



CITY OF CAPE TOWN
ISIXEKO SASEKAPA
STAD KAAPSTAD

Milnerton South – Paarden Eiland
Local Area Spatial Development
Framework
Conceptual Development Framework
Visioning Document

FINAL

February 2015

MILNERTON SOUTH - PAARDEN EILAND LOCAL AREA SPATIAL DEVELOPMENT FRAMEWORK

CONCEPTUAL DEVELOPMENT FRAMEWORK VISIONING DOCUMENT.

FINAL

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QUICK REFERENCE

The following table is a quick reference summary of the proposals and ideas in the document. The first column indicates the section of the report where the project can be found, while the second column gives the project name. The third column outlines possible actions to achieve the project and the fourth column gives approximate time frames within which it is possible to achieve them. The following column is a summary of the principles where applicable followed by the page reference.

Section of report	Project Name	Actions	Time-frames	Summary principles	Page numbers
	Possible mechanisms				
A 1.1.2 in annexure	Incentive Overlay Zone	Council may prepare any overlay zone as provided for in the zoning scheme	Short Term	To be determined after public consultation process. Incentive overlay zone to provide additional use rights etc.	"Figure 8.1: Proposed Incentive Overlay Zones" on page 157 "A1.1. Overlay Zones" on page 141
4.1	Exclusion from Nature Reserve of certain areas of Table Bay Nature Reserve around Zoarvlei	Exclusion in terms of section 24 or 29 of NEMA: PNE , application to MEC or Minister and public participation process.	Short Term	A very small portion of the current reserve adjacent to the current residential area to be excluded to allow for one row of housing. This would aid in surveillance over the	"4.1. Regeneration of the Urban River/ Wetland System and the Creation of an Urban Park" on page 38
82.3 in annexure.	Density Overlay Zone	Creation of a Density Overlay Zone in terms of the Integrated Zoning Scheme.	Short Term	To be determined after public consultation process. This would allow for additional density rights in PT1 and PT2 areas.	"A1.1. Overlay Zones" on page 141 "82.3. Density Overlay Zone" on page 158
	Strategies				
4.1	Regeneration of the river system and creation of the urban park				
4.1	Urban Design Master-plan for Urban Park.	Appoint Consultants to finalise an Urban Design Master Plan for the Urban Park . Liaise with Province to ensure integration with TRUP plans	Short Term	Active frontages lining Zoarvlei to create a safe, vibrant environment further activated by a green NMT route.	"4.1. Regeneration of the Urban River/ Wetland System and the Creation of an Urban Park" on page 38

Section of report	Project Name	Actions	Time-frames	Summary principles	Page numbers
4.3	The following elements could form subcomponents of the masterplan				
4.1	Walking and cycling routes and appropriate landscaping, lighting and furniture to enhance pedestrian experience along side water courses..	Appoint urban design /landscape architects consultants to design route.	Short term	Should include: • Good pathways • clear signage, • drink fountains • public toilets, • shaded seating and bicycle racks. • Space to ride • Smooth riding surfaces • Connectivity • Clear sight lines • Speed maintenance • Information	"4.1. Regeneration of the Urban River/ Wetland System and the Creation of an Urban Park" on page 38
4.1	Water Management and development of pump system :Zoarvlei, ie pumping water from Salt River Canal.	Appoint hydrological engineers/landscape architects to design pipelines and water cleansing ponds.	Medium Term	Feasibility assessment to determine viability is required. Assessment should include benefits to the local environment such as improved stormwater management, flood attenuation.	"4.1. Regeneration of the Urban River/ Wetland System and the Creation of an Urban Park" on page 38
4.1	Development of reed bed system to cleanse water coming from Salt River Canal.		Medium	Cleansing of water quality.	"4.1. Regeneration of the Urban River/ Wetland System and the Creation of an Urban Park" on page 38
4.1	Deepening of Zoarvlei and clearing of alien vegetation	Flood-line/hydrological assessment	Medium Term	Improved stormwater management.	"4.1. Regeneration of the Urban River/ Wetland System and the Creation of an Urban Park" on page 38
4.1	Development of areas of interest along pedestrian routes.	Investigate interest in and needs of Council in the area i.e. need for environmental centre, interest in establishing ICT hubs, ranger lookout point or accommodation. Appoint Economist to undertake feasibility study.	Short term (investigation)		"4.1. Regeneration of the Urban River/ Wetland System and the Creation of an Urban Park" on page 38
4.4	Improve East - West linkages between Koeberg Road and Marine Drive/Sea				
4.4	East West links to Zoarvlei appropriate landscaping, lighting and furniture to enhance pedestrian experience	(See section 7) Appoint urban design /landscape architects consultants to create kit of parts.	Short term		"4.4. East-West linkages" on page 110.

Section of report	Project Name	Actions	Time-frames	Summary principles	Page numbers
4.4.1	Woonerf concept	Appoint urban design /landscape architects consultants		Principles: • Have a clear entrance • Eliminate the continuous kerb. • Use traffic calming measures. • Provide on street parking • Incorporate outdoor furnishing and landscaping.	"4.4.1. The Woonerf concept for east west linkages" on page 113.
4.2	Development of Strategic Precincts				
4.2.1	Salt River Precinct and Canal widening Precinct				
	Possible institutional arrangements.	Could be PPP, sale or 99 year lease.	Medium term (once area begins to look attractive).	Widen a portion of the Salt River canal to create a water plaza	"4.2.1. Salt River Canal Precinct" on page 52.
	Specialist appointments	If canal is developed separately then City will need to: Appoint urban designer/hydrological/civil engineer to design canal widening and square.			"4.2.1. Salt River Canal Precinct" on page 52.
	Request for Proposals	Put out entertainment building to Request for proposals to private sector.			
	Land Use changes.	Need to subdivide and rezone.			
Alternatively, if a PPP is undertaken, then canal widening and entertainment area could be developed as one proposal.					
4.2.3	Gateway precinct				
4.2.3	Gateway precinct	Site to be used for expansion of emergency facilities.	Medium term (put out at same time as Canal widening)		"4.2.3. Gateway Precinct" on page 60
4.2.3	Development (buildings) on edge of canal.	Apply incentive overlay zone (see A1.1.2 above). Buildings on edge of canal, direct sales of the public land. Need to create urban design guidelines for these buildings and rezone and subdivide..			"4.2.3. Gateway Precinct" on page 60
Social Housing site (adjacent to Brooklyn Chest Hospital)					

Section of report	Project Name	Actions	Time-frames	Summary principles	Page numbers
4.2.4	Brooklyn Chest Hospital Site.(Erf 21082)	Once land has been de-proclaimed (see 4.1 above).	Medium term (long term depending on de-proclamation time period)	Develop site adjacent to Brooklyn Chest Hospital for social housing.	"4.2.4. Social Housing Project (Adjacent to Brooklyn Chest Hospital)" on page 64 "Implementation" on page 64
4.2.4	Land Use changes.	Rezone and subdivide land.			"Rezoning and subdivision adjacent land" on page 66
4.2.4	Tender	Put out land for tender to social housing entities only.			"Land to be put out for tender" on page 66
4.2.4	Urban Design Guidelines.	Developer to refine urban design guidelines as proposed in the LASDF for approval to City.		• Development to be sensitive to conservation worthy vegetation and interface with vlei. • Development to allow for and encourage pedestrian access and to address this specifically in the design. • Development to be developed around central courtyard	"Urban Design Guidelines for Site." on page 66
4.2.5	Boundary Road Precinct				
4.2.5	Boundary Road Precinct	Once land has been de-proclaimed (see above section).	Medium term (long term depending on de-proclamation time period)		"4.2.5. Boundary Road Residential and Park and Ride Precinct" on page 68
4.2.5		Rezone and subdivide land.			4.2.5 on page 68
4.2.5		Put out land for tender.			4.2.5 on page 68
4.2.5		Developer to refine urban design guidelines as proposed in the LASDF for approval to City.			4.2.5 on page 68

Section of report	Project Name	Actions	Time-frames	Summary principles	Page numbers
	Park and Ride Precinct.	Developer to appoint consultant to design and develop Park and Ride for IRT as part of development	Medium term (long term depending on de-proclamation time period).		
4.2.6	Seafront Trading Precinct				
4.2.6	Seafront Trading Precinct	Appoint urban designer to Refine design and urban design guidelines and create three options for EIA .	Short to medium term		"4.2.6. Seafront Trading precinct" on page 74
		EIA (within 100m of high water mark). City to appoint environmental consultants.			page 58
		PPP between City and Milnerton Flea Market to develop portion of the site for the market including ablution facilities and storage and security.	Short Term		page 58
		City to develop parking	Medium Term		page 58

Section of report	Project Name	Actions	Time-frames	Summary principles	Page numbers
	Zoarvlei Square				
4.2.7	Zoarvlei Square Mixed Use Precinct	Ensure Incentive Overlay Zone is in place Short Term depending on overlay zone.			"4.2.7. Zoarvlei Square Precinct." on page 76
C3.3		UD Guidelines Guidelines for erf 10585 • Mixed use: residential, office, commercial, industrial (compatible with residential, e.g. large show rooms, electronic assembly and retail, etc.). • Height: 6 storeys, subject to Height, Coverage, • Coverage: 100%, subject to Height, Coverage, Permissible Floor Area • Bulk (FAR) 3,0 • Permissible Floor Area 14 230 m2 • Building Lines : • 3 meter set-back from western cadastral boundary at ground floor level. 3 meter set-back from western and eastern cadastral boundaries from 4th storey floor up. Build-to line for at least 60% of facade as per indicative urban design guideline diagram. • Perimeter Entrances Compulsory perimeter entry points to building and vertical circulation cores at 20 - 25 meters (every 3rd entry point to provide opportunity for future pedestrian mid-block through connection). • Parking : Allow for on-site parking court on ground floor roof deck when planing for upper floors. Erf to accommodate at least 50% of area of compulsory shared ramp (with other 8 erven in block) to provide access to ground floor roof deck parking. • Special Features: Compulsory 3 meter wide colonnade on western boundary.			"C3.3. Zoarvlei IRT Mixed Use Precinct Urban Design Guidelines" on page 171
4.2.8	Zoarvlei additional infill housing facing onto the vlei.(part of Urban Park)				
	Zoarvlei additional infill housing facing onto the vlei.	Once land has been de-proclaimed (see above section).	Medium term (long term depending on de-proclamation time period)		"4.2.8. Zoarvlei additional infill housing facing onto the vlei" on page 82 "C3.2. Strategic sites along the Vlei Guidelines" on page 170
		Rezone and subdivide land.			
		Put out land for tender.			

Section of report	Project Name	Actions	Time-frames	Summary principles	Page numbers
		Developer to refine urban design guidelines as proposed in the LASDF for approval to City.		Height - 3-4 storeys should be encouraged along the vlei. Density: Average 35-75 du/ha	
4.2.9	Salt River Mouth Apartment Hub (Part of Salt River Canal Precinct)				
	Salt River Mouth Apartment Precinct.	Once land has been de-proclaimed (see above section). Should try to develop land with entertainment building on canal widening as one project if market responds.	Medium term (long term depending on de-proclamation time period)		"4.2.9. Salt River Mouth Apartment Precinct" on page 86
		Preferred option PPP with African Cold Storage to develop land in conjunction with City .			4.2.9 on page 86
		Rezone and subdivide land.			4.2.9 on page 86
		Put out land for tender.			4.2.9 on page 86
		Developer to refine urban design guidelines as proposed in the LASDF for approval to City.			4.2.9 on page 86
4.2.10	Revitalised industrial area mixed use				
		Ensure Incentive Overlay Zone is in place	Short Term to medium term depending on overlay zone.		"4.2.10. Revitalised industrial Area Mixed Use Precinct" on page 90
4.2.2	Market Hub Precinct				

Section of report	Project Name	Actions	Time-frames	Summary principles	Page numbers
	Market Hub Precinct	Ensure Incentive Overlay Zone is in place.	Short Term to medium term depending on overlay zone.	Encourage private developers to develop a market hub.	"4.2.2. Market Hub Precinct" on page 56
		City to develop park in centre of site.		Park to be upgraded as focal area for market hub.	"4.2.2. Market Hub Precinct" on page 56
4.2.11	Milnerton Square				
	Milnerton Square	- Residential development: - Rezone and subdivide land. - Put out land for tender. - Developer to refine urban design guidelines as proposed in the LASDF for approval to City. - City to appoint Urban designer to design public environment(paving etc.) - City to develop Parking area - Development of the park	Medium term		"4.2.11. Milnerton Square Precinct" on page 96
5	Heritage Incentives				
		Urban Design guidelines to be compiled for these areas. SPUD to appoint an urban designer with heritage experience to create design guidelines. A Heritage Management Plan to be compiled for the Wooden Bridge, Klein Zoar and Janssens Hall.		The areas indicated on the plan (Figure 5.92 on page 129)are to be maintained and conserved for heritage purposes.	"5. HERITAGE" on page 128

Section of report	Project Name	Actions	Time-frames	Summary principles	Page numbers
C3.1	Koeberg Road support to existing guidelines				
	Primary objective - retail focus • Active shop-fronts is preferred • Other design treatments that provide visual interest to pedestrians, convey a sense of scale and express a liveliness in terms of activity are also appropriate at the street level. • Where a new or infill development- consideration with regard to built form, scale, detailing, colour, and materials should be given to ensure harmony with the features of the existing building Maintain The Original arcade height . • Preserve the pedestrian arcade height along the length of Koeberg Road (not higher than 3.8 m above street level.) Maintain The Original Historic Line of The Building Setback • New buildings 0m building line (colonnaded with balcony) • Eastern side of Koeberg Road 3m setback from the road (boulevard along this edge with additional planting.) • Align architectural features with the historical language of buildings. • A sign band above the street level • Parapet and cornice line • Roof lines and proportions Building Elements • Buildings should accentuate the corners of significant street intersections (nodes) • The provision of retail or personal service uses along pedestrian routes is encouraged in order to provide for pedestrian interest and security. • The roof forms of proposed buildings should complement those of existing adjacent buildings. • Materials and colours for proposed buildings, and for additions or renovations to existing structures, should complement and be compatible with adjacent buildings. • The use of canopies should be encouraged. • Transition between commercial and residential areas. • Soften transitions between commercial districts with respect to building height, massing, and negative impacts of light and noise. • Provide a sensitive transition by maintaining a height compatible with adjacent residential buildings. • Mitigate negative shade/shadow and privacy impacts by stepping back upper floors and avoiding direct views into neighbouring single-family yards. • Development will need to ensure that impacts from noise, overshadowing and overlooking are reduced to maintain residential amenity. Back entrances should be attractive and hygienic.				C3.1 on page 162

Section of report	Project Name	Actions	Time-frames	Summary principles	Page numbers
	The location of plant equipment to reduce impacts on adjoining residential is one of many design issues to consider at the interface of the residential with commercial. Residential Zone Streetscape. - Where site conditions permit, trees should be spaced an average of 9 metres apart along Koeberg Road. - Where Koeberg Road meets the east west access roads down to Zoarvlei and the urban park, a row of trees should guide the visitor to and from Koeberg Road to the park. Informal trading - Main market sites for informal trading to occur at highly accessible points. - No encroachment of the informal traders on pedestrian walkways. Gateway Features - Entrance points to be visually defined by the use of special streetscape features. Off-Street Parking - Discourage large expanses of off street parking in front of buildings.. - Parking lots should be located at the rear of buildings. - Vehicular entrances to parking structures and areas should be located on side streets. Service and Loading Areas - Loading, garbage facilities and other service functions should be screened from the street and from public view. - Location of these facilities within or at the rear of buildings is encouraged. Urban Design Policy Directive to be used as further guidance.				"5. HERITAGE" on page 128

1. INTRODUCTION (THE WHAT!)

ARG Design in conjunction with WSP consultants and Urban Econ were appointed to undertake the Local Area Spatial Development Framework for Milnerton South to Paarden Eiland by the City of Cape Town, Planning and Building Development Management Department, Blaauwberg District.

The vision for the local area acknowledges that the City is not uniform in character and function and that community values and issues of concern can vary from place to place. Developing Local Area Plans provides a focus on smaller areas and allows local issues and the uniqueness of the area to be explored in greater depth, whilst still considering the impact of the area's wider context.

