- Low maintenance
- Low water requirements (drought resilient)
- Insect and other fauna supporting
- Non-reproducing PSHB host species

6.3.3.2. Hard Landscaping Recommendations

Material choices for this Precinct should reflect the coastal adjacent character and could include the following paving types, requiring a darker palette to deal with typical urban conditions:

- Edging and Header courses - Autumn Paver
- General Paver – Alternate use of De Hoop Brown or Wheatstone

To highlight the local geology adjacent to the coast (Malmesbury Shale underlying formations with more recent Tertiary Sandveld deposits - quarzitic sand), stone used in landscaping, for example as gravel, wall cladding, or as decorative boulder features, could include the following recommended stone types:

- Malmesbury shale
- Table Mountain Sandstone as a contrast material

Low landscape walls and furniture or other constructed elements could display a mix of lighter/darker visual palettes, still referencing the white-washed walls of the historic vernacular, which could include the use of white paint, light tinted concrete for example, but where close to highly trafficked areas, a darker colour palette is optimal for dealing with wear and tear and high usage.

Note: steel elements in landscaped areas should be specified to be of a marine steel grade or be zinc coated/galvanised in order to beresistant to the near coastal environmental conditions. Other less resilient steel products should be avoided in order to reduce future maintenance expenditure and replacement costs.

6.3.3.4. Recommended Plant Species:(non-exhaustive list)

Trees
1. Buddleja saligna
2. Dovyalis caffra
3. Harpephyllum caffrum
4. Searsia lancea
5. Searsia pendulina
6. Syzygium guineese
7. Tarchonanthus camphoratus

Shrubs
8. Carissa macrocarpa
9. Euphorbia mauritanica
10. Pelargonium capitatum
11. Pelargonium reniforme
12. Leonotis leonurus
13. Salvia aurea
14. Rhus/Searsia crenata
15. Rhus glauca

Groundcovers
16. Agapanthus africanus
17. Aptenia cordifolia
18. Arctotis stoechadifolia
19. Bulbine abyssinica
20. Carpebrotus deliciosis
21. Carpebrotus edulis
22. Cotyledon orbiculata
23. Crassothonna cacaliodes
24. Crassua perfoliata
25. Crassula ovata
26. Crassula rubricaulis
27. Curio crassulifolius
28. Drosanthemum hispidum
29. Euphorbia clavaroides
30. Gazania krebsiana
31. Gazania rigens
32. Lampranthus amoenus
33. Malephora crocea