The aim of this report is to:

- Outline a conceptual development vision for the study area.
- Set out a objectives for the development and growth of Milnerton South to Paarden Eiland;
- Guide future planning decisions on planning applications; and
- Provide direction to further actions - i.e. implementation projects.
- Identify broad locations with development potential and designations for strategic sites linked to transit oriented development (TOD)

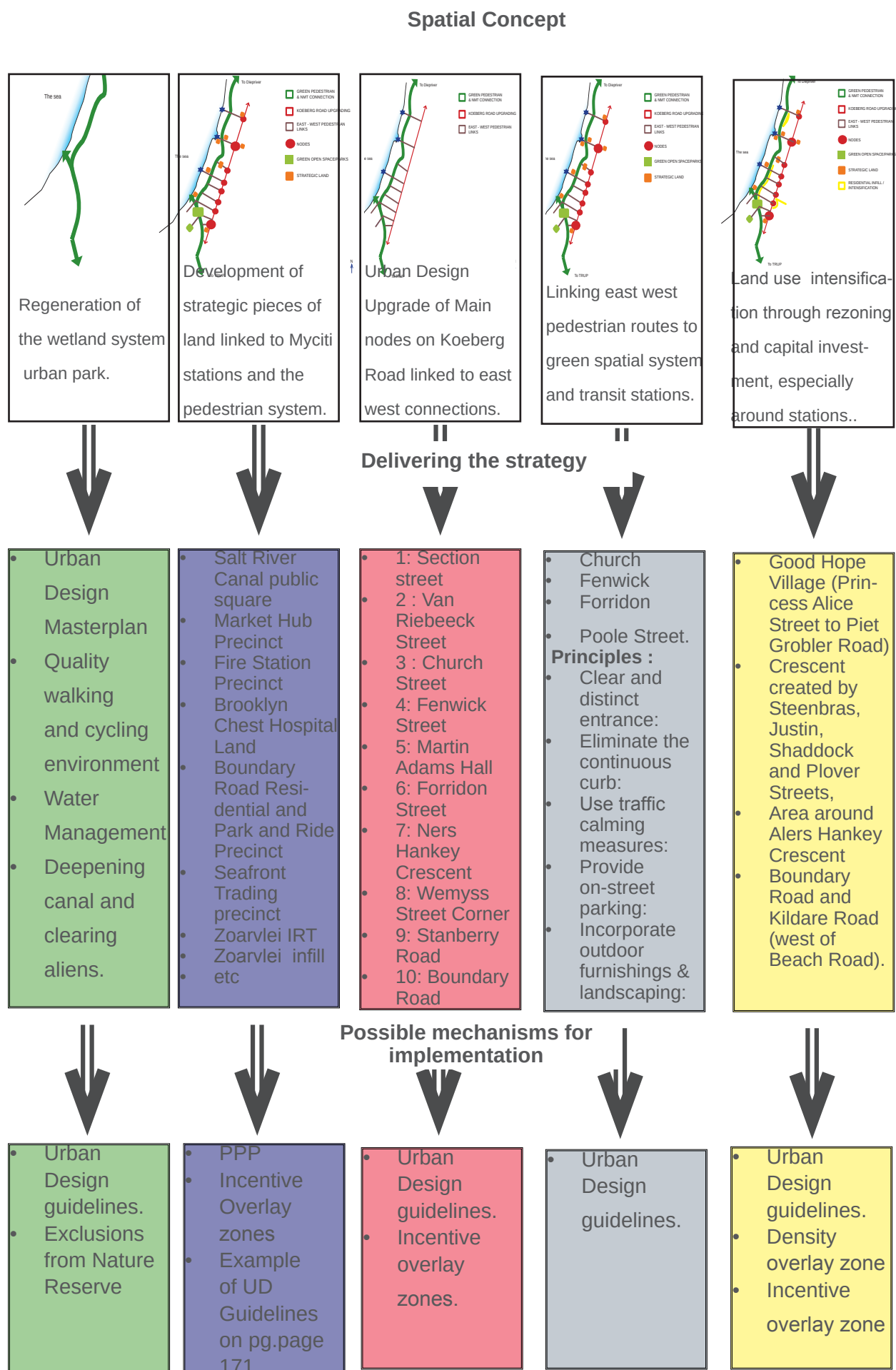
A range of actions will require coordination in order to integrate delivery of the strategic aims of the Milnerton to Paarden Eiland Local Area Spatial Development Framework. This report is an extension of the original 'phase Three Development Framework Report (March 2013) to include implementation.

Note: The LASDF is one of the tools for evaluating proposed applications for new or enhanced land use rights. As specified in terms of section 5(3) of LUPO, neither the CTSDf nor the District Spatial Plan (or LASDF) will confer or take away rights in terms of land.

No guidelines, policies or any other provisions in respect of land designation that result from the CTSDf or district plan shall create any rights or exempt anyone from their obligations in terms of any other legislation. *The maps, figures, text and project cost estimates in the MSPE LASDF are included for illustrative purposes and are intended to broaden the general understanding of the LASDF and act as informants to assist interpretation of the Districts vision for the study area.* The preparation of local development or precinct plans and the assessment of development applications may therefore be guided by the principles contained in the MSPE LASDF, to ensure that such proposal contributes to the implementation of the overall vision for the area.

Under the current conditions in this study area, there are few possibilities for land value capture to take place. However, the possibility exists to utilise public mass transit to leverage mixed-use, private and institutional development. Please refer to Annexure "A1.8. Future possible mechanisms for TOD." on page 148.

Figure 1.1: Structure of report



This is the fifth and final report in a series of five reports that were compiled as part of the development process. Most of the background information and analysis is contained in reports 2 and 3. This included an analysis of planning frameworks, socio economic information, services analysis, heritage investigation and an environmental study. The information contained in the status quo report is summarised briefly as an introduction to this report. Further detailed information can be obtained in the status quo report, which is a separate report.

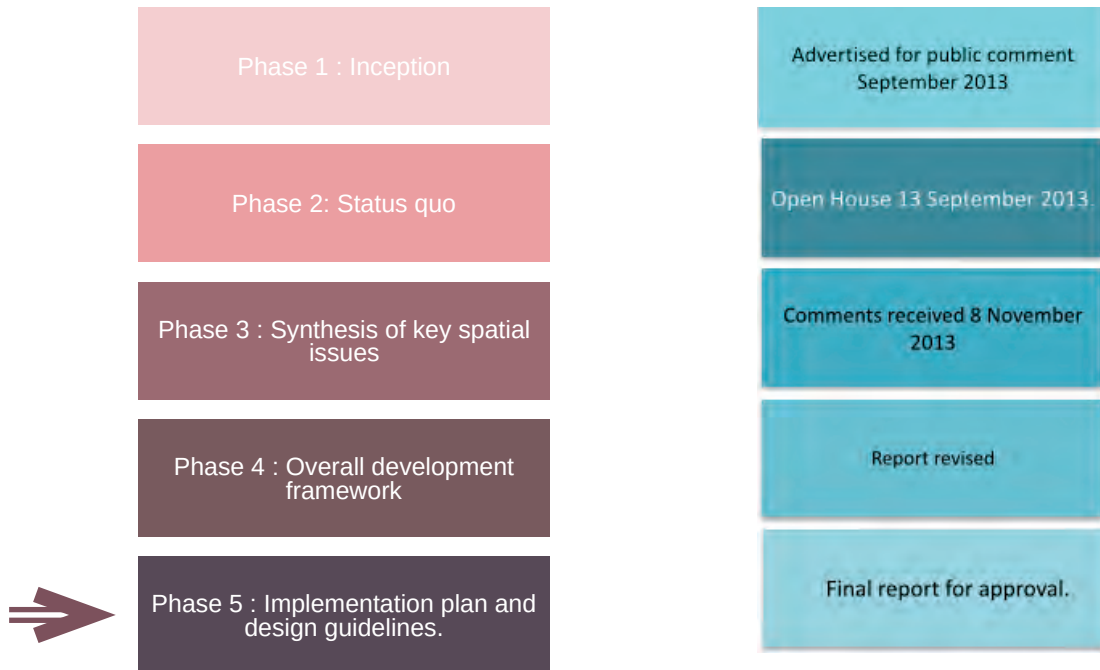


Figure 1.2: Phases of the project and public process.

A summary of the public process followed can be found in ."Annexure G: Summary of Public Process." on page 262page 264.

The study area includes the residential suburbs of Milnerton south of Loxton Road including Woodbridge Island and up to the first block on Koeberg Road, Rugby, Brooklyn, Ysterplaat residential, Northgate development (Brookrail) and Paarden Eiland (Metro Industrial) .

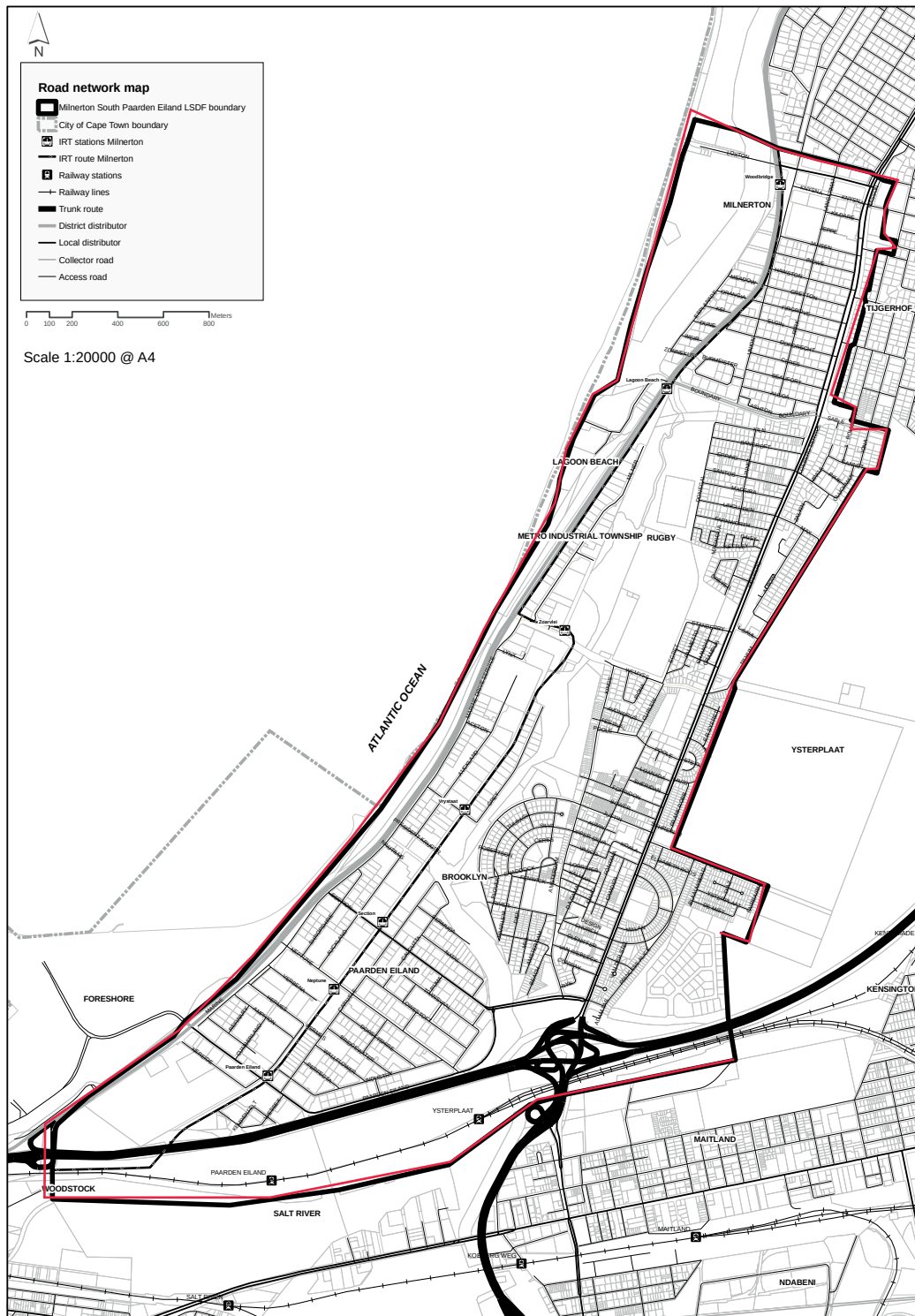
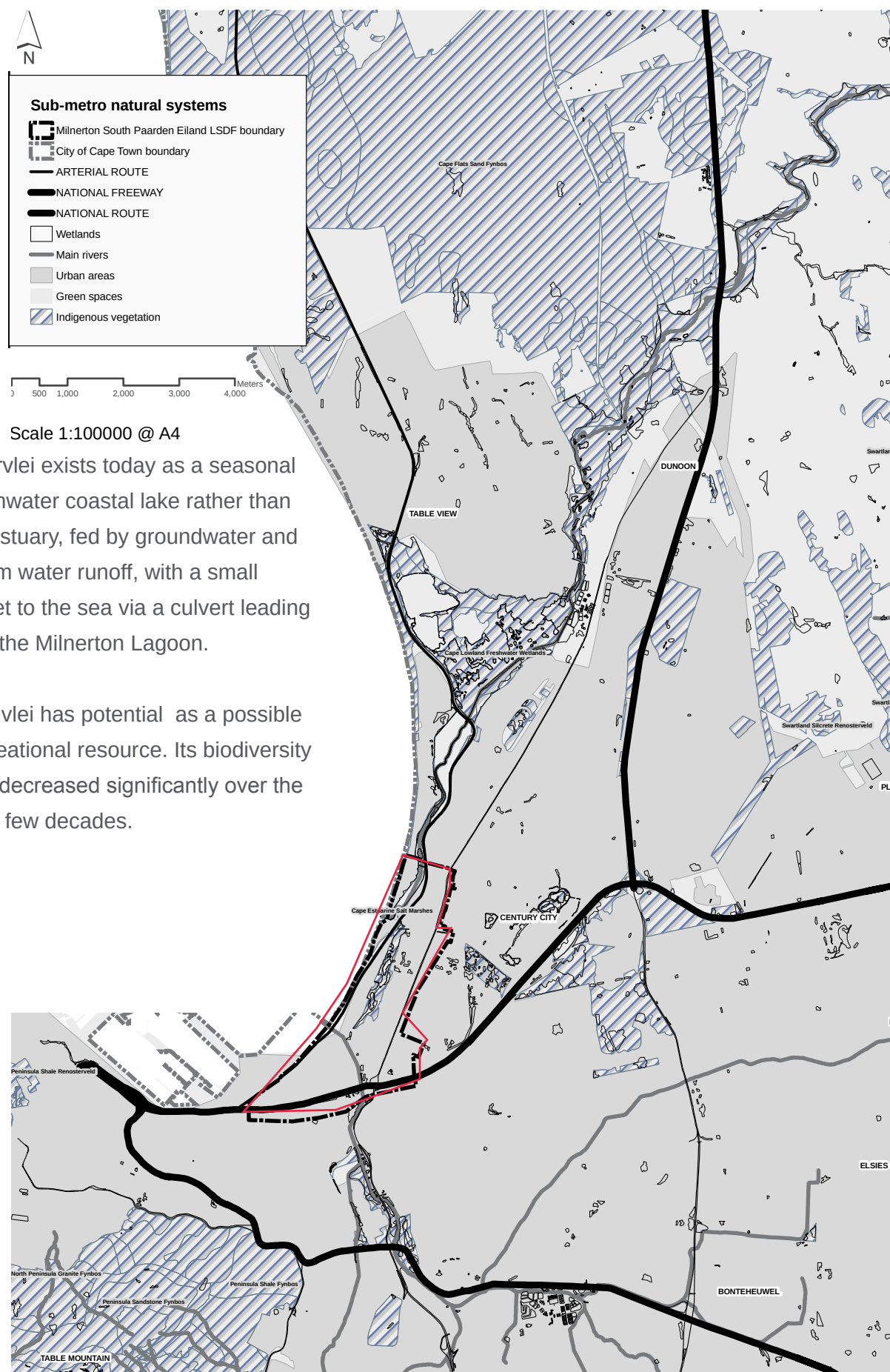


Figure 1.3: Locality plan



Stormwater

- The stormwater from the adjacent area to the north of the canalised Black River (approximately 70 ha) drains directly into it through a number of smaller stormwater pipes.
- The original course of the Black River is in a south to north direction along most of the length of the study area and joins up with the Diep River directly upstream of its river mouth.
- The stormwater from the areas adjacent to the original river course drains into it, where it collects in small vleis that overflow naturally to the sea.
- Stormwater from the north of the study area (approximately 90 ha) is collected into stormwater pipes that converge into a 900mm diameter outlet in the mouth of the Diep river.
- Small portions in the north of the study area drain directly into Diep River.
- An 825mm diameter stormwater pipe traverses the area

Water and sanitation

- The study area consists of 3 pressure zones,

According to the GIS information gathered from the Water Demand Management Department of City of Cape Town, the current inflows to the pump stations are well below their capacities.

The Port of Cape Town forms strong linkages with the industrial areas located within Cape Town. Due to the location of Paarden Eiland in terms of the Port of Cape Town (being located adjacent to the Port), it has had significant impacts on the value of land. The industrial areas located adjacent to the Port as well as being located in close proximity to the City Centre have a three times higher property value than any other industrial areas in Cape Town (this is mainly Paarden Eiland, but is also true for Epping and Maitland). Although Paarden Eiland is a popular destination for industries, it is important to note that higher land values impact on the profitability of industries and therefore need to be addressed. (Refer to status quo report as well as Urban Econ report on page 236)

There are a number of decentralised economic nodes that have been developed across Cape Town. These include Bellville, Salt River/Paarden Eiland/Maitland, Milnerton/Montague Gardens/Killarney Gardens, Epping Industria, Pinelands/Mutual Park, Claremont/Newlands, Parow, Brackenfell/Stikland, Wynberg, Somerset West, Ottery/Wetton/Lansdowne, Rondebosch/Mowbray, Durbanville, Goodwood/N1 City, Parow Industria, Century City, Blackheath Industria, Atlantis, Airport Industria, Kuilsriver, Athlone/Rylands/Gatesville and Mitchells Plain.



Demographic trends

Income

Brooklyn has since its inception been an area that caters for lower income groups and occupies an important niche in the City in that it is close to employment opportunities and to the CBD. As 35% of the study area caters for social housing rentals, the amount of money available to be spent in the local economy is minimal. Initially Brooklyn was an area catering for “poor white” residents but for many years has been a “grey area” from a racial perspective, catering to a number of communities.

Table 1.1 Demographic information for study area

2011 Census	Brooklyn	Rugby, Laggos Beach, Metro Industrial	Milnerton (entire suburb of which southern area make up a portion)
Population	10941	4431	14 306 (±5 000)
No Households	3732	1443	5712
Average hh size	2.93	3.07	2.5
Education	56% completed grade 12	53% completed gr 12	84% gr12 or higher
Employment	84%	78% employed	95% employed
Income less than R3200	39%	37%	12%
Average age	68.9% working age	69.9% working age	72.9%

The high percentage of the population that only have primary and some secondary education indicates that population would typically fall within the low to middle income groups in Brooklyn and Rugby and higher incomes in Milnerton. The average population growth rate is 2.3 %

Table 1.2 Residential market gap.

	Demand 2012 (units)	Demand 2017 (units)	Demand 2022 (units)
High (> R 41,101/month)	248	277	309
Middle (R 10,300 – R 41,100 / month)	1,418	1,584	1,770
Gap/Social Housing (R 2,601 – R 10,300 / month)	1,814	2,014	2,237
Low (< R 2,600/month)	1,952	2,189	2,454
Total	5,432	6,063	6,770

Facilities

Based on the projected demand for housing in this area from the market demand study attached as annexure E, the middle demand scenario would generate the need for the following facilities for the study area in the future to 2022.(±15157 people)(See table 1.2 and table 1.3).

- Three additional primary schools
- One additional high school
- Another sports complex and hall.

Table 1.3 Facilities gaps according to CSIR standards.

According to the CSIR standards for community facilities the following is noted.

Community Facility	Population Threshold (for smallest facility)	Current facilities	Required number of Facilities (CoCt Standards) (pop = 21000)	Deficit number of facilities based on population threshold 2011 (21904)	Deficit 2022	Comment
Health Clinic	30000	1 Albow gardens Medi clinic Milnerton Brooklyn Chest Hospital	1	0	0	Standard depends on the capacity of the facility
Fire Station	100000	1 Brooklyn	0	0	0	
Police Station	60000	1 Milnerton SAPS	0	0	0	'To improve visible policing 1 station per 30000 people is considered desirable by planners.'
Halls	10000	3 Brooklyn library hall, Martin Adams Hall, Justin Street Hall, Jannsens Hall	2	0	0	Standard depends on the capacity of the facility
Library	20000	1	1	0	1	
ECD Centres: Educare centres	2400	7	9	2	3	Standard depends on the capacity of the facility
Primary Schools	5500	4 Holycross Ysterplaat Junior Primary Ysterplaat Primary Woodbridge P Also 3 schools in surrounding area.	4	-	3	Standards depend on the capacity for the facilities.
Secondary Schools	12500	1 Buren High (Also Abbots and Milnerton close by)	2	1	1	Abbots and Milnerton High are in close proximity.
Adult learning Centre	100000	1 Sifunulwazi	1	-	0	
Sports Facility/ complex	0.56 ha/1000	5,2273 ha	12.27 ha	7,04 ha	8,4ha	There are four sport complexes.
Parks	0.6 ha/1000	27,2 ha	13.14 ha	-	-	Zandvlei park
Places of Worship	3000	9	7	-	3	
Local Market (informal trading)	5000	2	4	2	3	
Post Office	10000	3	2	-	0	
ICT access point	20000	1	1	0	1	Smartcape at library
Multi-purpose hall	15000	0	1	1	1	Sports and Rec related multi purpose hall

2. JUSTIFICATION AND APPROACH

2.1. Background

The Milnerton South to Paarden Eiland local area encompasses the residential suburbs of Milnerton South, Woodbridge Island, Lagoon Beach, Rugby, Brooklyn/Ysterplaat, and the industrial suburbs of Metro Industrial and Paarden Eiland. The local area is enclosed on three sides by the N1 Freeway to the south, Marine Drive and the coast to the west and Ysterplaat Airforce base to the east(enclosed by a wall). The residential suburbs encompass a mix of income groups, but are **predominantly low density residential** and the **style and age of dwellings vary considerably**. The industrial area consists of **large industrial buildings and warehouses, many of which are deteriorating**, but there has been some redevelopment of building to accommodate show rooms and offices particularly along the N1 and Marine Drive. Brooklyn Rugby to Paarden Eiland is an area that has been suffering from **urban blight and stagnation for a number of years**, other than a few recent developments such as Palm Springs and Drommedaris (social housing) there has been very little development in the local area.

The industrial area plays a function as a support to the Port, however only about 40% of the businesses located there are linked to the Port. Its strategic location in relation to the CBD and Port results in **land values three times higher than other industrial land in the City**.

The local area population varies across the residential areas. In particular Brooklyn/Ysterplaat has an ageing population, with a number of old age homes and older houses being owned or rented. In Brooklyn, 35% of the housing stock caters for social housing rentals and Communicare , the social housing institution that develops this housing is an important role player. There has also been an increase in the number of refugees and immigrants to the area, substantially lowering the average age and **increasing the need for schools and associated facilities**. This has resulted in a strong ethnic and cultural diversity in the area.

There are also some parts of the study area that are **vulnerable to sea level rise** and **possible flooding** in the future.

In the Status Quo Report, we discussed transit oriented development as a means of focusing growth around transit stations. Some of the common **challenges involved in supporting high levels of ridership** include low employment densities, in areas around stations. However, in the case of Paarden Eiland , this is not the case. There are high employment densities. Another challenge is **non existent residential development in close proximity to the stops. Poor pedestrian linkages** exist between the buildings and the transit stops. Other issues include **low off peak ridership and under capacitated bi-directional flows**.

Another element that has a direct impact on the area is Ysterplaat Airforce Base. Although Ysterplaat Airforce base is currently under the jurisdiction of the SANDF, it is a strategic piece of land in the sub region and could play a vital role in the revitalisation and visioning of this area. It is recommended that no new or additional aviation related activities be supported in this area and that it eventually should be developed for additional mixed use development including housing (including at least 20% social housing), commercial and offices. It would make sense to create a link with Century City in the future to assist in developing Koeberg Road.

2.2. Vision

The vision for the study area is that :

The disjointed area/mix of neighbourhood uses will become(in the next 20 years) an attractive, safe, resilient and well-connected neighbourhood with a mix of uses, supported by a thriving industrial area and public transport infrastructure with integration between land use and transport.

The vision aims to reflect the aspirations of local people, businesses and other stakeholders while supporting healthy urban planning, transport related and place-making principles.

2.3. Key objectives

2.3.1.The Development Framework

The key objectives identified as part of the development framework study are as follows:

- To create integration between land use and public transport infrastructure.
- To build on existing assets and create a place where people can live safely, with a choice of housing, ease of access to employment, local shopping, community services and recreation facilities;
- To attract investment to and stimulate development interest in redevelopment of land and buildings around the IRT stations and Koeberg Road, and through this to support local services, repair the urban fabric and improve links with adjacent neighbourhoods;
- To promote the development of a walk-able, well connected, safe and accessible neighbourhood by improving routes and gateways into the area, maintaining a network of linked streets and green open spaces and supporting opportunities around new public transport infrastructure; while promoting surveillance over public areas.
- To ensure that development enables retention and maximisation of benefits derived from services and opportunities provided by the environment (both natural and modified).

Table 2.1 Urban Design Principles.

The following table outlines the principles that govern the Development Framework.

Principles	Description / How to	Urban Design elements / Strategies	Benefits
Quality public spaces	Places for people, creating local identity, community cohesion.	Parks, squares, pedestrian streets, pause points, places to sit, performance places, activity places (different age groups), management strategy, continuity and enclosure of the buildings around the space.	Social interaction, physical activity, play, local pride of place, support local economies, attract tourism, provide cultural opportunities, improve public health, improve the environment
Permeability/ legibility	Make connections Ease of movement	- Landmarks and focal points; - Views and view corridors; - Clear and easily navigable routes; Discernible districts and gathering places; Gateways to particular areas; Edges and buffers; Lighting; and - Signage and way-markers - Density highest where access to public transport is best ; A choice of safe, high quality routes; - Walk-able, smaller more permeable streets; and Habitat corridors for flora and fauna.	Commercial frontage, additional public space, walk-able city; Easy accessibility; Roads, footpaths and public spaces connected into well-used routes; Direct routes that lead to where people want to go;
Adaptability/ flexibility	Choice, ability to change	- Flexible city strategies to keep up with the times; - Different attractions (cafés, playground, performance stand etc.), event strategy, seasonal strategy	Creating space for people; This space can be used for different things at different times, has the ability to be flexible, attract more users, reuse of heritage buildings
Mix of uses and forms	Diversity	Activity streets and Nodes; Land use strategies, rates rebates	More convenient access to facilities; Travel-to-work congestion is minimised; Greater opportunities for social interaction; Socially diverse communities; Visual stimulation and delight of different buildings within close proximity A greater feeling of safety, with 'eyes on streets'; Greater energy efficiency and more efficient use of space and buildings; More consumer choice of lifestyle, location and building type; Urban vitality and street life; Increased viability of urban facilities and support for small business (Such as corner shops).
Active Edges		- Frequent doors and windows, with few blank walls; narrow frontage buildings, giving vertical rhythm to the street scene; articulation of façades, with projections such as bays and porches - Incorporated, providing a welcoming feeling; lively internal uses visible from the outside, or spilling onto the street.	Increased security

Principles	Description / How to	Urban Design elements / Strategies	Benefits
Character/ Visual beauty	Regeneration	Encourage redevelopment, guidelines for new development, active frontage, trees	Adds to property values, helps attract business investment, improves the reputation, enhances citizen loyalty

2.3.2. Next Steps

The implementation sections are intended to provide direction to further actions (.ie. Implementation projects) aimed at realising the LASDF, with a specific focus on advancing any proactive land use and other measures in the key opportunity/development precincts, should it be found that these may contribute to achieving the vision for the local area or its parts.

They also deal with key urban upgrading actions that may be required to realise the vision, including aspects of the public environment or where more detailed work including investment in bulk services or the transport network may be required. In addition, they could also include Transit Oriented Development (TOD) development control assessment criteria and proactive public land packaging/disposal initiatives.

The aim of the implementation sections of this report are:

- To set out a clear implementation process for the Local Area Spatial Development Framework; and
- Should indicate the sequence of projects, their timing (short, medium or long term) and the responsible department to initiate and carry out the project.

2.3.3. Analysis

As part of the status quo report an economic analysis was undertaken for the area. (This report can be found in annexure E) The following conclusions and recommendations were made:

- The existing IRT route mainly runs through an industrial area (Paarden Eiland) which does not
- Provide a high number of potential users for the system.
- The current infrastructure does not allow for feeder routes to transport individuals to the existing stations (Phase 1B does address the issue)
- Currently the IRT system is regarded as very expensive (there is a set price for travelling on the buses. Thus if one travels from Lagoon Beach Station to Zoarvlei Station you will pay the same price as someone travelling from Table View Station to the Civic Centre Station). A number of individuals are therefore not using the system due to the unfair cost of travelling between one or two stations (this is being addressed by the CoCT). This therefore has an impact on the number of individuals travelling on the system. Currently the majority of users travel from Table View to the Civic Centre and back, but do not use it for shorter distances. The impact of this is that the main route's capacity is reached (in peak times); however, travel during the day is to a

minimum due to it being too expensive to just travel to the next station.

- As indicated above the IRT system is experiencing low usage during the day due to the pricing system of the IRT system. One of the other reasons is also that there are very little to no activities located in close proximity to the stations (specifically the stations between Table View and the Civic Centre which provide a wide variety of activities).
- A permanent residential base around the station is required for the IRT system to be used on a sustainable manner. However, residential developments around the stations are very low densities. The IRT system also mainly operates within Paarden Eiland which is an industrial area, and with the lack of a permanent residential base as well as a lack of sufficient infrastructure (feeder routes) the stations are not being used sufficiently.
- The development and implementation of the IRT route has not resulted in significant land value increases as expected. Some of the potential reasons for this include, but are not limited to:
 - Current market conditions that are not leading to significant market growth
 - The IRT route mainly runs along an industrial area (within the study area) of which all the buildings are facing with their backs to the IRT route.
 - There are not significant activities centred around the IRT stations
 - People are mainly using the IRT service to travel from Table View to the Civic Centre and back. Thus not stopping at the other stations
 - There were no existing feeder routes within the study area
- Overall the area is run down and in need of investment, which is not taking place.

	Market Gap 2012	Market Gap 2017	Market Gap 2022	Market Gap 2022 (If LSDF is implemented)
Office, Retail and Industrial Market				
Retail Market (m²)	432	5,313	10,725	35,725
Office Market (m²)	20,339	45,816	77,774	122,774
Industrial Market (ha)	1.3	6.8	12.8	12.8
Residential Market				
High income	-397	-368	-336	-336
Middle income	-87	79	265	1,124
GAP and Social Housing	524	724	947	2,087
Low income	1,092	1,329	1,594	1,708
Total	1,132	1,763	2,470	4,583

Although the above indicated that there is a growing market gap within the Milnerton South-Paarden Eiland area in terms of residential units, office-, retail-, and industrial space, it is important to note that in order to address the above issues the location of new developments as well as areas identified for densification are focused. The main focus would be to concentrate development and densification around the IRT stations. This would result in more users of the IRT systems as well as attractions for people to visit along the IRT system (also resulting in more users). The following development guidelines are proposed in order to ensure that the market potential could be realized:

- The urban design of the Milnerton South-Paarden Eiland area should ensure that the area is

more pedestrian friendly and provides a sense of place to pedestrians. The area as a whole should be made walkable and frontages of buildings should be opened to create a friendlier environment.

The current market conditions are very unpredictable and therefore the design framework of the Milnerton South-Paarden Eiland area should provide for a flexible design. This would allow the Milnerton South-Paarden Eiland area to respond to shifts in the market.

- Marketing strategies and initiatives need to be put in place in order to attract businesses and households from the other areas as well as retaining current businesses and households.
- Phasing: The market demand analysis has showed that there is currently limited demand of retail space, industrial space, and middle income housing and a large gap for GAP/Social and low income housing and office space. Therefore it is proposed that the planning phases of the various developments be completed in this time in order to ensure that when the market improves the developments are ready to be released to the market.
- Residential: It is important to note that the greatest demand falls within the middle income, GAP, Social and low income housing residential units. Therefore it would be important for the Milnerton South-Paarden Eiland area to provide these types of residential units. The GAP and Social housing units are not always the most financially feasible option; however, efforts need to be made by both private and public sector to address this issue. A number of problems are associated with Gap housing:
 - High costs associated with development makes it unfeasible for private developers to develop these types of housing units
 - Land cost, construction costs, holding costs, approval cost and timeframes
 - This could be addressed by providing mixed use developments – the provision of higher return activities will subsidise the inclusion of lower income residential units.
- Policy to develop Gap housing units are in place, however very little support is invested from government (as indicated that government is selling strategic land to develop the highest return activities such as retail and office)
- There is also a problem of growing house prices. Although this is the intention of owning property, the value of the property only falls within the gap market for the first buyer and thereafter could grow to fall within the middle to high income. This means that once again there will be a need to supply additional gap housing units.
- An approach to address this problem is to provide rental stock
- There is a need for a more aggressive approach from government to provide gap housing (in a sustainable way) and therefore need to make a strategic decision regarding public land.

To summarise the main issues are , a neglected public environment and lack of pedestrian facilities; a declining Main Road (Koeberg Road) and lack of investment, Weak east-west linkages and the need to encourage pedestrian flow between IRT stations and surrounds; and a lack of activities during the day around the IRT stations resulting in less than optimal use of the infrastructure. The following chapter will develop the spatial strategy to deal with some of these issues.



Figure 3.1: Diagram of the key spatial objectives

3. SPATIAL STRATEGY

3.1. Concept

The overall concept for the future development of the Milnerton South to Paarden Eiland area is divided into five main sections, addressed in detail in Chapter “B2. MECHANISMS FOR IMPLEMENTATION” on page 154, and aims to reflect the vision and key objectives as well as the key spatial strategies that are:

- Regeneration of the wetland system and the creation of an urban park.
- Development of strategic pieces of land linked to the pedestrian system.
- Urban Design Upgrade of Main nodes on Koeberg Road linked to east west connections.
- Linking east west pedestrian routes to green spatial system.
- Land use intensification through rezoning and capital investment.

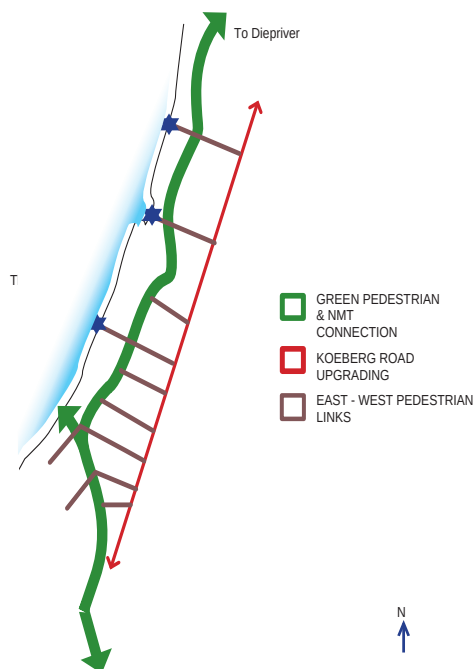
The concept reflects an attempt to change perceptions about the study area by bringing about improvements to the public space that will increase the attractiveness and amenity of the local area. The changes in public space are to be accompanied by mechanisms to encourage the development of strategic pieces of land that will kick-start a regeneration of the local economy.

The area shown in the concept plan has been divided into precincts in order to discuss the proposals in detail. The main concepts of the plan are outlined on the next two pages :



3.1.1. Regeneration of the wetland system and the creation of an urban park.

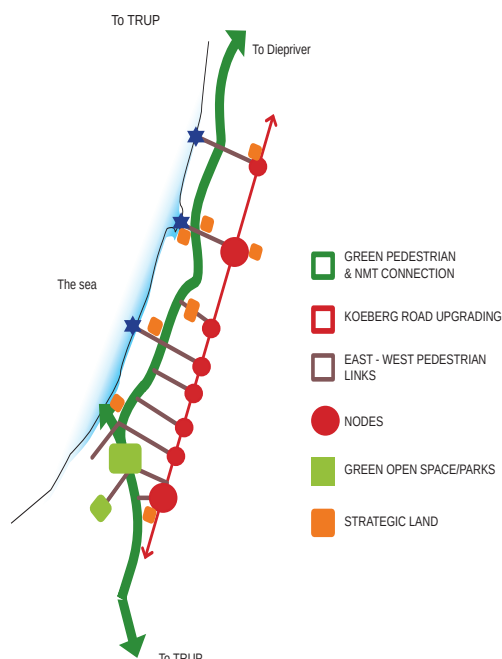
- Re-link Zoarvlei to Salt River Canal System through walkways and bicycle paths.
- Increase surveillance along edge of vlei through increased density and overlooking features.
- Augment water flows by pumping water from canal through system of reed beds.
- Deepen Zoarvlei to increase the stormwater capacity and ecosystem functioning of the vlei system.
- Create an Urban Park to service the larger City area.



3.1.2. Development of East West Linkages

- Linking east west pedestrian routes to green spatial system.
- Possible introduction of Woonerf concept along these routes.

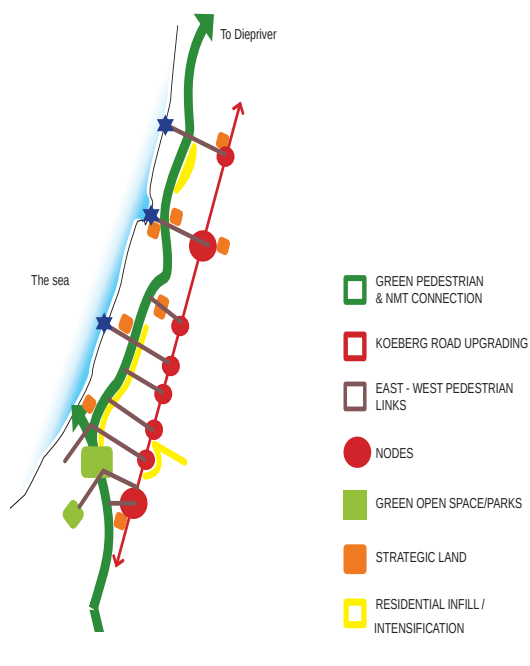
3.1.3. Strengthen Koeberg Road by upgrading nodes along its length



- Urban Design upgrade interventions at specific nodes along Koeberg Road that coincide with the east west linkages (see below) to initiate upgrading by private sector.
- Urban Design upgrade to create promenade along Koeberg Road with trees and/or paving.