Bulbs/Rhizomes
34. Chasmanthe floribunda

Feature Plants
35. Aloidendron barbarae
36. Aloe arborescens
37. Aloe ferox

6.4. Precinct 4

Figure 29. Aerial imagery of precinct 4

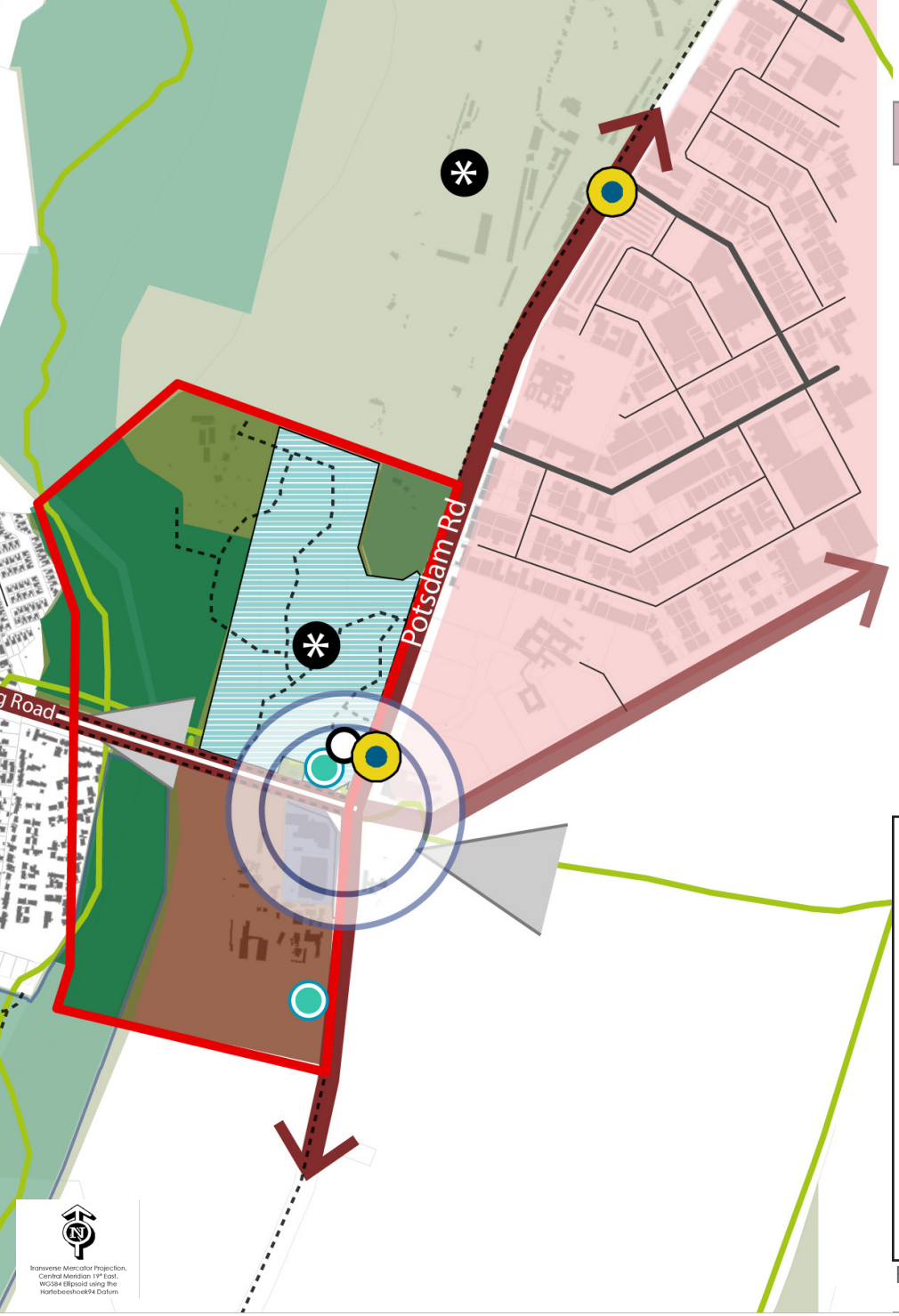


Figure 30. Precinct 4 Legend and Map

6.4.1. DESCRIPTION AND INTENTIONS

This section of road includes the Potsdam Outspan site to the north, which borders the Killarney Racetrack. This large piece of City owned land has well used transport interchange on the south eastern corner, and much of the western portion is under the 1:50 floodline. To the south of Blaauwberg Road is the Potsdam Wastewater Treatment Works. The Potsdam Sustainability Campus is located on the Potsdam Outspan site.

The extension of Blaauwberg Road through to the N7 is proposed to improve the area's connectivity and provide a more direct access for heavy vehicles to Killarney Gardens and surrounding industrial areas.

6.4.2. DEVELOPMENT GUIDELINES FOR PRECINCT 4

6.4.2.1. Mobility

a. Promote the extension of Blaauwberg Road to the N7.
b. Improve the pedestrian and cycle linkage of Potsdam road to Blaauwberg Road median main NMT route.

6.4.2.2. 2. Potsdam Outspan site

a. Encourage an active pedestrian focused interface with Potsdam Road. Consider wide pavements, shade and lighting.
b. Development of the site adjacent to the public transport interchange must create a pedestrian precinct.
c. Support initiatives for bio-solids beneficiation opportunity.
d. Support managed informal trade in association with public transit areas.

6.4.3. From Blaauwberg District Plan:

a. Potsdam is part of the Blaauwberg Road DFA for prioritised public investment. Refer to Volume 3: Spatial Targeting Framework for Prioritising Public Investment. Section 1.3 (Table 5) to see some of the necessary capital projects to support the development proposed in this DFA.
b. Support a carbon-neutral, or other sustainability-focused, pilot initiative at Potsdam.
c. Development of the site should incorporate a mix of uses, potentially including public facilities to serve the communities of Du Noon and Doornbach.
d. Development of the site should include upgrading existing services to more sustainable and carbon-neutral models.
e. Development of the site must not compromise the Astron Oil Refinery emergency plan.
f. The development should be integrated into the surrounding road network and public transport infrastructure.
g. Redevelopment of the site must create an active interface with Koeberg Road, Potsdam Road and the Diep River.
h. An appropriate transition between the Table Bay Nature Reserve and urban development should be established which does not preclude public access.
i. Redevelopment of the site needs to be integrated with the future use of the Killarney Racetrack.

6.4.3.1. Land use and form

a. Koeberg and Blaauwberg Road intersection: support existing commercial uses which are not pedestrian friendly and require space, such as car showrooms and storage facilities, to locate here.