3.1.4. Development of Strategic Precincts

- Developing key public land with private sector at strategic points in the area.
- Identification of strategic precincts / character areas .



3.1.5. Land use intensification through rezoning and capital investment

- Encouraging development of strategic parcels of land, especially around public transport stations (TOD) in Metro Industria and Paarden Eiland.
- Encouraging densification of erven in specific areas.

3.2. Starting with the public realm

The first steps toward changing perceptions of the area and kick-starting investment in the study area will be to undertake a series of linked public realm infrastructure works in order to make the area safer and more pleasant to move around in. One of the main reasons for the current lack of investment in the study area is a perception that the area is unsafe and degraded.

A high quality public environment can have a significant impact on the economic life of urban centres and is an essential part of any successful regeneration strategy. There are a number of benefits to investment in the public realm:

3.2.1. Attracting business

A high quality public realm attracts businesses to an area. If the public realm is attractive, this creates a better perception of the investment worthiness of an area.

3.2.2. Increasing land / property values

The perception of an area affects its land values. Investment in the public realm will increase the land values of the surrounding areas.

3.2.3. Attracting visitors and increasing tourism

The development of the proposed Metropolitan Park will create a further attraction for Cape Town as a whole and not just for the local area.

The motivation for the City to invest in the public realm, and in particular in the creation of the proposed urban park is that it will not only increase investor confidence in the area, but will also increase the value of the properties affected by the improvements. Where this land is state owned land, it can be made available to developers with rights already in place, which will give a higher land value, which will in turn enable the City to recoup some of their initial investment costs in the public realm.

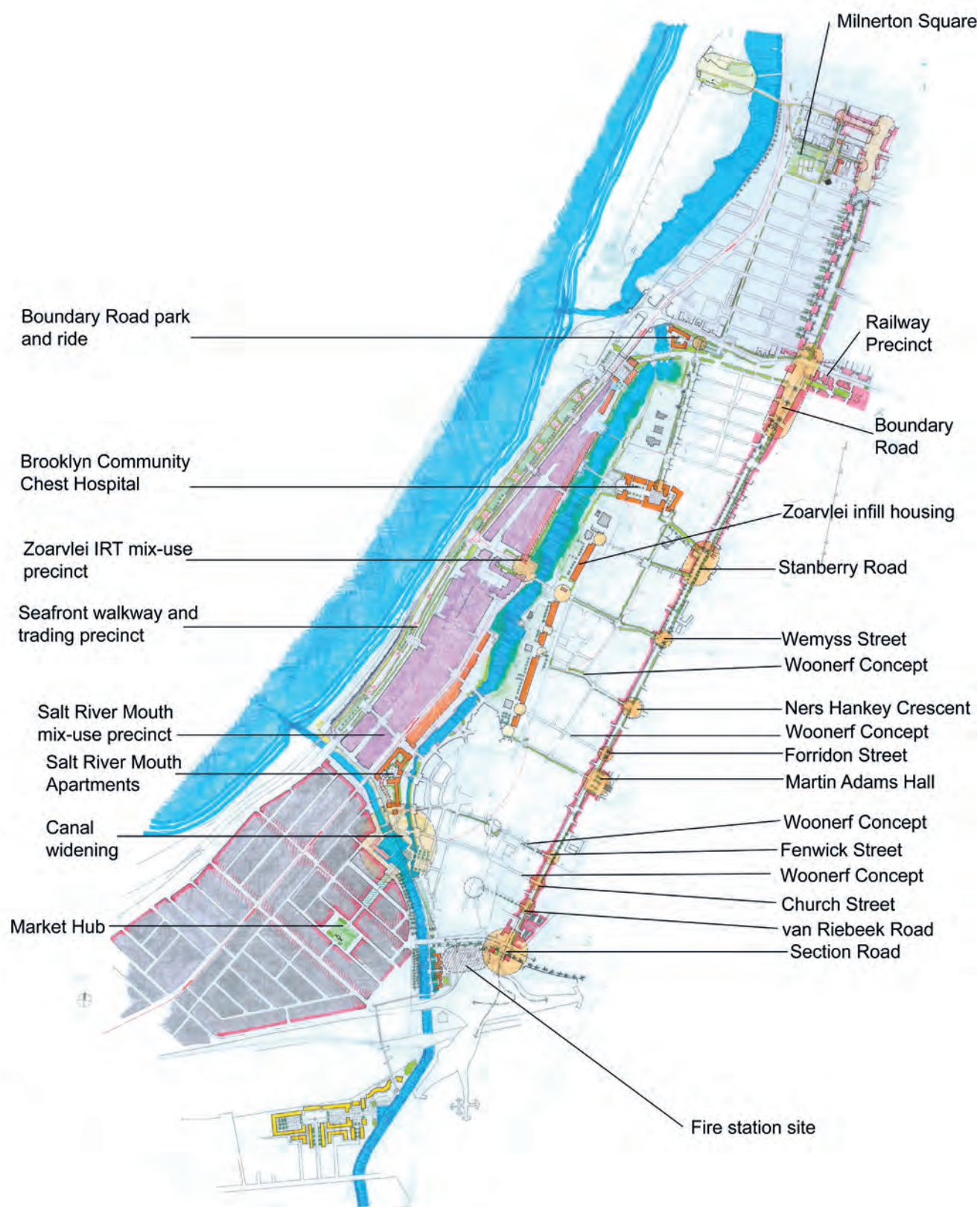


Figure 3.2: Overall Development Concept Plan

4. DELIVERING THE STRATEGY

As stated in section three, the five strategies are the regeneration of the wetland and creation of an urban park, the the development of east west linkages, the development of key precincts, land use intensification through rezoning and capital investment and strengthening Koberg Road.

The spatial strategy sets out how to deliver the strategic vision and key objectives for the Area. The spatial strategy comprises a framework that will be used as a means of guiding development, promoting confidence in the area and encouraging regeneration.

This framework supports the development of precincts of activity that contain a mix of housing, offices retail and community facilities, that are easy to get to and that are linked to the public transport infrastructure and the proposed regional urban park.

The framework promotes an integrated approach to infrastructure by combining walking and cycling routes with open spaces and the wider green network and with urban drainage systems along Zoarvlei and the Salt River Canal. The system will assist in reducing private car use, as it will make it convenient and safe to use the urban park by accessing it via the IRT system, by foot or bicycle.

The framework aims to promote existing assets (such as Zoarvlei, the canal, local people, the character of the built environment, location etc.) to create a resilient, adaptable, distinctive and connected series of neighbourhoods.

4.1. Regeneration of the Urban River/Wetland System and the Creation of an Urban Park

The Zoarvlei wetlands were once part of a larger system of wetlands that existed at the point where the Salt River and the Black River converged and fed into the sea. At this point there was a functioning estuary and Zoarvlei was a salt water ecosystem. It also connected with the Diep River system linking town with the area to the north. The Diep River system has



Figure 4.1: The Metropolitan Green System

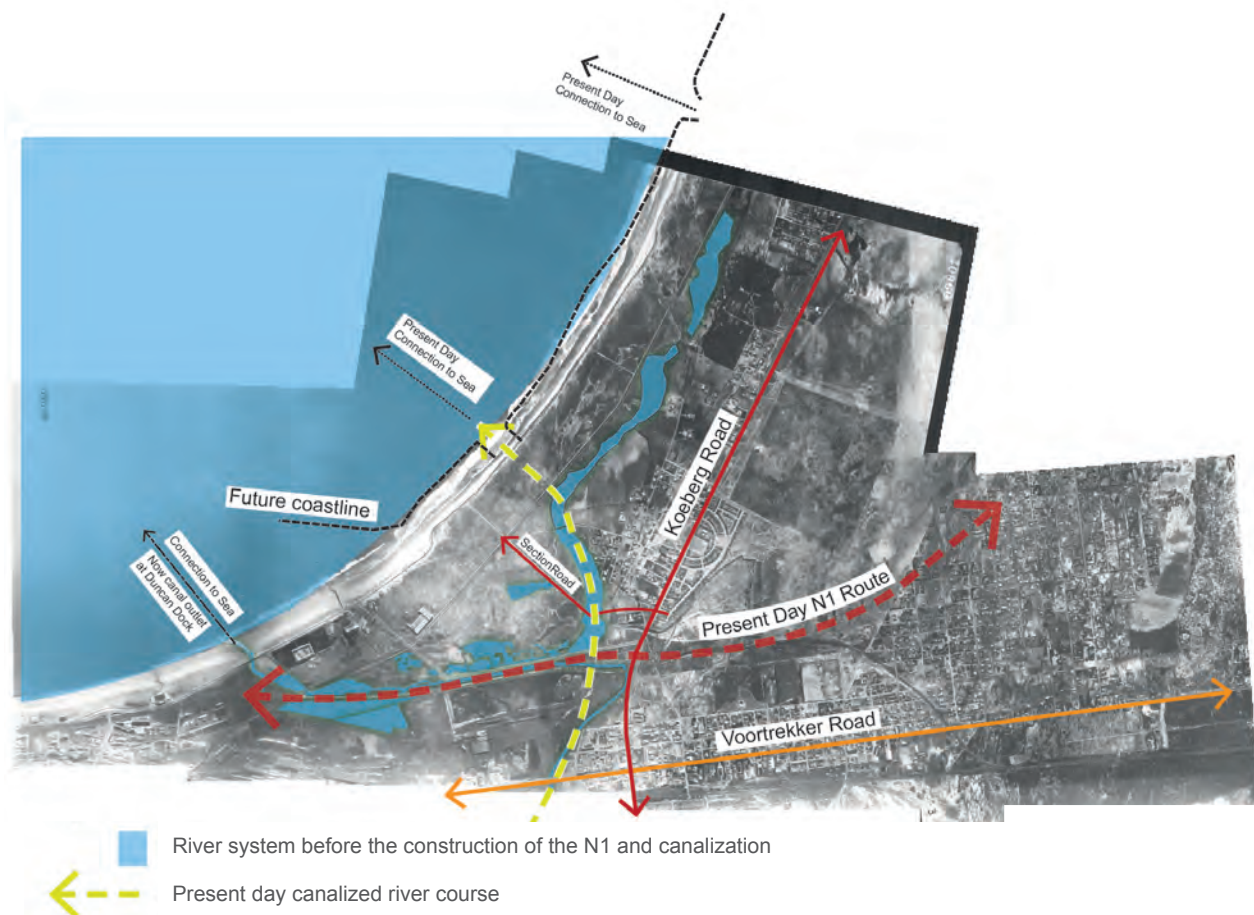


Figure 4.2: Current situation overlaid over a 1932 Aerial Photograph

its mouth at Lagoon Beach.(See “Figure 4.1: The Metropolitan Green System” on page 38)
 “Figure 4.2: Current situation overlaid over a 1932 Aerial Photograph” on page 39 shows how the Salt and Black River Canals flowed together and around Paarden Eiland, linking through Zoarvlei and a series of wetlands down to the sea.

Over the years the construction of Marine Drive, The N1 Freeway and the railway lines as well as the canalization of the Salt River has resulted in Zoarvlei becoming an isolated wetland. It is now an entirely freshwater system fed by storm water and the natural water level. It runs into the sea via a pipe that passes underneath Marine Drive.

The isolation of the system is illustrated in “Figure 4.4: Influence of the canals and roads on isolating the wetlands” on page 40.

The Development Framework proposes a regeneration of the urban river system and a reconnection with the Salt River System. “Figure 4.3: Vision for re-linking the green system” on page 40.

Although we cannot reconnect the system with a canal, (the Zoarvlei is at a higher level than the Salt River Canal and this would drain the vlei entirely) we can augment the current water levels of Zoarvlei with water pumped from the Salt River Canal using methods such as a solar pump

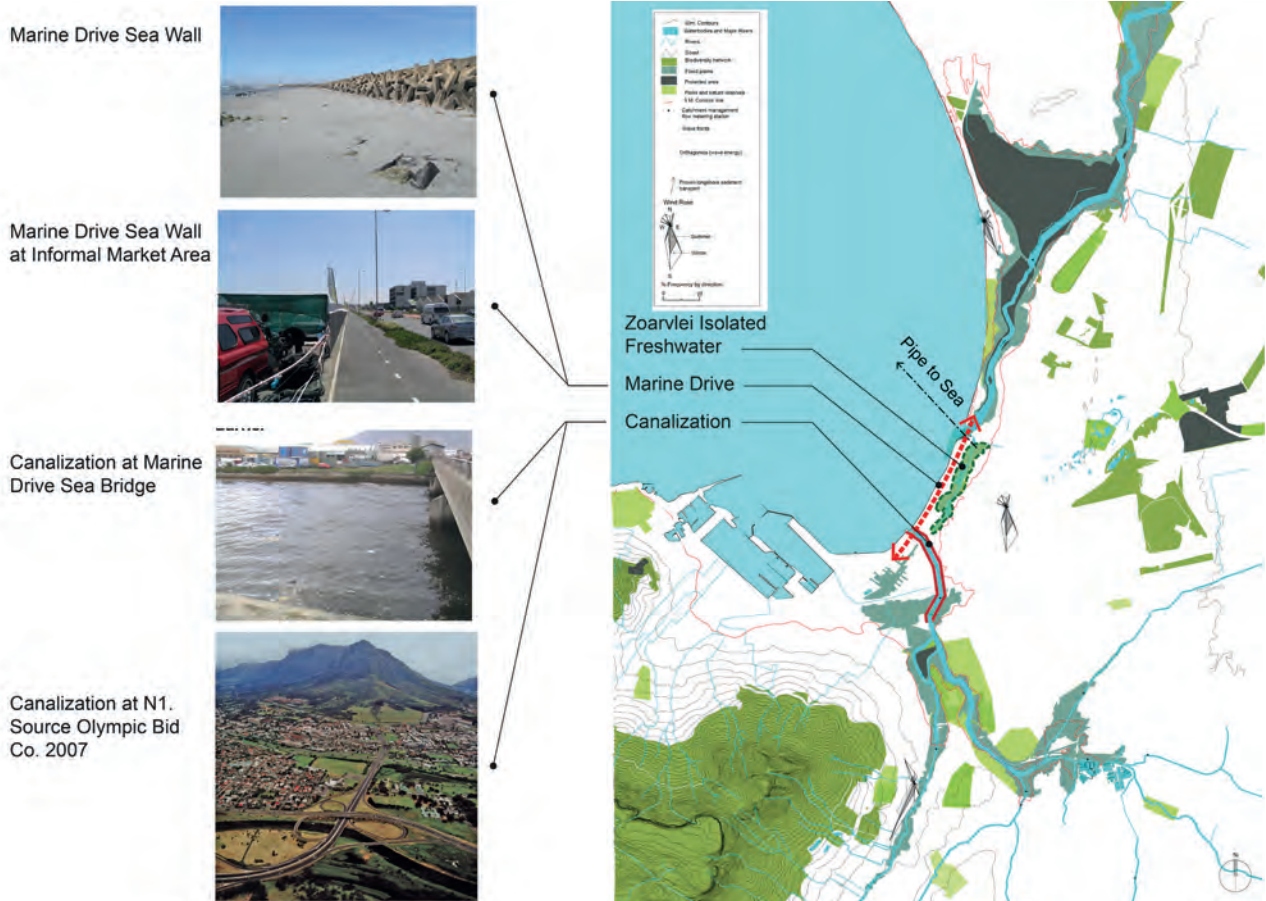


Figure 4.4: Influence of the canals and roads on isolating the wetlands

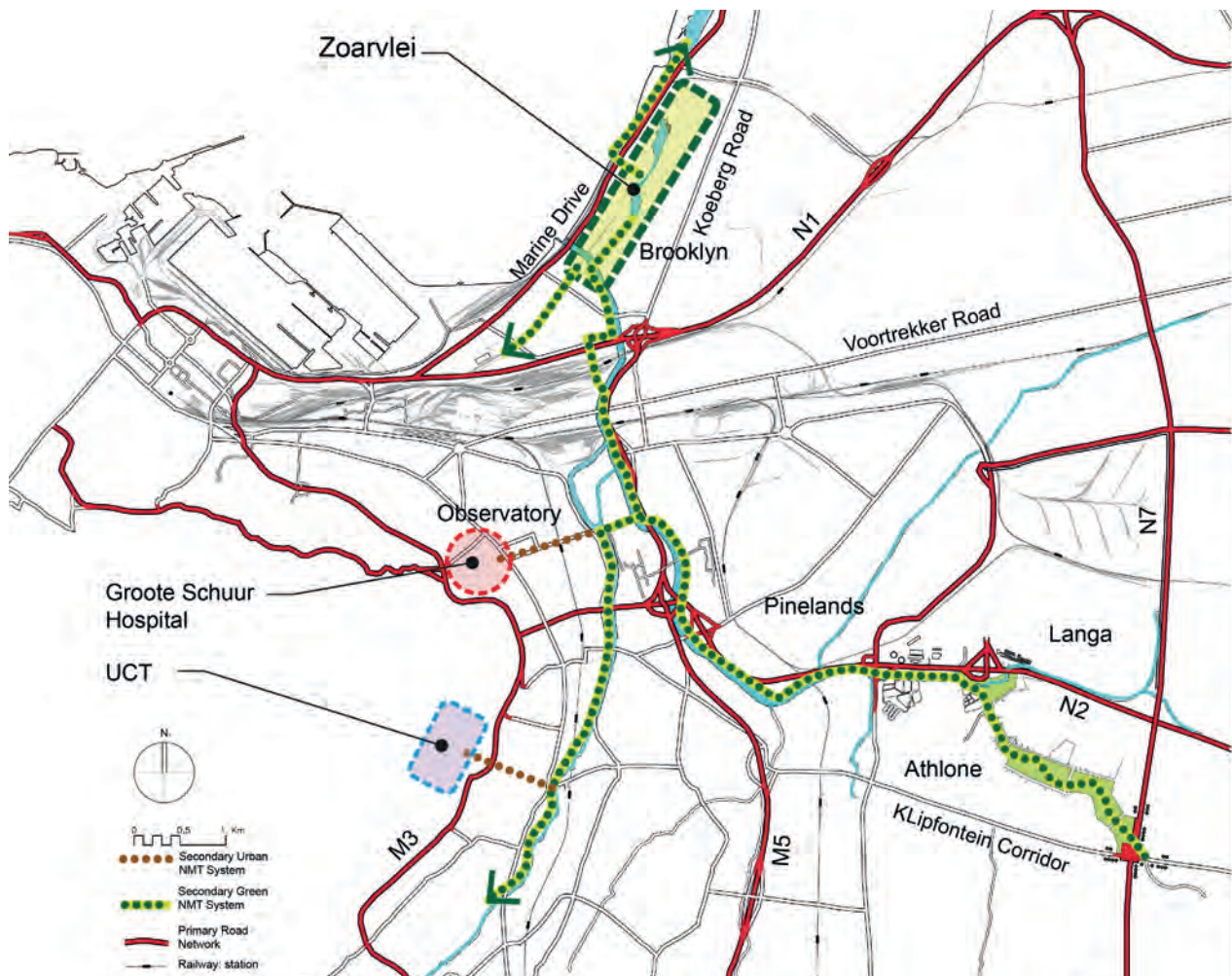


Figure 4.3: Vision for re-linking the green system

or a water wheel connected to a low weir, etc. We would, however need to clean this water using a system of reed-beds. This would create flow though the site and eliminate the unsightly stagnant water. (See Section “4.2.1. Salt River Canal Precinct” on page 52).

In order to do this we would need to deepen the Vlei. This would create a number of benefits: It would create a larger system of water bodies adding to the amenity value of the vlei: it would also increase the ability of the Vlei to deal with storm water, thus reducing the floodplain and increase the ability of the site to deal with sea level rise.

Figure 4.8 illustrates the areas in the study area that are vulnerable to flooding. As large portions of the study area are on reclaimed land, these portions are particularly vulnerable to flooding as a result of sea level rise and storm surges.

During the summer months the southern water body is dry and there is very little water flow resulting in stagnant water. The water quality is also declining and as a result the biodiversity has declined and the water bodies are choked by *Typha Capensis*.

As part of the strategy to deliver sustainable urban development, an integrated approach to infrastructure is proposed that combines walking and cycling routes with green spaces and water management. This also forms part of reconnecting Zoarvlei to the Salt River Canal via a series of footpaths and bicycle routes.

We consider open spaces, private gardens, tree lined walkways, paths, streets, areas of landscaping, Zoarvlei, watercourses and the canals as infrastructure integral to the delivery of an



Figure 5.5: The current state of the vlei



Figure 5.6: Example of bicycle path



Figure 4.7: Example of board-walk

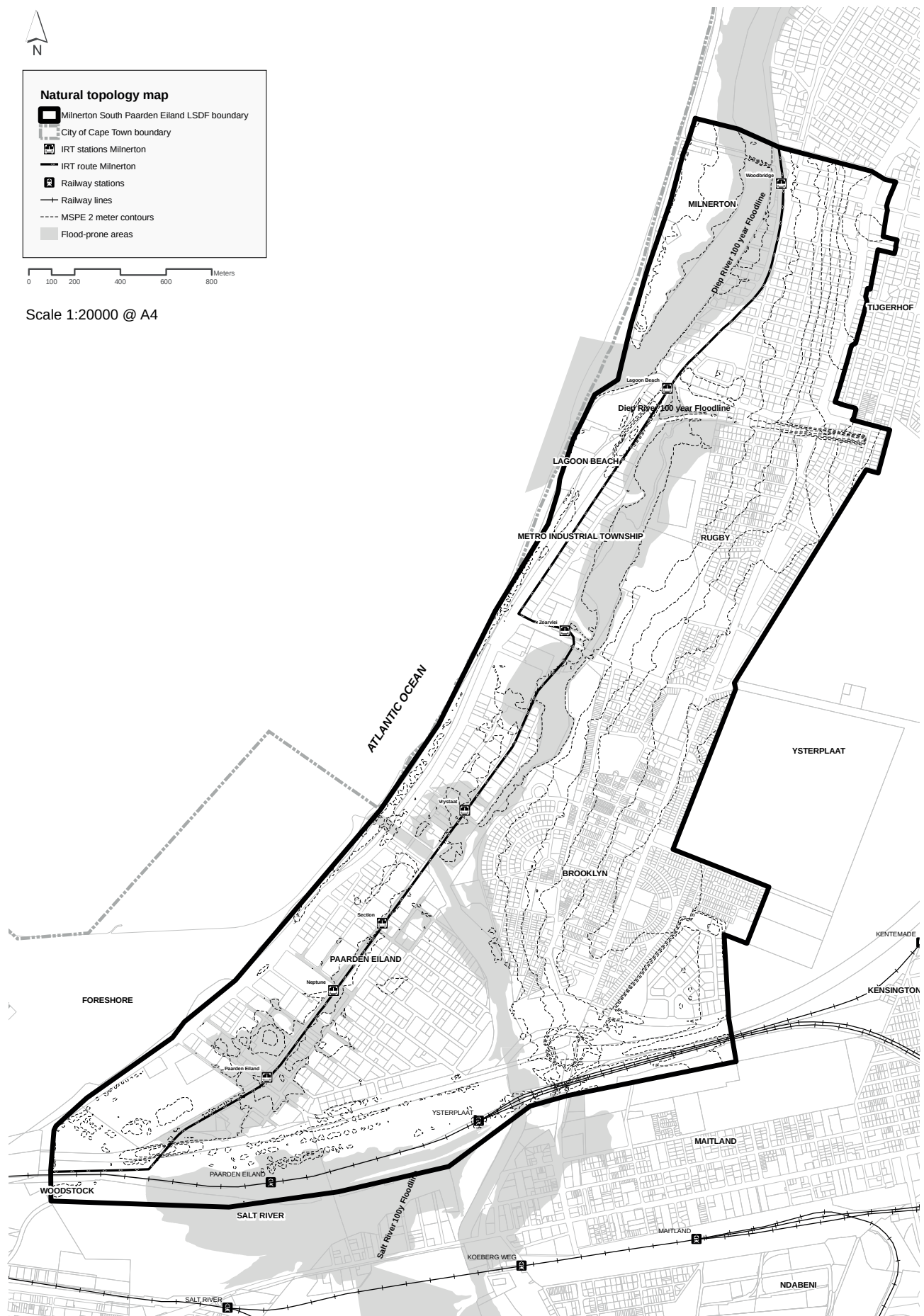


Figure 4.8: Flood-prone Sections of the Study Area.

1. Formalised path which becomes a board-walk in some places
2. Medium density housing which faces onto Zoarvlei
3. Business/mixed use, ideally cafés and restaurants that front onto the vlei
4. Existing soccer field and clubhouse
5. Potential new facilities terminating the east-west connections
6.
 - a. New Canal connecting the Salt River Canal to Zoarvlei (with water pumped from the Salt River)
 - b. Formalised water body as a public amenity leading into:
 - c. Rejuvenated natural vlei
 - d. Widened and controlled egress point for water leaving the vlei
7. Kick-around play areas
8. Egress point of Zoarvlei and Diepriver into the sea
9. BRT and NMT route
10. Grassy picnic areas



Figure 4.9: Zoarvlei proposals

Integrated Infrastructure Development Framework.

Central to this is the implementation of a quality walking and cycling environment that is linked with the BRT system, public transport infrastructure, delivering better quality open spaces, and offering choices related to movement. This would create a secondary grid of NMT movement as a structuring system across the framework.

Along the green system a number of areas of interest in the form of public facilities would be placed related to the open system that take advantage of the adjacent neighbourhoods and public transport system.

The houses on the edge of the vlei as well as the factories in the industrial area for the most part turn their back on the vlei resulting in unsafe



Figure 4.10: Examples of events along the way



Figure 4.11: Blank walls onto the Vlei

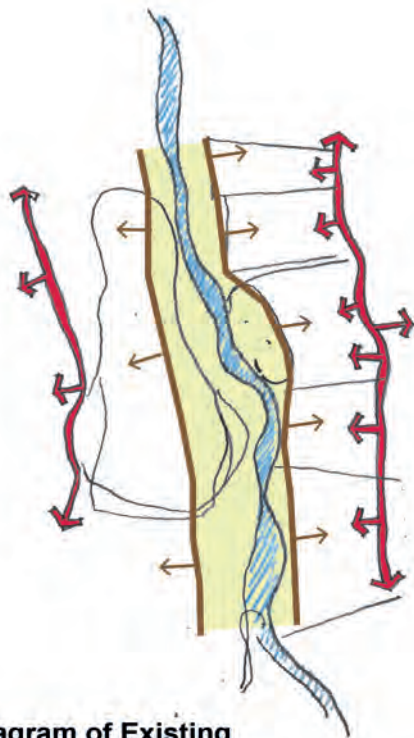


Diagram of Existing

Existing movement structure creating an alienating landscape of backyards to Zoarvlei thereby forming a barrier and contributing to a fragmented landscape



Diagram of Proposed

Active frontages lining Zoarvlei to create a safe vibrant environment further activated by a Green NMT route facilitating broader integration.

Figure 5.12: Existing and proposed edges onto the vlei



Figure 4.13: Birmingham Canal 1970- 1990s



Figure 4.14: Examples of development adjacent to rivers, West St Denis, France



Figure 4.15: Nansen Park, Oslo, Norway



Figure 4.16: Sampling Gardens, Tianjin City, China

areas, vagrants and little surveillance. (See “Figure 4.11: Blank walls onto the Vlei” on page 44) We propose to turn this around by providing additional surveillance onto the vlei with a row of medium density housing along the southern edge of the reserve. (See “Figure 5.12: Existing and proposed edges onto the vlei” on page 44)

The result would be the upgrading of the river from a degraded system to a regenerated system.



Figure 4.17: Existing scenario (top) and vision (bottom)

The urban park envisages low impact, conservation oriented activities that enhance the functioning of Zoarvlei as a healthy wetland. It is possible to derive some capital input for landscaping from developers but it is also the responsibility of the City to look after the open spaces under its management. Measures should include policing and additional lighting as part of the public space upgrading.

4.1.1. Implementation

Urban Design Framework

An urban design framework would need to be compiled for the entire urban park to take the design forward in more detail. Consultants would need to be appointed to finalise this in the short term. There are a number of sub projects that will form part of this larger park project, which are listed below and for which we have provided preliminary costs to give a sense of the scale required. These costs would need to be refined based on the work done in the urban design framework. The choice of plant material for the landscaping should be carefully selected to enhance the park (i.e. not invasive). The framework should include security measures such as adequate lighting and visible policing.

Environmental Impact Assessment

An environmental impact assessment would need to be carried out for the entire urban park proposal based on the urban design framework. Consultants would need to be appointed for this project.

**WESTERN CAPE NATURE CONSERVATION BOARD
NOTICE
PROVINCE OF THE WESTERN CAPE
NO. 165/2014**

**NATIONAL ENVIRONMENTAL MANAGEMENT: PROTECTED AREAS ACT,
2003 (ACT NO. 57 OF 2003): INTENTION TO DECLARE NATURE RESERVES**

I, Anton Bredeff, in my capacity as Provincial Minister of Local Government, Environmental Affairs and Development Planning in the Western Cape, acting under section 33(1)(a) of the National Environmental Management: Protected Areas Act, 2003 (Act 57 of 2003), give notice that:-

(a) I intend declaring nature reserves, on the properties as indicated in the Schedule. Full details of the properties can be viewed on the CapeNature website at <http://www.capenature.co.za/care-for-nature/stewardship/> and the City of Cape Town's website at <http://www.capetown.gov.za/nature/reserveproclamation>

(b) I invite members of the public to submit written representations on or objections to the proposed declaration within 60 days from the date of this notice to the following address:
The Chief Executive Officer
CapeNature
Private Bag X29
Gatesville
7756
Attention: Ms. M. Keys

Signed at Cape Town this 27th day of May 2014.
**MR A BREDELL, MINISTER OF LOCAL GOVERNMENT,
ENVIRONMENTAL AFFAIRS AND DEVELOPMENT PLANNING**

SCHEDULE

NO.	NAME OF NATURE RESERVE	NO. OF ERF/ERVEN	OWNER/S
1.	BLAAUWBERG	11	City of Cape Town
2.	BOTHASIG	2	City of Cape Town
3.	BOTTERBLOM	3	City of Cape Town
4.	BRACKEN	6	City of Cape Town
5.	EDITH STEPHENS	6	City of Cape Town
6.	FALSE BAY	91	City of Cape Town
7.	HELDERBERG	4	3 Erven owned by the City of Cape Town and 1 Erf owned by Lourensford Properties (Pty) Ltd
8.	STEENBRAS	11	City of Cape Town
9.	TABLE BAY	72	70 Erven owned by the City of Cape Town and 2 Erven owned by the World Wide Fund South Africa
10.	TYGERBERG	25	City of Cape Town
11.	LITKAMP WETLAND	6	City of Cape Town
12.	WITZAND AQUIFER	4	City of Cape Town
13.	WOLFGAT	2	City of Cape Town
14.	ZANDVLEI	30	City of Cape Town

Figure 4.18: Proclamation notice for the Zoarvlei Nature Reserve

Sub-projects

- Water pump and system of reed beds and weirs. A reed bed is essentially a channel, lined with an impermeable membrane, that is filled with gravel and planted with macrophytes i.e. reeds, rushes and used to treat wastewater.
- Deepening of the vleis
- Walking and cycle routes, street furniture, lighting and visible policing.
- Areas of interest

Name of project	Actions	Roleplayers	Time-frames	Budget
Regeneration of the river system and the creation of an urban park.				
a. Development of an Urban Design Masterplan	Appoint Urban designers/ landscape architects and engineers to undertake a master plan.	SPUD department CoCT/Parks Department	Short term	R 1,5 m
b. EIA – botanical study and VIA for entire Zoarvlei edges.	Appoint EAP to undertake EIA			R1m
The following are sub projects that may be undertaken once the urban design masterplan has been completed. The costs are indicative for planning purposes only.				
i) Walking and cycling routes with green spaces and water management to be developed in conjunction with Provinces proposals for the Two Rivers Urban Park	Appoint Urban designers/ landscape architects and engineers	SPUD department CoCT/Parks Department	Short term	R10 115 280 Includes paving, lighting and landscaping.
ii) Water Management and development of pump system :Zoarvlei, ie pumping water from Salt River Canal. Development of reed bed system to cleanse water coming from Salt River Canal..	Appoint hydrological engineers/landscape architects to design pipelines and water cleansing ponds.	Catchment, Stormwater & River Management./SPUD	Medium	Pump system and weir R18 m Reed-beds R5m

Name of project	Actions	Roleplayers	Time-frames	Budget
iii) Management Plan for the Proposed Urban Park to address issues of: Pollution control Sewer discharge into river Illegal dumping Law enforcement and patrols Vagrants, illegal occupation Fencing and access Alien vegetation, water flow and quality, stormwater damages and human influence, fauna and flora, public environment, public transport, tourism and heritage.	Create a detailed management plan for the proposed urban park.	SPUD/ Catchment, Stormwater & River Management./ Dir. Roads & Stormwater Parks Nature Conservation		
iv) Deepening of Zoarvlei and clearing of alien vegetation	Flood-line/ hydrological assessment/ Appoint engineers.	SPUD/ Catchment, Stormwater & River Management./ Dir. Roads & Stormwater	Medium	R19,7m

4.2. Development of strategic precincts

The second strategy involves development of strategic pieces of land that would act as catalysts for development of the local area. “Figure 4.19: Strategic precincts” on page 51 shows the location of these land parcels.

Some of these land portions are City owned land that could be sold to developers or form the subject of Public Private Partnerships. Other strategic pieces are privately owned, and the development of these land portions would involve negotiation with landowners. A set of incentives provided by the City will also be required to prompt landowners to develop this land.

These strategic pieces of land have been grouped into precincts and will be discussed in the following Sections 5.2.1 - 5.2.12. Each precinct has been conceptually designed to show what could be achieved on these parcels of land.

Precinct 1: “4.2.1. Salt River Canal Precinct” on page 52

Precinct 2: “4.2.2. Market Hub Precinct” on page 56

Precinct 3: “4.2.3. Gateway Precinct” on page 60

Precinct 4: “4.2.4. Social Housing Project (Adjacent to Brooklyn Chest Hospital)” on page 64

Precinct 5: “4.2.5. Boundary Road Residential and Park and Ride Precinct” on page 68

Precinct 6: “4.2.6. Seafront Trading precinct” on page 72

Precinct 7: “4.2.7. Zoarvlei Square Precinct.” on page 76

Precinct 8: “4.2.8. Zoarvlei additional infill housing facing onto the vlei” on page 82

Precinct 9: “4.2.9. Salt River Mouth Apartment Precinct” on page 86

Precinct 10: “4.2.10. Revitalised industrial Area Mixed Use Precinct” on page 90

Precinct 11: “4.2.11. Milnerton Square Precinct” on page 96

Note the only capacity constraints appear to be regarding the potable water supply. When the development begins a consultant needs to be appointed to determine the existing pressure in Zone C and the requirements for the proposed development (residential, commercial etc.). They should then be able to determine if the existing water infrastructure needs to be upgraded to allow for existing and proposed development in the area.(Refer to annexure F: Services Report)



Figure 4.19: Strategic precincts

4.2.1. Salt River Canal Precinct

It is proposed to widen a portion of the Salt River canal to create a water plaza. There could be an entertainment building jutting out into the water with coffee shops, cafés etc. located within it. Two public squares are proposed, one that terminates an east- west linkage and one that could serve as a forecourt to the markets. The canal could have steps leading down to the water to facilitate interaction between the public and the water. A fountain is proposed as visual termination for east-west linkage and market forecourt, creating an element of playfulness, helping orientation and bringing relaxing sounds to the precinct.

A double row of palm trees along the south-west-ern bank of the Salt River Canal can give an opportunity to provide a paved promenade between the trees, along the bank of the canal. This precinct is linked to the sea via a walk along the edge of the canal on beach sand which will be possible when the canal has a low water level.

It is proposed that a small solar pump or water wheel be used to pump water out of the canal and piped to a point further up-stream of the Zoarvlei. The water would be initially cleaned using ozone, or UV and then it would then be fed through a series of constructed wetlands with reed-beds for further cleaning before being run along a small canal into the Zoarvlei to supplement the current water in the vlei.