6.5. Guidelines for Development Trends

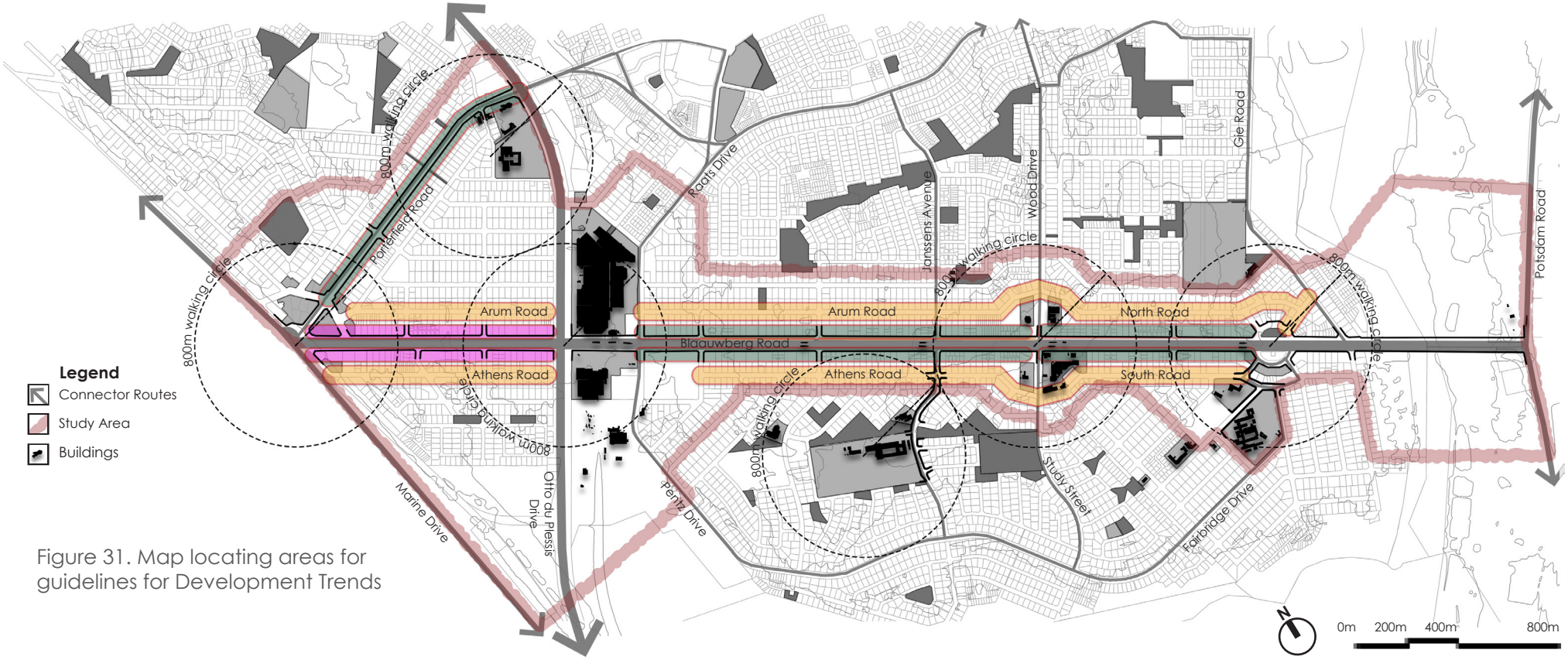


Figure 31. Map locating areas for guidelines for Development Trends

Multi Storey Residential Redevelopment

Over the past 5 years, Multi Storey Residential Redevelopment is observed as the second highest development trend within the study area. This trend highlights that the standard 1000m2 erven are redeveloped into small flats along the listed streets above. Due to the consistent erf sizes throughout the area, redevelopment of these erven are similar as the site constraints and development envelope are the same.

Business on Premises

This trend sees the single residential properties converted into business along the connector routes. The sites are not redeveloped and the built form to be retained as is. However, in some cases the street boundary walls are removed and parking is located along the street interface.

Mixed Use along a Service Road

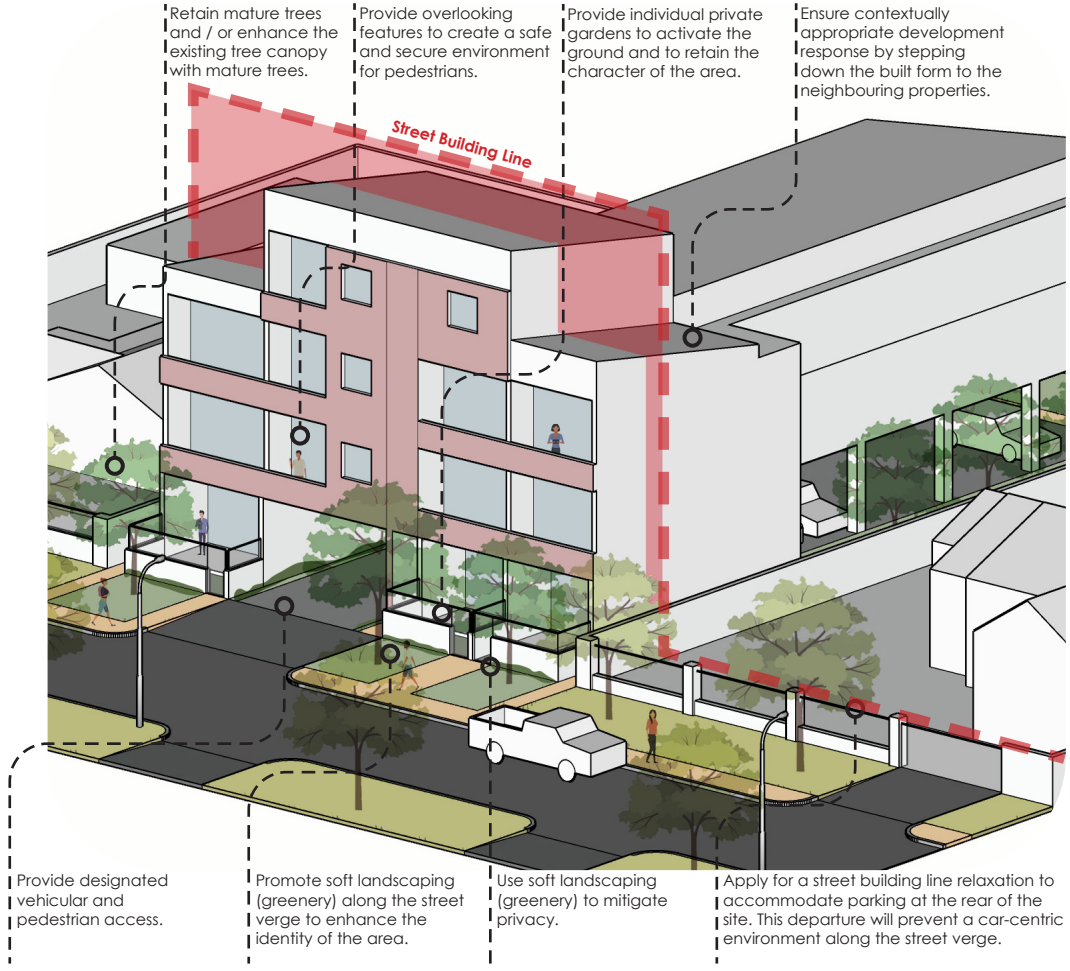
This trend seeks to redevelop the sites along the service road and consists of a commercial component on the ground floor (activation).

6.5.1. Guidelines: Multi Storey Residential Redevelopment

Objective:

This trend sees the standard 1000m2 erven being redeveloped into small blocks of flats along the second and third row of roads running parallel to Blaauwberg Road. Due to the constraints of the erf size, zoning envelope and over bulking of the site, the redevelopment proposals have a similar outcome of a central 'T-shape' built form and a car centric environment on the ground floor.