Strategically the development of the entertainment building should be linked to the Salt River Mouth Apartment projects (See “4.2.9. Salt River Mouth Apartment Precinct” on page 86). They



Figure 4.20: Pedestrian pathways next to canal : Century City, Cape Town



Figure 4.21: Nansen Park, Oslo, Norway



Figure 4.22: West Palm Beach Waterfront Commons, Florida, USA

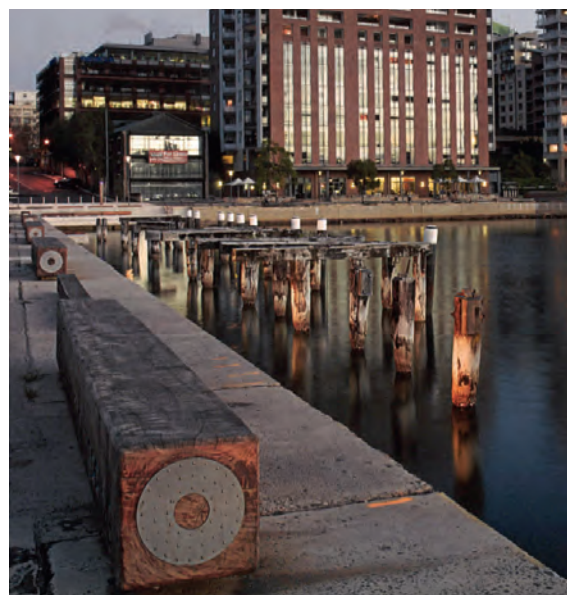


Figure 4.23: New Park at the former Water Police Site, Sydney, Australia



1. Formalised widening canal creating water plaza
 2. Entertainment building
 3. Public square terminating east-west linkage and announcing water plaza
 4. Forecourt to market
 5. Fountain
 6. Existing palm trees (double row) with new paved promenade
 7. Stairs down to path
 8. Beach sand walk to sea at low water level
 9. Canal linking Black River Canal to Zoarvlei
 10. Existing bridge (position), bridge upgraded
 11. Water wheel
 12. Pipeline carrying water from Black River Canal water wheel to head of constructed wetlands
 13. Head of constructed wetlands
 14. Constructed wetlands cleaning water entering Zoarvlei
 15. Board-walks between river and constructed wetlands
- a. Salt River Mouth Apartment Precinct
b. Market Hub Precinct



Figure 5.25: Entertainment buildings facing onto water: V&A Waterfront Cape Town.

Figure 4.24: Salt River Canal widening and public square Precinct

should go out as one combined tender.

Implementation

Project Name	Actions	Responsibility	Time-frame	Costs (Indicative)
Salt River Canal widening and public square and entertainment building	Could be PPP, sale or 99 year lease.	SPUD/Catchment management	Medium term (once area begins to look attractive).	R37,5m
	If the canal is developed separately then City will need to: Appoint urban designer/ hydrological/civil engineer to design canal widening and square.			
	Put out entertainment building to Request for proposals to private sector.			
	Need to subdivide and rezone.	Property Management/Land Use		
	Alternatively, if a PPP is undertaken, then canal widening and entertainment area could be developed as one proposal.			

Possible forms of partnerships

The most likely public private partnerships could be structured as follows:

Greenfield Projects - A public-private joint venture builds and operates a new facility for the period specified in the project contract. The facility may return to the public sector at the end of the concession period. The following options are in use:

- Build, lease, and transfer (BLT): A private sponsor builds a new facility largely at its own risk, transfers ownership to the government, leases the facility from the government and operates it at its own risk up to the expiry of the lease. The government usually provides revenue guarantees through long-term take-or-pay contracts for bulk supply facilities or minimum traffic revenue guarantees.
- Build, operate, and transfer (BOT): A private sponsor builds a new facility at its own risk, operates the facility at its own risk, and then transfers the facility to the government at the end of the contract period. The private sponsor may or may not have the ownership of the assets during the contract period. The government usually provides revenue guarantees through long-term take-or-pay contracts for bulk supply facilities or minimum traffic revenue guarantees.

- **Build, own, and operate (BOO):** A private sponsor builds a new facility at its own risk, then owns and operates the facility at its own risk. The government usually provides revenue guarantees through long-term take-or-pay contracts for bulk supply facilities or minimum traffic revenue guarantees.
- **Merchant:** A private sponsor builds a new facility in a liberalized market in which the government provides no revenue guarantees. The private developer assumes construction, operating, and market risk for the project.

Strategic land	Erf number	Size (m ²)	Ownership	Zoning
Canal Widening	16801	Total: 42 345	Mun. COCT	POS (OS2)
	20273		Mun. COCT	POS (OS2)
	20360		Mun. COCT	POS (OS2)

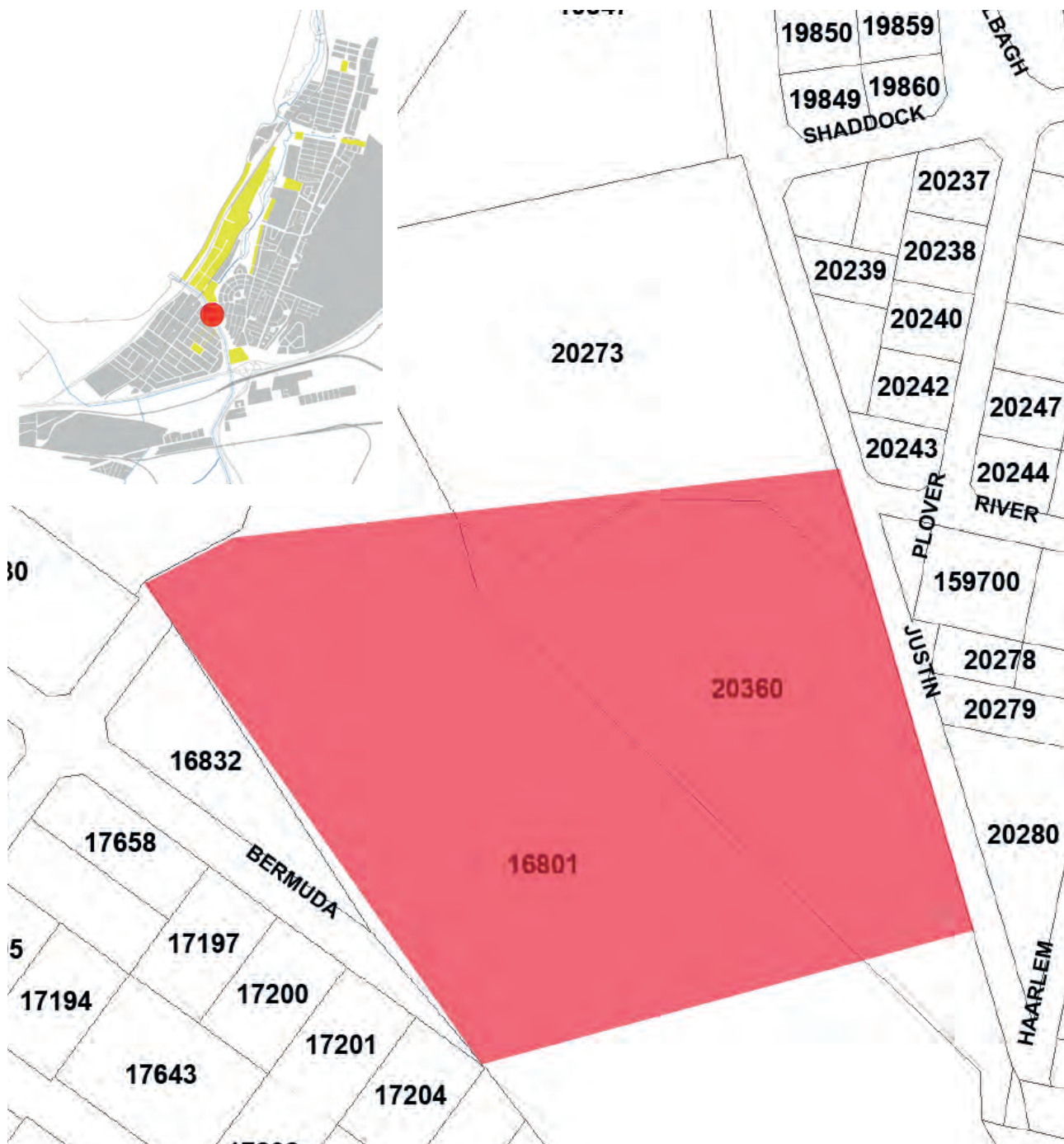


Figure 4.26: Land parcels needed for the development of the precinct

4.2.2. Market Hub Precinct

Promoting the Market Hub Precinct of Paarden Eiland as a mixed use, adaptable market hub could help reconnect Zoarvlei to Paarden Eiland, as well as the neglected Open Space in the centre of Paarden Eiland. It could also stimulate interest in an area that has lost much of its vibrancy. It will also provide a trip generator and attractor at a strategic location along the transport corridor to optimise two directional flows, while reducing the average trip distance.

By introducing a greater diversity of uses and supporting new businesses, particularly within the creative and craft industries, there is an opportunity to create employment in a new market hub with its own distinct character. Attracting new businesses and creating employment opportunities is considered critical to the sustainability of the Market Hub. The occupation of the Market Hub by artists and crafters that work on site is a possible niche market that could attract tourists. In addition, the market could provide organic food and coffee.

The idea is to promote a creative hub and specialist market destination in partnership with stakeholders and other service providers. The creation of safe and vibrant pedestrian routes through the market and a network of linked open spaces, together with enhanced lighting, improved signage and public art, would ensure the Paarden Eiland Market Hub acts as a gateway to Paarden Eiland. The market would become a destination point for a walkway that connects through from the Two Rivers Urban Park to the sea. It could provide an NMT connection from areas as far away as Langa, Athlone, Pinelands and Sybrand Park.

To support this, active ground floor uses along the canal and Zoarvlei green network need to be encouraged. Restaurant and café uses should also be encouraged (where they are not detrimental to residential amenity on the Brooklyn side) to create daytime and evening activity within the area. New buildings should be industrial in their aesthetic, composition and detailing, drawing on the existing industrial and manufacturing character of the precinct.

A vibrant mix of uses is encouraged. Artist studio and workshop spaces, galleries, retail, commercial and creative industry studios should be integrated with building entrances, small businesses,



Figure 4.27: Example of market: Johannesburg



1. Forecourt to market where market can spill into when busy
2. Covered market such as Faneuil Hall in Boston
3. Existing street with active edges which gives framed view to Devil's Peak
4. Existing public open space with sculptured fountain and can be extended to an outdoor market or entertainment area
5. Active edges
6. Highly Trafficked road, small business should be encouraged on edges (capital investment)

- a. Salt River canal widening and public square
- b. Fire station precinct

Figure 4.28: Market Hub Precinct



Figure 5.29: Outdoor market under cover, Sydney



Figure 5.30: Biscuit Mill indoor Market, Cape Town

retail and residential entrances.

Implementation

There are two aspects to the success of this project. Development of the public realm, the park (which is publicly owned land) would need to be upgraded by the local authority to reinforce and add to investment by the private sector. Secondly a mechanism needs to be put in place to encourage development by the private sector. An incentive overlay zone is proposed as the mechanism that will encourage development of the market hub (See section “B2.2. Incentive Overlay Zone”).

Incentive Overlay Zone

As all of the properties in this proposal are privately owned (except the park), this project would have to be championed by the private sector. However, the implementation of the incentive mechanism created by the Incentive Overlay Zone would need to be in place before the private sector could respond.

Development of the park

The development of the park would create a pleasant place to terminate the market hub and the redevelopment of this park to accommodate additional seating, shade and perhaps tables for picnickers would go far in encouraging the active use of this space.

Projects	Actions	Responsible dept.	Timeframes	Costs
Market Hub Precinct				
	Ensure Incentive Overlay Zone is in place.	Land Use Planning	Short Term to medium term depending on overlay zone.	
	City to develop park in centre of site. Appoint landscape architects to design park.	Parks and Recreation	Short Term	

Strategic land	Erf number * erven in bold , likely to be part of initial project	Size (m²)	Ownership	Zoning
Market Hub	17203	22241 (Excluding open space) 22 842 (with)	Private	POS (OS2) (open space)
	17204		Private	GI 2
	17205		Private	
	17206		Private	
	17207		Private	
	17225		Private	
	17227		Private	
	17228		Private	
	17229		Private	
	17230		Private	
	17551		Unknown	
	17552		Private	
	17554		Unknown	
	17665		Private	
	17679		Private	
	17685		Private	
	17702		Private	

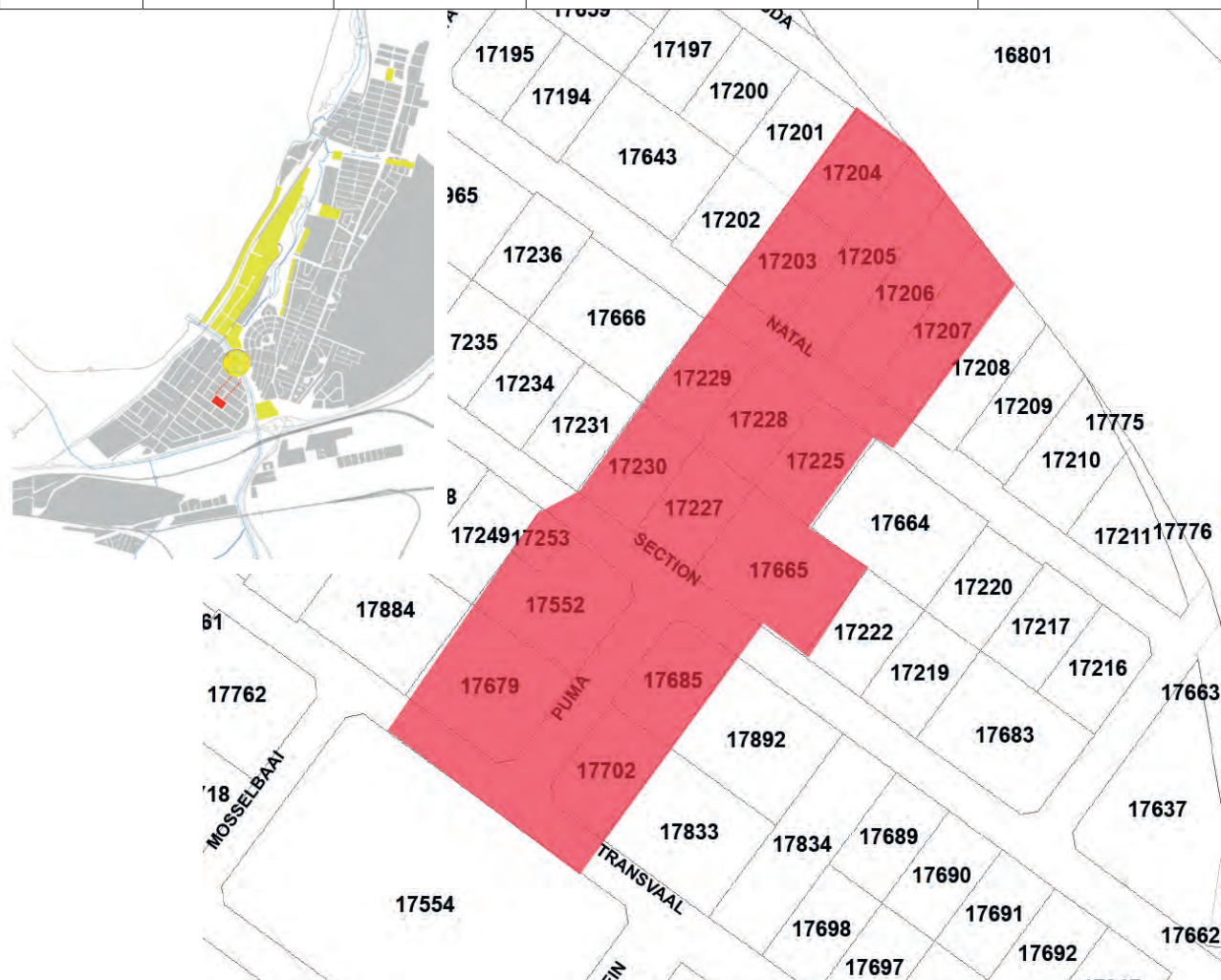


Figure 4.31: Land parcels needed for the development of the precinct

4.2.3. Gateway Precinct

The Gateway precinct will be a highly visible and commercially vibrant junction point of the regional movement system. It will have significant scaled primarily commercial, office and residential development framing the corner of Koeberg Road and Section Street.

Erf 20486, upon which the fire station is located is an underutilized piece of land on a prime location. The potential exists to extend the function of the site for emergency vehicles. The site is extremely accessible to the highways. However, it is proposed that an appropriate gateway to the precinct be located along Koeberg Road.

Many trucks use Koeberg Road and the bridge would need to be sufficiently elevated above the freeway to accommodate the trucks. As the site is so close to the Cape Town CBD, it makes sense to offer some residential accommodation to people that may not be able to afford City centre prices.

Residential flats are proposed on the west side of the fire station, between it and the canal. These would interface with water courts on the canal side which would flood when the Salt River Canal is high. There would be a public board-walk between the water courts and the Canal.

Implementation

In order to implement this project, there are two mechanisms that may need to be put in place. The incentive overlay zone mechanism as described in the previous section, could possibly be applied. This mechanism is intended to encourage private sector investment. In addition, it is recommended that a public private partnership be created.

Apply Incentive Overlay Zone

The first step will be to create the correct legislative environment to attract investment in this project. Therefore the incentive overlay zone is a mechanism to achieve this. This would require further investigation and study. The site could be rezoned to mixed use development and an environmental impact assessment would need to be completed.

Creation of a Public Private Partnership

As this is state owned land, a public private partnership could be structure in which the land is sold to a developer once the developer has produced satisfactory urban design guidelines for the entire site. There are a number of scenarios:



1. Existing fire station in good position for fast access
2. Canal edge sloped instead of vertical so water can flow into water courts behind
3. Public board-walk
4. Residential flats fronting onto water courts and beautiful views of Table Mountain
5. Access and service off Section Road
6. Landmark celebrating entrance to Koeberg Road.



Figure 7.33: Landmark celebrating entrance to Koeberg Road

Figure 4.32: Fire Station Gateway Precinct

- The fire station remains as it is and the developer develops around it.
- The fire station is redeveloped by the developer and incorporated into the new development as a whole.
- The project is split into two components in which the fire station/emergency component and the Canal buildings are developed separately.

The market will need to dictate the best scenario, perhaps with a request for proposals.

Project	Actions	Responsibility	Timeframes	
Gateway precinct				
Mechanism	Apply Incentive Overlay Zone to this erf.	SPUD/property management	Medium term (put out at same time as Canal widening)	
Development (buildings) on edge of canal.	Buildings on edge of canal, direct sales of the public land. Need to create urban design guidelines for these buildings and rezone and subdivide..	PPP		

Strategic land	Erf number	Size (m²)	Ownership	Zoning
Fire station	20486	45 467	Mun. COCT	POS (OS2)

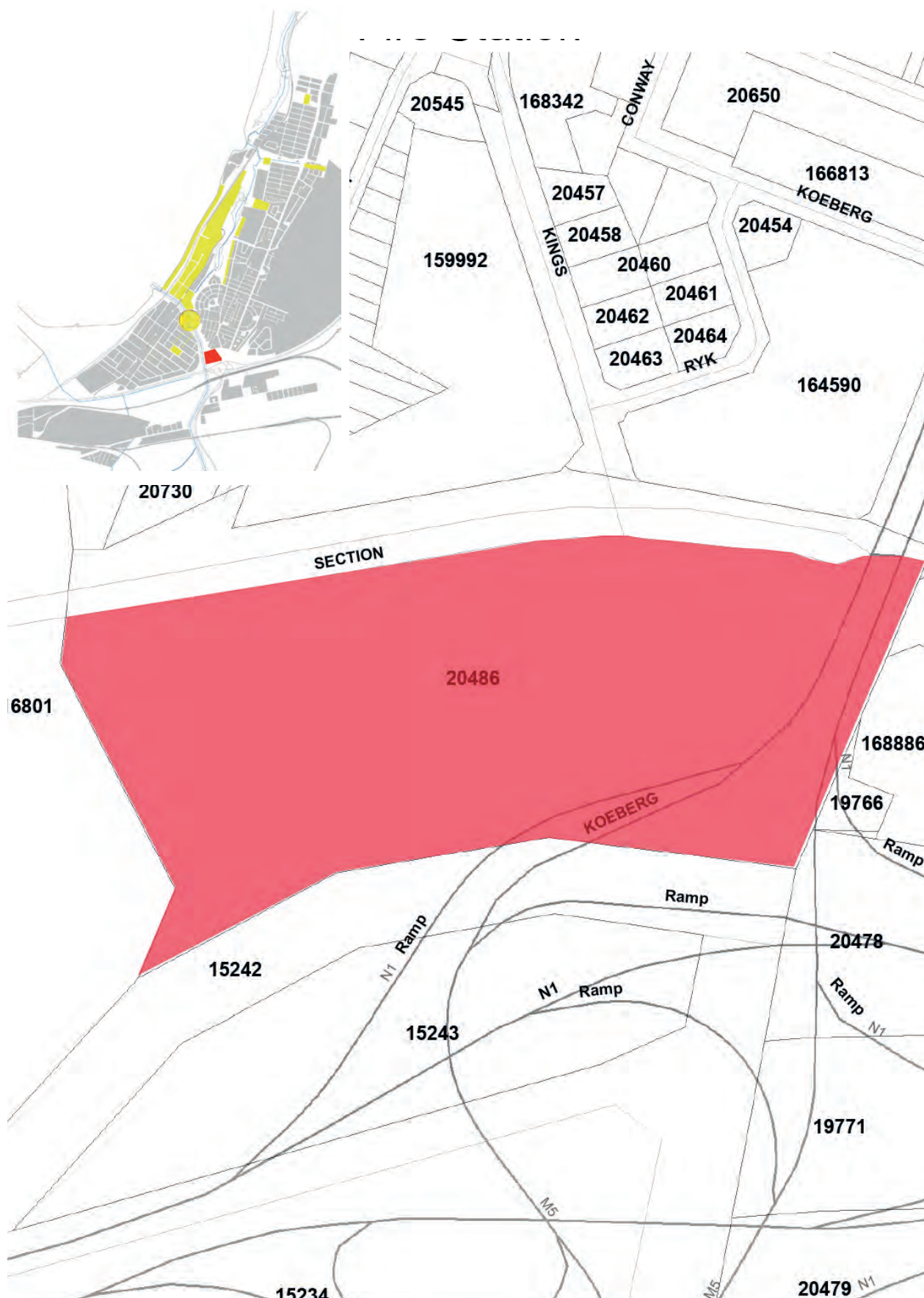


Figure 4.34: Land parcels needed for the development of the precinct

4.2.4.Social Housing Project (Adjacent to Brooklyn Chest Hospital)

(Erf 21082 , Donegal Road, Brooklyn).

Erf 21082 is a parcel of land that is owned by the City of Cape Town, is part of the same erf that the Brooklyn Chest Hospital is on, and forms part of the Table Bay Conservation Area land.

It is important that this land is utilised for social housing purposes given its central location and proximity to Drommedaris and other social housing projects. This is a key parcel of land that has the potential to form a connection between Brooklyn and Rugby.

A medium density residential development is proposed for this land. Ideally this should take the form of 3-4 storey walk-ups located around a series of courtyards. The public should be allowed through these courts, in order to connect from Koeberg Road through to Zoarvlei, and north up Donegal Road. The development will provide surveillance for the proposed pathway up the edge of Zoarvlei

By developing this land, key pedestrian links can also be strengthened. Donegal Road should be landscaped and have pedestrian lighting as it connects this precinct to the park and ride. The east-west connection from Koeberg Road to the Vlei and across the proposed bridge to meet the pedestrian walkway running down the west bank of the Vlei is also important.

Implementation

There are a number of statutory steps that need to be undertaken in order to render this land as develop-able. They are outlined as follows:

De-proclamation

As described in the previous section, the site will need to be excluded from the Table Bay



Figure 4.35: Medium density residential development with surveillance over street



1. Brooklyn Chest Hospital
2. New bridge (NMT)
3. Green forecourt with kick- about space
4. Public route in the short- medium term
5. Medium density 3-4 story residential
6. Connection to Park and Ride with landscaping and lighting
7. New social housing
8. Path along the edge of Zoarvlei

Figure 4.36: Brooklyn Chest Hospital Land

Nature Reserve of which it now forms a part. This will need to be done by the Land Use Department in conjunction with the Environmental Resource Management Department.

Incentive Overlay Zone adjacent Brooklyn Chest Hospital land

At the same time the incentive overlay zone mechanism will need to be promulgated for this site, which will allow for additional rights.

Rezoning and subdivision adjacent land

The site should be rezoned and subdivided from the larger Nature Reserve erf to allow for social housing to occur.

Land to be put out for tender

The land should then be put out for tender to a social housing institution by the property management department of the City.

Urban Design Guidelines for Site.

The developer should be required to develop urban design guidelines generally in accordance with the spatial development framework, which should be approved, by the urban design branch of the City.

- Development to be sensitive to conservation worthy vegetation and interface with vlei.
- Development to allow for and encourage pedestrian access and to address this specifically in the design.
- Development to be developed around central courtyard.

Actions	Responsibility	Timeframes
Site next to Brooklyn Chest Hospital		
Once land has been de-proclaimed (see above section). Apply Incentive Overlay Zone to this erf.	Land Use management / SPUD	Medium term (long term depending on de-proclamation time period)
Rezone and subdivide land.		
Put out land for tender to social housing entities only.	Property Management	
Developer to refine urban design guidelines as proposed in the LASDF for approval to City.		

Strategic land	Erf number	Size (m ²)	Ownership	Zoning
Brooklyn Community Chest Hospital	21082	Total 38356.7	Public	Community 1 (CO1)
	21806		Social Housing Institution.	Gen Res 2

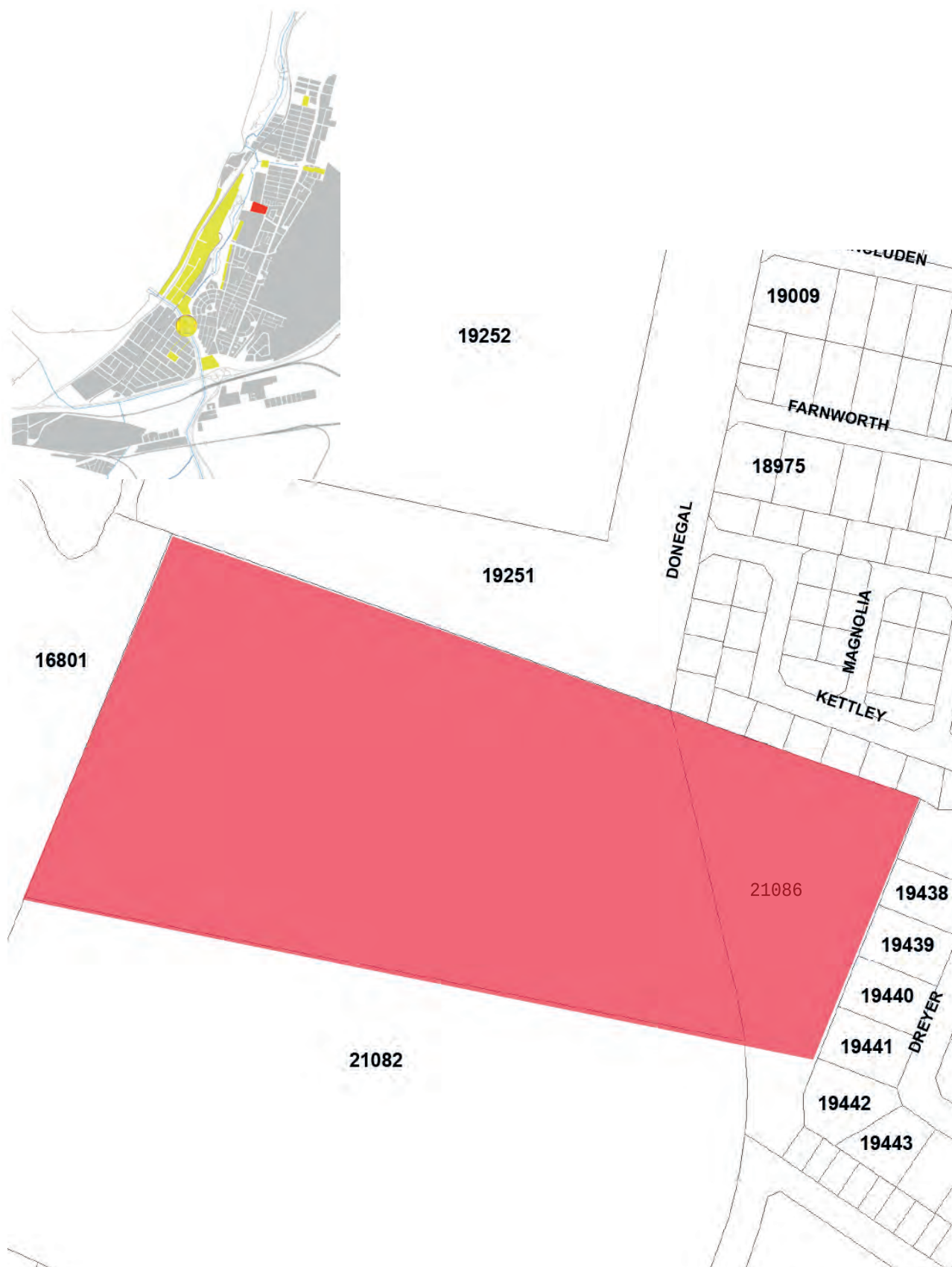


Figure 4.37: Land parcels needed for the development of the precinct

4.2.5. Boundary Road Residential and Park and Ride Precinct

It is proposed that this parcel of land is used as a Park and Ride facility for Lagoon Beach IRT station as well as a small medium density residential development. It is located near the Lagoon Station to enable people wanting to use the Myciti Bus and not served by Feeder services to drive from home, park and access the bus. There is no other open space near to the station. However it should be noted that the Park and Ride should be according to TCT criteria and standards.

The residential development should be located around a court to create defensible space. The proposal is that it would consist of 3-4-storey walk-up flats that relate to the flats on the northern side of Boundary Road.

A hard surfaced public square connects the proposed residential development to the Park and Ride facility and also serves as a start/end to the NMT route around Zoarvlei, as the existing NMT bridge over the rail stops in this position.

The residential development will have lovely views over the sea and over the Zoarvlei towards Table Mountain. It abuts the widened water outlet from the vlei under Marine Drive. The intersection of Marine Drive and Boundary Road will have to be raised by 1-1.5 meters in order to accommodate the new outlet.



Figure 4.38: Example of Park and Ride on Tableview.



1. Landscaped NMT route with lighting
2. Existing NMT bridge over rail
3. Park and Ride under shade cloth
4. Arrival court for residential and start/end of NMT route
5. Medium density residential
6. Widened Zoarvlei water outlet to sea
7. Intersection raised by 1-1.5 meters to allow widened water outlet and mitigate against silting up

Figure 4.39: Boundary Road Park and Ride Precinct.

Implementation

There are a number of statutory steps that need to be undertaken in order to render this land as develop-able. They are outlined as follows:

Excluded

Part of this land has been proclaimed as a nature reserve. This land would need to be excluded from the reserve by the Environmental Resource Management Department of the City or alternatively an environmental Assessment Practitioner would need to be appointed to carry this out on behalf of the City.

Rezoning and subdivision

The land would need to be rezoned to accommodate the park and ride, if this cannot be accommodated in a GR4 zoning..

Put out land for tender

The land would then need to be put out for tender . The developer will need to develop the park and ride for the IRT as part of the proposal.

Project	Actions	Responsible	Timeframes	
Boundary Road Mixed Use	Once land has been de-proclaimed (see above section).	Land Use management / SPUD to put out tender for rezoning initially	Medium term (long term depending on de-proclamation time period)	
	Rezone and subdivide land.	To be done internally by Land Use management /alternatively the City to appoint Town Planner .		
	Put out land for tender.	and then Property management to put out tender for sale of land		
	Developer to refine urban design guidelines as proposed in the LASDF for approval to City.			

Strategic land	Erf number	Size (m²)	Ownership	Zoning
Boundary Road Park and Ride	19251	12 587	Mun COCT	GR4

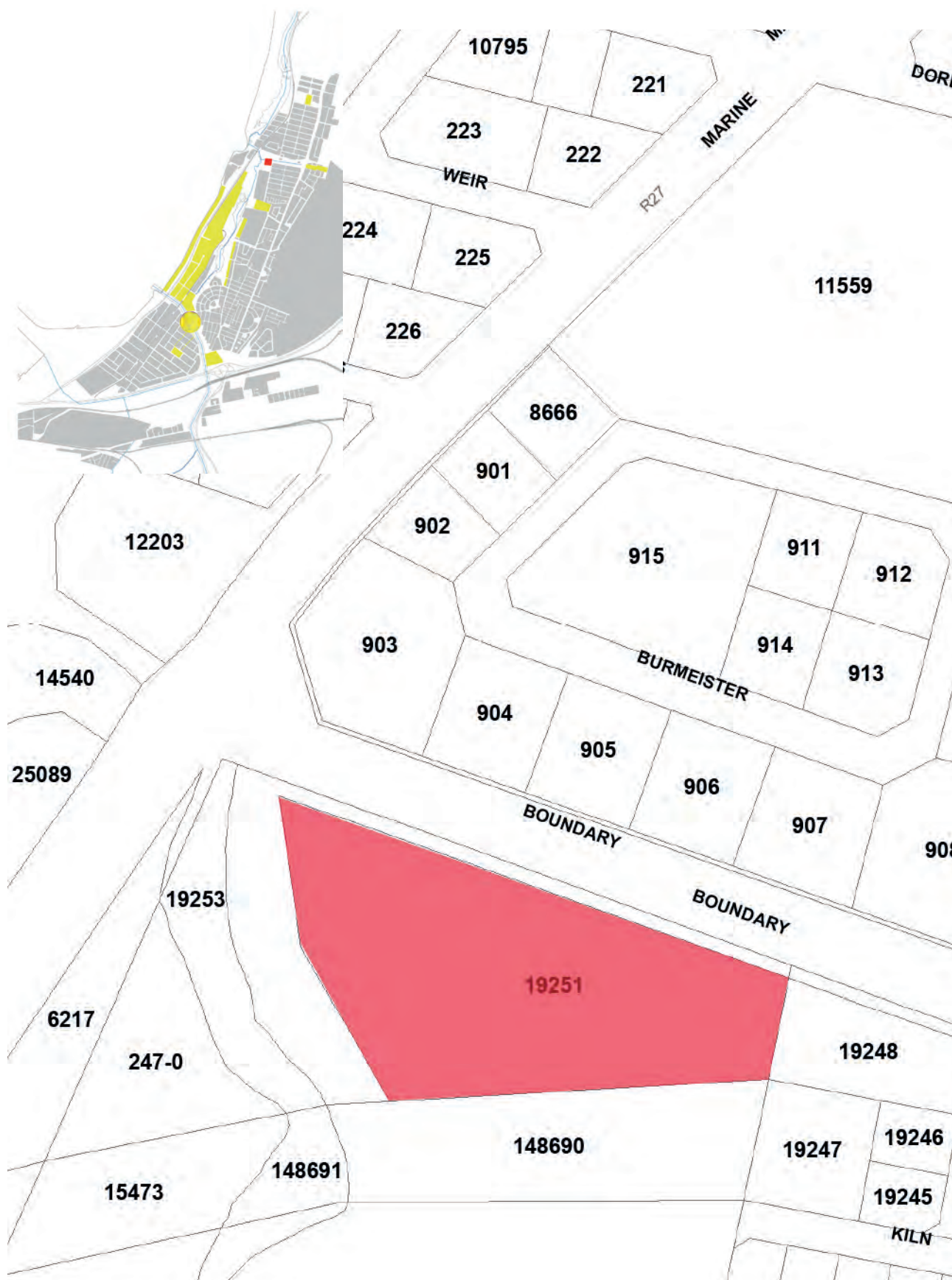


Figure 4.40: Land parcels needed for the development of the precinct

4.2.6.Seafront Trading precinct

The land between Marine Drive and the Sea is currently underutilized and much in need of improvement in terms of its appearance and utility.

The site is currently used by the Milnerton Flea Market to hold markets on the weekends. The site is a thin, long wedge of land adjacent to Marine Drive and the railway line. An oil pipeline runs underneath this land. The parcel of land is within 100m of the high water mark of the sea. These factors prevent its intensive use for commercial or residential development. However its amenity value as a tourist attraction and citywide facility could be considerably enhanced through landscaping and urban design interventions. At the moment the sea is not visible from the street as the railway line has been banked up.