As illustrated in the image below, a departure (street building line relaxation) is encouraged to accommodate all required parking at the rear of the site. Thus, ensuring a positive interface and creating a safer environment for pedestrians.



Location of Entrances

1.1 A clear and prominent pedestrian access and lobby should be provided along the street edge.

1.2 Prevent large setbacks from the street edge in order to maintain an active interface.

Positive Interface

2.1 Provide individual street entries for each ground floor unit.

2.2 Provide individual private gardens for each ground floor unit along the street verge.

2.3 Activate interface with overlooking features (balconies, doors, windows, openings) onto the street and common areas for an active interface condition.

2.3 Enhance the character and identity of the area by retaining the green street verges and mature trees.

Boundary Treatment

3.1 Avoiding continuous and monotonous blank walls or tall fences which block views between the street or public open space and the building.

3.2 Use landscaping and planting to provide privacy and security whilst maintaining amenity, outlook, light and air.

On Grade Parking

4.1 Locate car parking behind, beside or below the development, to lessen the impact on the street.

Related Policies:

- Urban Design Policy, 2024
- Green Infrastructure Programme; Best Practice Guidelines - Trees, 2020
- NMT Policy & Strategy, 2005
- Design & Management Guidelines for a Safer City, 2014

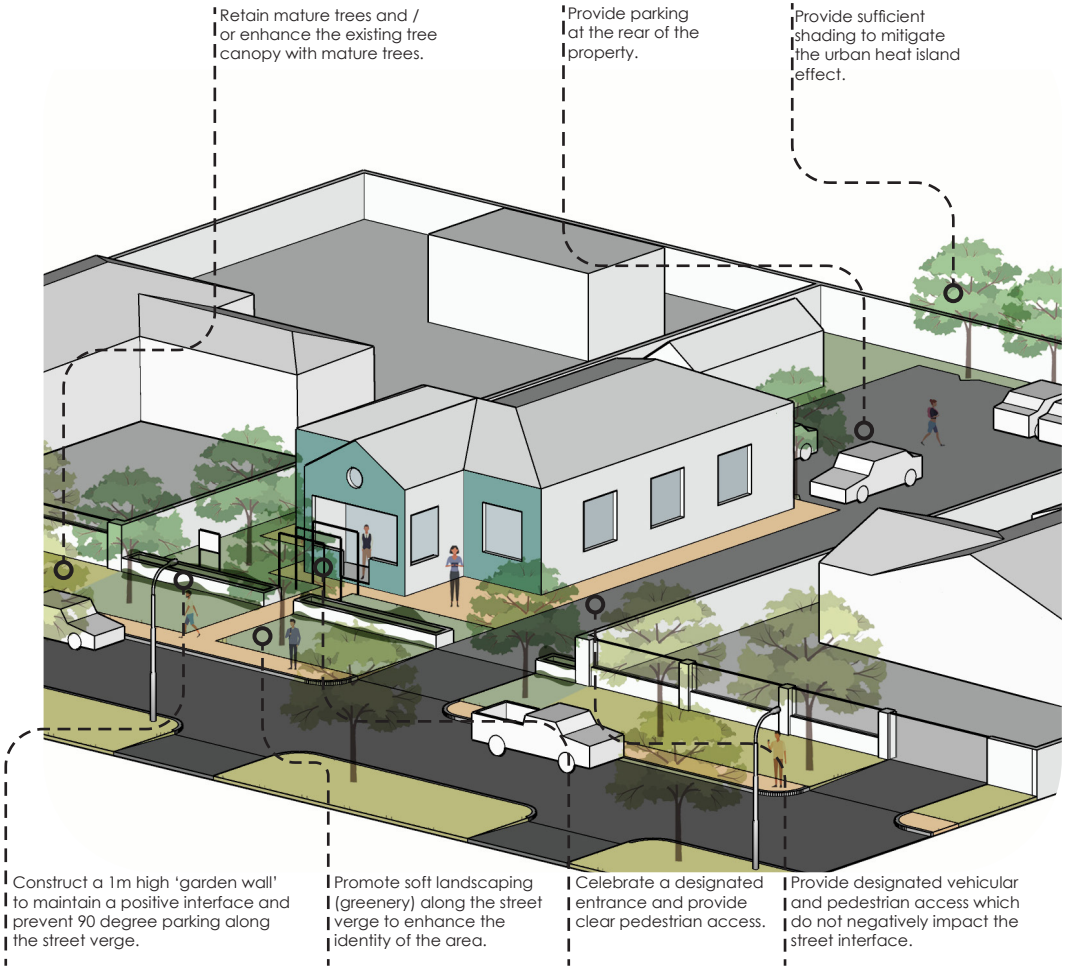
Figure 32. Multi-Storey residential redevelopment scenario

6.5.2. Guidelines: Business on Premises

Objective:

The trend of businesses on premises sees the single residential properties converted into businesses along the connector routes. It is often the case that these sites are not redeveloped, resulting in the existing built form being retained. However, the street boundary walls are removed and 90 degree parking is located along the street interface.

90 degree parking along the street verge is considered a safety risk and creates a car centric environment. To prevent this condition from occurring, it is recommended that a low 'garden wall' be constructed along the street boundary which can add value to the public realm and parking located towards the rear of the property (see Image below).



Location of Entrances

1.1 A clear and prominent pedestrian entrance should be provided along the street edge.

1.2 Prevent large setbacks from the street edge in order to maintain an active interface.

Positive Interface

2.1 Provide landscaping to mitigate the effects of a blank facade.

2.2 Enhance the character and identity of the area by retaining the green street verges and mature trees.

Boundary Treatment

3.1 Incorporate low landscape walls to facilitate visual connectivity and interaction.

3.2 Low walls imply spatial boundaries, transition from public to private and provide meaningful connection with the public realm.

On Grade Parking

4.1 Locate car parking behind, beside or below the development, to lessen the impact on the street.

4.2 Provide sufficient shading in parking areas to mitigate the urban heat island effect.

Related Policies:

- Urban Design Policy, 2024
- Green Infrastructure Programme; Best Practice Guidelines - Trees, 2020
- NMT Policy & Strategy, 2005
- Design & Management Guidelines for a Safer City, 2014

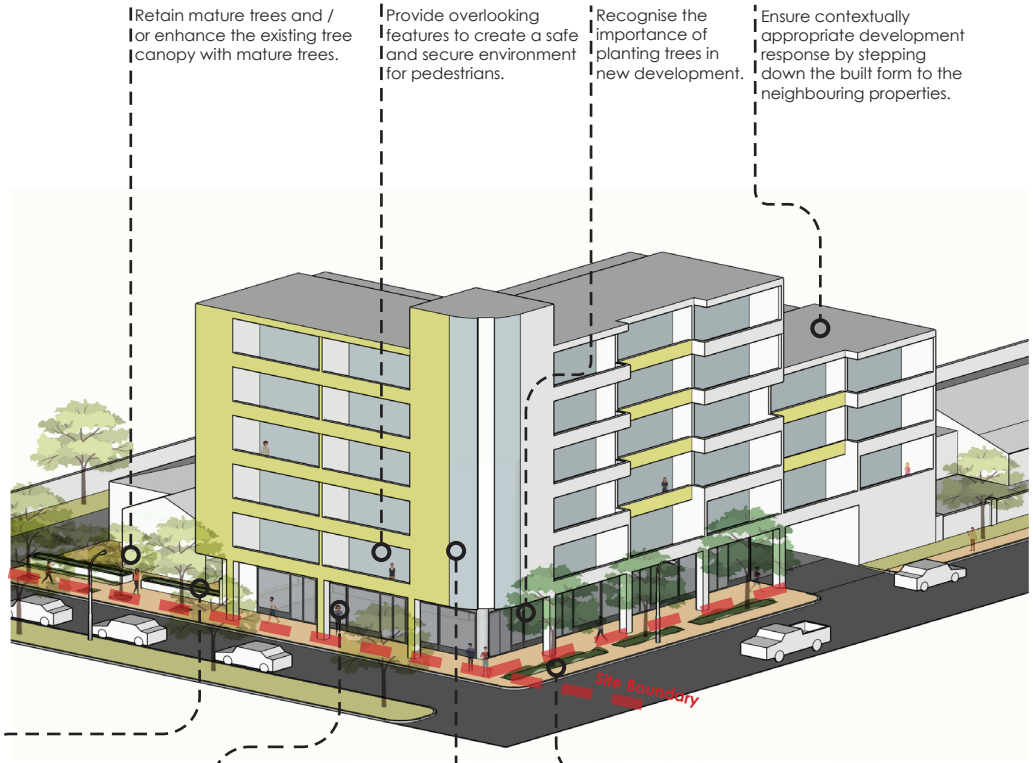
Figure 33. Business on premise development scenario

6.5.3. Guidelines: Mixed Use along a Service Road

Objective:

It is noted that the redevelopment of the sites along the service road (along Blaauwberg Road) consists of a commercial component on the ground floor (activation) and that the existing single storey dwellings are repurposed for business. In addition, spontaneous on street parking does occur along the median.

Redevelopment of sites along the service road consisting of multiple uses should incorporate an arcade along the street edge. This extension of the public realm will support the ground floor uses and create a secure environment for pedestrians. For businesses proposing to retain the existing built form, the edge condition proposed under 'Business on Premise' is recommended.



Location of Entrances

1.1 Make sure pedestrian access is direct, clear, and safe for everyone. Position pedestrian entrances prominently at the building's front and ensure accessibility from the main street.

1.2 Entrances should be places of connection and activity.

Positive Interface

2.1 Interfaces should be activated through elements such as cafés, restaurants, public spaces or other habitable spaces facing onto the public realm.

2.2 Corner locations necessitate careful consideration in active interface design, ensuring that engaging interfaces are maintained along both adjoining streets. Incorporate wrap around windows at ground level around the building perimeter and place the entrance at convenient locations.

2.3 Incorporate an arcade in the built form along the public realm to create an environment for pedestrians.

2.4 Provide landscaping to mitigate the effects of a blank facade.

2.6 Activate interfaces with overlooking features (balconies, doors, windows, openings) onto the street and common areas for an active interface condition.

2.5 Enhance the character and identity of the area by retaining the green street verges and mature trees.

Boundary Treatment

3.1 Incorporate low landscape walls to facilitate visual connectivity and interaction.

On Grade Parking

4.1 Locate car parking behind, beside or below the development, to lessen the impact on the street.

Related Policies:

- Urban Design Policy, 2024
- Green Infrastructure Programme; Best Practice Guidelines - Trees, 2020
- NMT Policy & Strategy, 2005
- Design & Management Guidelines for a Safer City, 2014

Figure 34. Mix use along service road development scenario

7. IMPLEMENTATION

7.1. Implementation Plan

Blaauwberg Road is identified as a Development Focus Area in the District Spatial Plan (2023).

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. This designation signifies that the areas in blue are a priority for public investment.

The implementation of programmes to realise the changes in Blaauwberg Road will involve a change from the way development has historically occurred in the suburb and this chapter highlights projects, approaches and mechanisms that apply to achieving future changes. In addition to larger projects in the area, the day to day operational priorities are described under the Urban Management section.

7.2. Urban Management

Urban Management is the practice of management of all the activities in the public space required to ensure the effective day to day functioning of an urban community.

Urban management in the City of Cape Town involves the area-based involvement of and coordination with residents in the implementation, operation and maintenance of public facilities and services. In the local context, this may include the establishment of City Improvement Districts, Area Coordination Teams or Mayoral Urban Regeneration Programmes. In the long term, successful urban management fosters a culture of joint accountability between the City and local stakeholders, reducing the potential of tension usually associated with top-down service delivery.

The proposal of this LSDF is to encourage improvements to institutional structures and communication methods so that urban management can be addressed. The community and the City will have to work hand in hand when responding to urban challenges and use forums to communicate any projects, interventions or operations that will take place in the area.

Urban management is of greatest concern at parks, road verges, around Boy De Goede and around Marine circle.

During public participation process the following urban management areas of concern were highlighted :

- An easy getaway on South Road (crime), West Coast Road – green areas along the road are being used by homeless people to build structures.
- Lack of facilities for day labourers waiting for work on Wood Drive Corners – no toilets, adequate resting place, shade and bins – suggest a dedicated job facilitation place. Similar situation outside Build it on Boy de Goede circle.
- Wood & Dorchester;
- Sprig & Hof; Fairway #19;
- Canal near R27; Pollution
- Bottom of Gill Rd (river) – Flooding
- Some responses to improve urban management may include:
- Increasing the capacity of neighbourhood watches
- Community organising around gardening or public maintenance
- More frequent reporting of hotspots and areas of concern.
- Surveys of local businesses and encouraging organising to maintain and improve public areas around business centres and nodes.
- Facilitate area based forums to be set up with owners/ residents and interested stakeholders

7.3. Implementation priorities and Action areas:

The interventions are organised, firstly to present priority areas for intervention, then highlight those interventions already prioritised and or budgeted by City departments and lastly, to present a summary of the comments gathered during public participation exercises and stakeholder engagements, which have been brought to the attention of the relevant departments and stakeholders.

Department or Stakeholder	Type of Service	Description of project or programme	Time Frame
Environmental Management	Coastal Management Project to upgrade the coastal parking, ablutions, walkways and dune rehabilitation	Current upgrades are underway, including: • Dune rehabilitation • Walkway widening • Ablution upgrades • Public space upgrades	**S-M**
	Diep River Estuary Management Plan	An estuary management plan is being developed in order to improve water quality, biodiversity potential and urban integration in the Diep River catchment	**S-M**
Urban Sustainability Environmental Management	Potsdam Sustainability Campus	Potsdam Sustainability Campus is set to live late 2024 (Sept/Oct) with a pilot project. This is a program which looks at showcasing and introducing innovative methods and technologies in order to address the many challenges which it	**M-L**
Community Services and Health	Clinic	The upgrade/expansion of the Table View Clinic falls part of a pipeline of projects across the line departments within the Community Services and Health department.	**M-L**
Provincial department of education	Education	Erf 10103 site for future educational facility, although the site falls in close proximity to but outside the study area, students in the study area will have access to this facility.	**M-L**
Water and Sanitation	Waste Water Treatment	Current capacity constraints at Potsdam WWTW are being dealt with urgently by way of multi-billion Rand infrastructure investment to provide additional capacity for future anticipated development. This capacity is planned to be available in 2027 and will provide substantial spare capacity to accommodate growth in the study area and its surrounds in the long term.	**M**
	Pump station improvements	Improvements to current and surrounding pump stations to assist in capacity constraints.	**M**
	Pipe replacements	Uprgade to the bulk sewer reticulation is underway.	**Ongoing**
	Bulk Sewer rehabilitation	Pentz Drive sewer rehabilitation/upgrade Otto du Plessis sewer rehabilitation upgrade	**S-M**
Stormwater and Catchment Management	Storm Water	Diep River-Erica Road Outfall- The project entails the design and construction of a treatment wetland and low-flow diversion (polluted runoff) to the Potsdam WWTW. Diep River - Theo Marais Canal- Project to improve water quality in the Diep River and Milnerton Lagoon. The project entails the design and construction of a treatment wetland and low-flow diversion (polluted runoff) to the Potsdam WWTW	**S-M**
Urban Mobility	Blaauwberg Road extension eastwards to the N7 and M12	An extension of Blaauwberg Road, providing additional connections to freight networks and greater mobility in the Eastern section of the corridor.	**L**

7.4. Programmes or Projects for further development:

Nr.	Project Title	Project Description	Timeframe	Lead Departments or Stakeholders	Supporting Partners
A. Land Use					
A1.1	*Title deed group removal*	Title deed restrictions, in favour of the whole township and including coverage and build to restrictions add cost and complexity to developing along Blaauwberg Road. **IDP Objective 1: Increased Jobs and Investment in Cape Town**	S-M	*Spatial Planning and Environment Department*	Development Management District Planning Implementation Mechanisms branch
A1.2	*Flamingo Square pedestrian precinct development .*	Precinct planning for a future pedestrian precinct, anchored by a mixed use, multi storey development in the area around Flamingo square. Followed by land release. **IDP objective 15: A More spatially integrated and inclusive City**	M-L	*Property Management*	Urban Mobility Urban Design District Planning Human Settlements
A1.3	*Study Area Business Engagements*	Undertake in depth business engagement to encourage business retention and expansion in the area, in support of the broader land use vision. Identifying requirements for job generating growth in the corridor. **IDP Objective 1: Increased Jobs and Investment in Cape Town**	M-L	*Economic Development*	Sub-councils, Local business organisations, District Planning
A1.4	*Develop skills in high quality development implementation*	Ensure education of key stakeholders on implementation of urban design guidelines on Blaauwberg Road including building plan approvers, Urban design as lead, building developmetn management and architecture profession as partners. **IDP Objective 16: A capable and collaborative City government.**	S-M	*Urban Design*	Development Management District Planning branch Local Planning Support Office Branch
B. Public Realm					
B1. Boy de Goede public realm improvements					
B1.1	*Boy de Goede public realm improvements*	Upgrade open spaces around Boy de Goede, promoting more amenity and comfort. **IDP Objective: objective 11 Quality and Safe parks and recreation facilities supported by communty partnerships**	M-L	*Recreation and Parks*	District Planning, Urban Design Retail owners, Property department Sub-Council 3 Urban Mobility
B2. Street Improvements and Landscaping - **IDP Objective 13: Safe and Quality roads for pedestrians, cyclists and vehicles**					
B2.1	*Improving landscape quality of pedestrian network in key routes.*	Determine location for landscaping and pavement improvements, including Jansens Drive, Poterfield road, and areas around schools.	S-M	*Urban Mobility - RIM*	Recreation and Parks Urban Design
B2.2	*Tree Planting Blaauwberg Road*	Improve pavement quality and NMT experience between Jansens and Raats drive	M-L	*Recreation and Parks*	Urban Mobility Urban Design and Landscaping

Nr.	Project Title	Project Description	Timeframe	Lead Departments or Stakeholders	Supporting Partners
B3. Marine Circle Public Realm improvements					
B3.1	***Marine Circle Public Realm improvements***	Detailed Precinct Planning and public realm upgrading for the Marine Circle area, focusing on precinct management and enhancing the destination qualities of Marine Circle. **IDP Objective 1: Increased Jobs and Investment in Cape Town**	S-M	***Parks and Rec Urban Mobility - RIM***	Urban Design District Planning
C. Transport - IDP Objective 12: A sustainable transport system that is integrated, efficient, provides safe & affordable travel.					
C1. NMT Routes					
C1.1	***Blaauwberg Road***	Continuity of Cycle Routes from Blaauwberg Rd, West Coast Road intersection to the coast. Improvements to wayfinding for cyclists.	S-M	***Urban Mobility***	District Planning Urban Design
C1.2	***Porterfield Road***	NMT improvements in association with development as an activity street.	M-L	***Urban Mobility***	District Planning Urban Design
C2. Access Proposals					
C2.1	***Access management plan***	Determine opportunities to support more efficient access spacing for single properties, utilising the road reserve.	S-M	***Urban Mobility***	District Planning, Urban Design
C3. Road Diets					
C3.1	***Marine Circle, Boy de Goede, Bayside and Flamingo Square***	Determine appropriate road diet options for activity areas.	S-M	**Urban Mobility**	Urban Design
D. Parks, Tourism and Environment - IDP Objective 9: Healthy and Sustainable Environment					
D1. Foam Road Park					
D1.1	***Identify and plan upgrades to Foam Road Park***	Conduct planning for the Foam Road Park upgrades, considering community inputs	S-M	***Parks and Recreation***	"Urban Planning and Design Local community"
D1.2	***Implement park upgrades***	Implement agreed park upgrades	S-M	***Parks and Recreation***	Urban Planning and Design
D2.1	***Upgrade and identify more intensive use of the club-house***	Ensure the building is used and improved with consideration to coastal recreation activities.	S-M	***Sub-Council with Parks and Recreation***	"Coastal Management Economic Development"

Nr.	Project Title	Project Description	Time-frame	Lead Departments or Stakeholders	Supporting Partners
D2. Surf- Lifesaving Clubhouse					
D2.1	***Upgrade and identify more intensive use of the club-house***	Ensure the building is used and improved with consideration to coastal recreation activities.	S-M	***Sub-Council with Parks and Recreation***	"Coastal Management Economic Development"
E. Events and Functions - **IDP Objective 1: Increased Jobs and Investment in Cape Town**					
E1. Strategy for use of public space for events, trade and economic development.					
E1.1	***More events around Blaauwberg Road***	Encourage more intensive community use of under-used public spaces for markets, sports, recreation. Use spaces identified in the LSDF.	S-M	***Sub-Council with Asset owners***	Economic Development and Tourism Parks and Recreation Urban Sustainability Coastal Management Local Community
E1.2	***More awareness and enjoyment of Vlei***	Encourage environmental education initiatives, guided walks and appropriate tourism initiatives at the Vlei.	S-M	***Environmental Management Local Community***	Sub-councils, local business and civic organisations

7.5. Mechanisms

This section will provide an overview of existing and proposed mechanisms required to support implementation of the vision set out in the Blaauwberg road strategy. The main purpose is to provide a set of tools that would stimulate the desired type and form of development and enable partnerships with the private sector and civil society in meeting development goals.

7.5.1. 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 is available on request.

The Blaauwberg Road area is in a transit accessible precinct and therefore would be priority for applying streamlined development process and creating easier business cases for development in mixed use areas along the road.

Available Mechanisms	
Development incentives	**Institutional**
Discounted development contributions	Streamlined land use application process
Development application fee waivers	Special rating areas
Discounted electricity tariffs	**Public sector investment**
PT Zones	Catalytic Land Development Programme (CDLP)
Urban Development Zones (UDZs)	Mayoral Urban Regeneration Programme (MURP)
	Precinct management model
Income generation	
Land disposals and lease	Development contributions

7.5.2. 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 and should not preclude the investigation of other mechanisms to support the City's urban development vision.

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

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
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

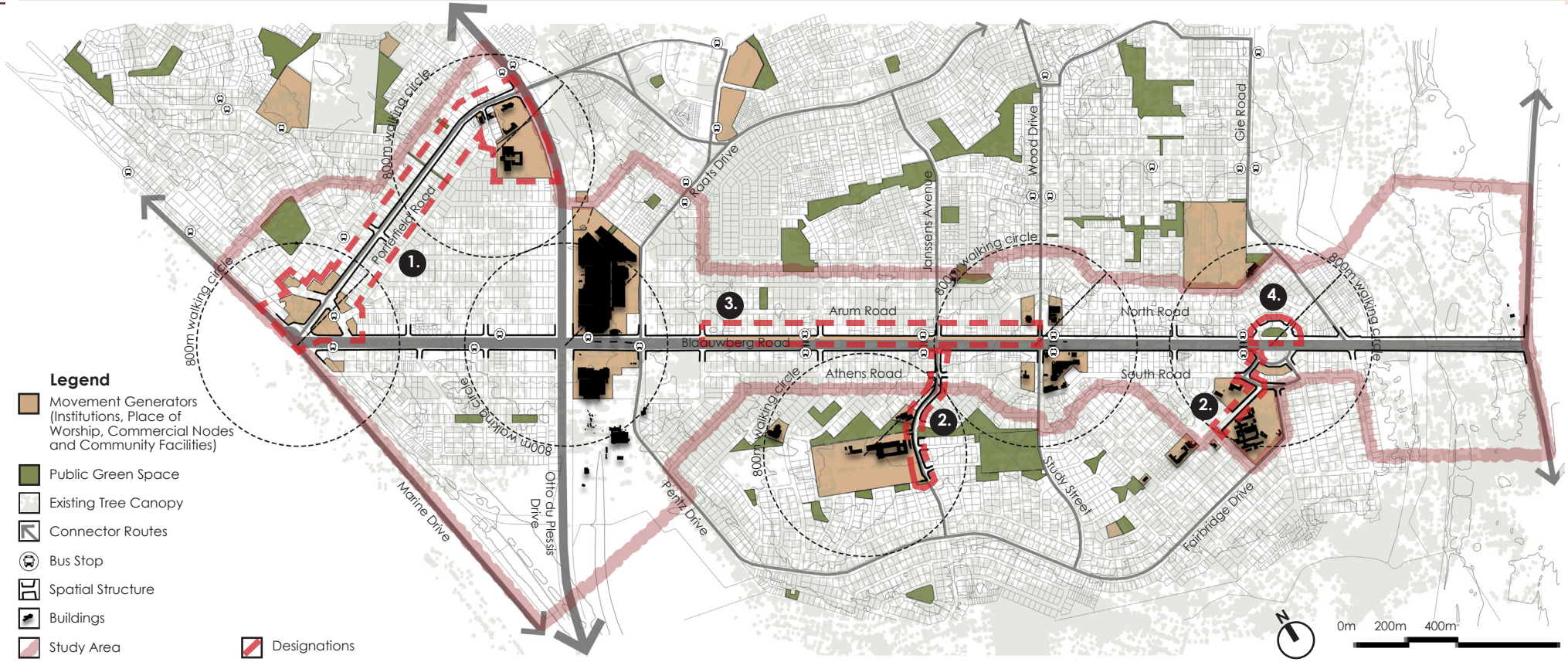
Tax abatements (other than the UDZ)	A reduction or exemption from taxes granted by the government for a specific period, usually to encourage investment in locations with lower demand. Benefits of the tax abatement get passed onto subsequent owners who purchase the property, thereby incentivising end-users 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
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. For Blaauwberg Road this would include the group removal of title deed restrictions.	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

7.5.3. Application in Blaauwberg Road

In Blaauwberg road, the areas with the highest mixed use development potential would be a priority for the application of incentives and pilots. Exploration of mechanisms are encouraged to manage some of the more complex development processes particularly where access conditions add complexity or in the few vacant sites in the area with development potential.
In the case of density bonuses for example, the case could be made for certain conservation or landscaping measures as a public good, to motivate for increased development rights, particularly coupled with inclusive housing units or maintaining a portion of space for affordable business rentals.

The application of the incentives and mechanisms under investigation in Blaauwberg Road will require further discussion with various stakeholders and City departments, these may include Heritage Western Cape and the City's Economic Development, Mechanisms and Incentives and Development Management departments.

7.6. Conceptual Approach for Future Public Sector Explorations



1. Marine Circle and Porterfield Road Complete Street.

Due to the car centric environment created around Marine Circle, a holistic vision should be developed. This can be achieved by removing cars from the public realm. Furthermore, the nature of Porterfield Road should be explored into a living street.

2. IRT Linkages

Provide NMT orientated linkages towards designated public transport stops. It is recommended that a tree planting strategy is explored to create a comfortable environment for NMT users.

3. Explore the possibility of the continuation of the service road along Blaauwberg Road

The service road could allow for the private sector to respond with appropriate mixed use intensification facing onto Blaauwberg Road. This includes appropriate land consolidation. Due to the nature of the space created by the spontaneous on street parking, causing friction and slowing vehicular movement, the service road could be considered a pedestrian orientated space. This could assist the intensification along Blaauwberg Road.

4. Re-Envision the Boy De Goede Public Space

Explore the possibility of the public space becoming a multifunctional space. The public space should facilitate the surrounding community's needs, become a safe and secure environment for all users and be easily accessible.

Figure 35. Map locating future sector exploration for the study area