It is proposed that a number of courtyard spaces be created on which trading can take place with parking on the sides. (See “Figure 4.44: Seafront walkway and trading precinct.” on page 73 .

It is acknowledged that the site is within 100m of the high water mark, however, what is proposed is a public amenity and its value must be viewed in the context of the City as a whole.

Implementation

This project is viewed as a short to medium-term project because of the agreements that will need to be negotiated in order to proceed with the project as well as the statutory procedures that need to be followed.

Urban Design Guidelines

An urban designer would need to be appointed by the City to refine the urban design guidelines and to create three proposals/options for the environmental assessment process.



Figure 4.41: Jaipur Market , India - example of trading stalls on ground floor.



Figure 4.42: Ferry Market, San Francisco



Figure 4.43: Manila, Philippines.



1. Plaza at top of wide stairs terminating the river walk and starting the sea front promenade
2. Grassy areas in front of trading stalls for use by the public; can have amenities such as play equipment, trading overspill, kick-about, picnic etc.
3. Berms between grassy areas and paths/ service areas to contain and conceal parking planted with indigenous plants
4. Parking service areas- ablutions and refuse would be in trading wall at these points
5. Turning area for service trucks
6. Service Road

Figure 4.44: Seafront walkway and trading precinct.

Environmental Assessment

An environmental assessment will need to be undertaken for the entire site as it falls within 100m of the high water mark. The City should consider appointing an independent environmental consultant to undertake the environmental assessment.

Public private partnership

The City should consider entering into a public private partnership with the Milnerton Flea market to develop the site for the flea market. This should include ablution facilities as well as storage and security for the traders.

Parking

The City should also consider developing parking areas for the flea-market and promenade.

Project	Actions	Responsibility	Timeframes	
Seafront Trading Precinct				
i)	Appoint urban designer to Refine design and urban design guidelines and create three options for EIA .	SPUD		
ii)	EIA (within 100m of high water mark). City to appoint environmental consultants.	SPUD/ERM		
iii)	PPP between City and Milnerton Flea Market to develop the site for the market including ablution facilities and storage and security.	SPUD/property Management	Medium Term	
iv)	City to develop parking	Roads Department and SPUD	Medium Term	

Possibilities for public private partnerships

Management and Lease Contracts - A private entity takes over the management of a state-owned enterprise for a fixed period while ownership and investment decisions remain with the state.

There are two subclasses of management and lease contracts:

- Management contract - The government pays a private operator to manage the facility. The operational risk remains with the government.
- Lease contract - The government leases the assets to a private operator for a fee. The private operator takes on the operational risk.

4.2.7. Zoarvlei Square Precinct.

The Zoarvlei Mixed Use precinct could have a medium density mixed uses of more than 20 ha including a family supermarket, possible offices and apartments on the first floor creating a lively hub of activity around the new square and IRT station.

This precinct forms part of the key east-west linkage along Wemyss Street. A new bridge has been recently completed across Zoarvlei with a plaza in front of Klein Zoar (historic homestead).

The Zoarvlei IRT Mixed use precinct has been detailed in this report as it is one of the key precincts to unlock the potential for increased land value in the area as a result of the IRT.

The existing buildings in this precinct have dead edges facing onto Marine Drive and the vlei. This is characterised by blank façades and a lack of overlooking features. In order to activate these edges, it is necessary to use building entrances as mechanism to activate edges – bringing people to the public realm.

Other elements of the design should include:

- Landmark buildings or towers which create legibility within a landscape.
- Structural planting and strategic public space infrastructure, this can be the first step in creating a feeling of containment.
- The notion of the perimeter blocks which allow for parking courts, semi private activities, user functioning as anchor tenants, service activities and protected space accommodation for unforeseen land uses between erven.
- The introduction of an arcade and pedestrian walkway on the outer edges of a building as well as in areas where there is a need for more activity. The colonnade/arcade will also break up what could otherwise be a very long facade.
- Strategic placement of multiple building entrances.

Built Form Guidelines can be found in the appendix “C3. URBAN DESIGN GUIDELINES” on page 162.



1. Zoarvlei IRT stop
2. IRT and NMT route
3. Klein Zoar house
4. Upgraded pedestrian link 2012
5. Zoarvlei square with adjacent buildings over looking active edges
6. Buildings with active edges onto vlei
7. Anchor tenant
8. Mixed- use
9. Light industrial changing to mixed-use over time
10. Treed court with parking

a. Seafront walkway and trading precinct

b. Zoarvlei additional mix- use housing facing onto the vlei

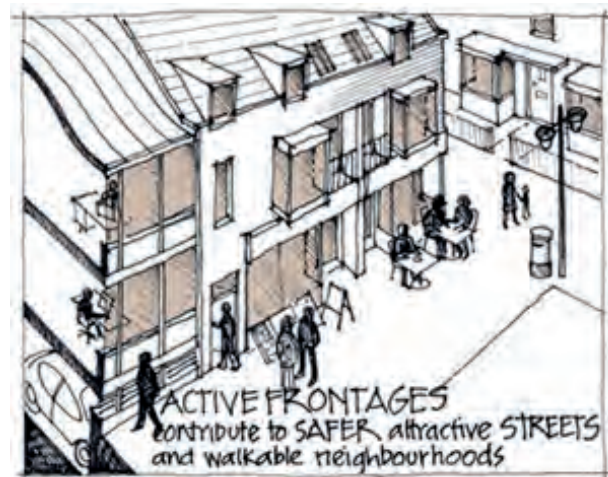


Figure 4.46: Zoarvlei IRT Station mixed use precinct. Figure 5.47: Illustration of active edges

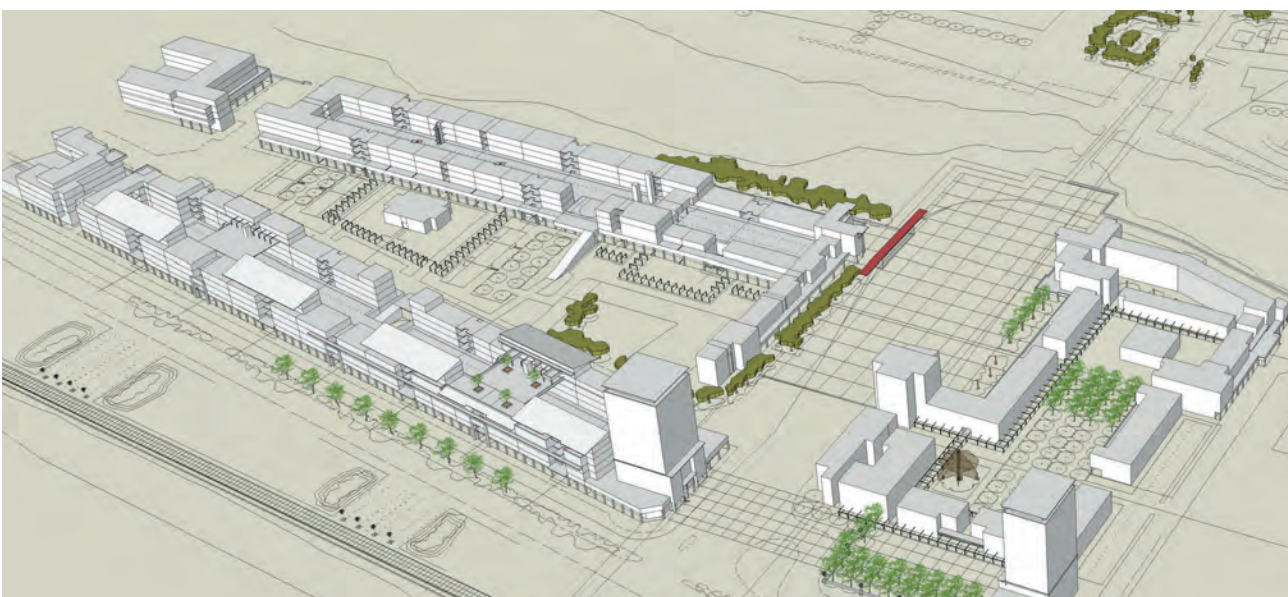


Figure 4.48: Illustration of what could be

Implementation

This is a short to medium term project depending on the response from the private sector. The most important step in the development of this precinct will be the creation of the Incentive Overlay Zone Mechanism (outlined in the previous section).

Incentive Overlay Zone

Currently most of the land in this vicinity is privately owned, therefore incentives need to be created that will motivate private developers to develop their land in a certain manner.

One of the possible incentives could be the creation of an Incentive overlay zone that allows developers to develop mixed use precincts without having to go through a lengthy rezoning process. At this point the idea of an incentive overlay zone is conceptual and not a prescriptive requirements of the Local Area Plan. It will require further study and investigation.

There are restrictive title deed conditions for these sites, but the removal of restrictions will soon be delegated to the local authority who can ensure that these projects are given priority as they fit in with the Local Area Spatial development Framework and the design guidelines.

Project	Actions	Responsibility	Timeframes	
Zoarvlei Square Precinct				
Zoarvlei IRT Station Mixed Use Precinct	Go through process of assessing feasibility of overlay zone.	Land Use Planning	Short Term depending on overlay zone.	

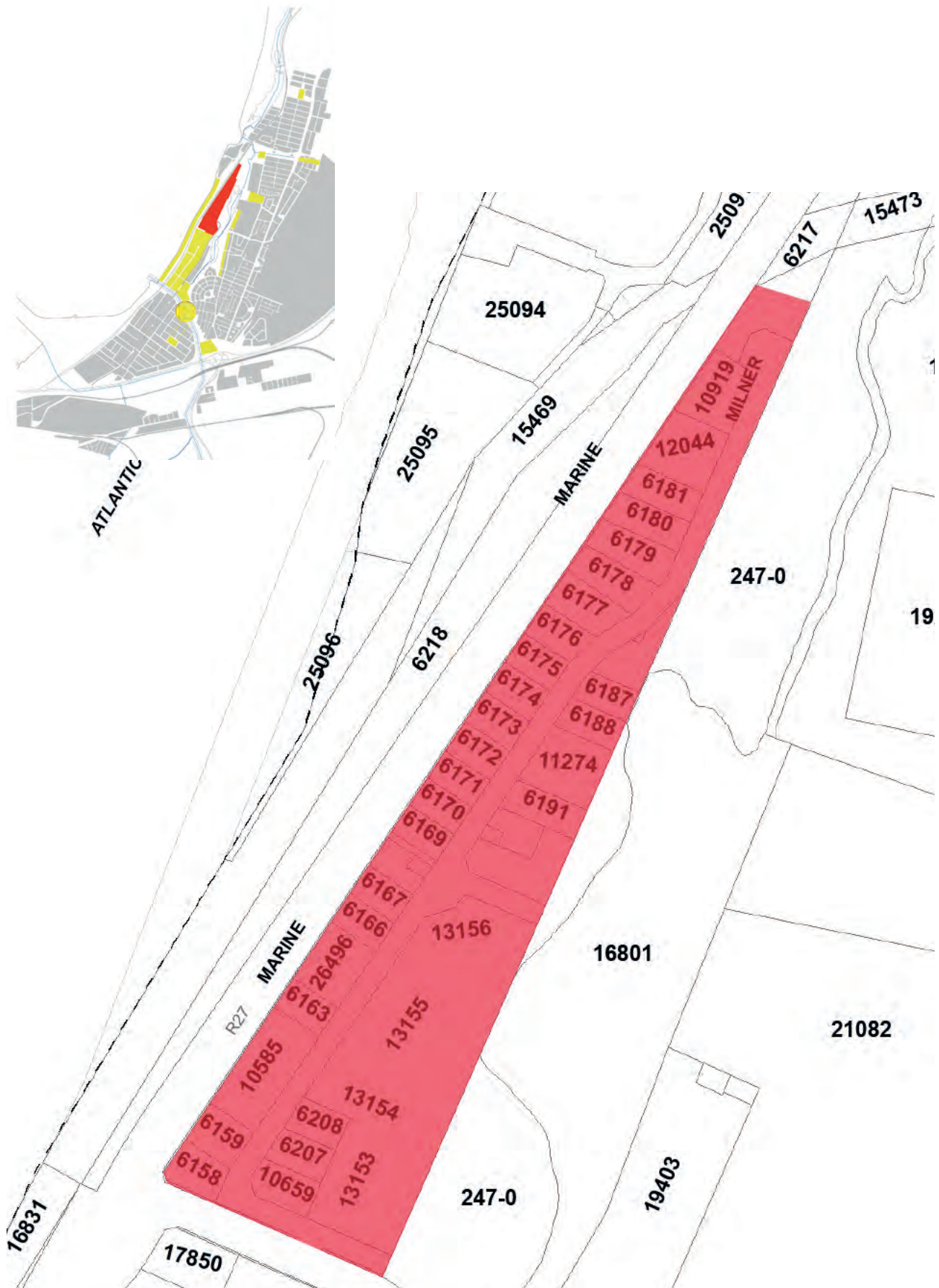


Figure 4.49: Land parcels needed for the development of the precinct

Strategic Land	Erf	Size (m²)	Ownership	Zoning
Zoarvlei IRT Mixed use Precinct	247-0	Total 30117.5	Mun COCT	POS (OS2)
	270		Municipality CoCT	POS 1
	6158		Private	GI1
	6159		Private	GI1
	6163		Private	GI1
	6166		Private	GI1
	6167		Private	GI1
	6168		Unknown	GI1
	6169		Private	GI1
	6170		Private	
	6171		Private	GI1
	6172		Private	GI1
	6173		Private	GI1
	6174		Private	GI1
	6175		Private	GI1
	6176		Private	GI1
	6177		Private	GI1
	6178		Private	GI1
	6179		Private	GI1
	6180		Private	GI1
	6181		Private	GI1
	6187		Private	GI1
	6188		Private	GI1
	6191		Private	GI1
	6192		Private	GI1
	6207		Private	GI1
	6208		Private	GI1
	8373		Municipality Blaauwberg	GI1
	10585		Private	GI1
	10659		Private	GI1
	10918		Unknown	GI1
	11274		Private	GI1

Strategic Land	Erf	Size (m²)	Ownership	Zoning
Zoarvlei IRT Mixed use Precinct	12044		I Esu Development CC	G11
	13153		Absa Bank Limited	GI1
	13154		Absa Bank Limited	GI1
	13155		Absa Bank Limited	GI1
	13156		Absa Bank Limited	GI1
	16801		Mun CoCT	POS (OS2)
	16833		CoCT	POS (OS1)
	16834		Milnerton Estates LTD	GI1
	17741		COCT	POS (OS1)
	17850		Afrox Prop PTY LTD	GI1
	17851		Bunkerhills Investments 22 Limited	GI 1
	17852		Intrax inv 22 PTY LTD	GI 1
	19169		Waco Africa PTY LTD	GI1
	26287		David Behrens Family Trust	GI1
	26496		Taeuber and Corssen Prop PTY LTD	GI1
	118900		Rennies Prop Holdings PTY LTD	GI1
	153591		Paarl Coldset PTY LTD	GI1

4.2.8. Zoarvlei additional infill housing facing onto the vlei

It is proposed to promote additional medium density housing along the back edge of the existing houses facing onto the vlei, to activate the edge and make it safer by providing surveillance over the vlei area. These could be double storey row houses or 3 storey apartments. One method of addressing this to accept proposals from existing landowners to redevelop their sites overlooking the vlei.

The medium density housing will also promote the principle of increased density around the station precincts making them more viable and attractive.

The residential blocks will be 2-4 **storeys** in height with a street running along the front of them. It is important that there are lots of **windows and balconies looking over the Vlei**. Grassy play areas separate the residential from the Vlei. Potential public facilities have been located at the termination points of the east-west linkages, with a break in the housing blocks at these points.

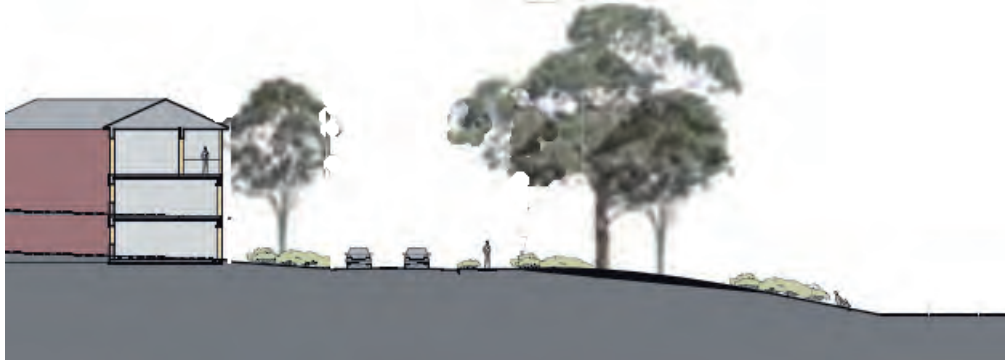


Figure 4.51: Example of section with houses facing onto vlei



Figure 4.50: Example of three storey housing with street interface.



- | | |
|--|--|
| 1. Medium density infill housing of 3-4 storeys on land de-proclaimed from reserve | 5. Board-walk- water can go under it when high |
| 2. Existing sports-field and club house facility | 6. Upgraded pedestrian link and space in front of Klein Zoar |
| 3. Proposed facilities | 7. Brooklyn Chest Hospital |
| 4. Grassy play areas | |
| | a. Zoarvlei IRT station mix-use precinct |

Figure 4.52: Zoarvlei additional infill housing

Implementation

In order to proceed with the development of this precinct there are a number of statutory procedures that will need to be undergone. These include, the exclusion from the nature reserve of the site, the rezoning and subdivision as well as the publishing of a tender for developers.

De-proclamation

It is proposed that 3- 4 storey walk ups be developed on a portion of the land currently set aside for the Table Bay Conservation area and that these slivers of land be de-proclaimed.

Rezoning

Once the de-proclamation has been finalised. These parcels of land should be rezoned to General Residential to allow for 3-4 storey walk ups and they should be subdivided into develop-able parcels.

Tender

The land should then be put out to tender for sale to a developer . The developer should refine the urban design guidelines as proposed in the development framework report to be approved by the Spatial Planning and Urban Design Department.

Project	Actions	Responsible department	Timeframes	
Zoarvlei additional infill housing facing onto the vlei.	Once land has been de-proclaimed (see above section).	Land Use management / SPUD to put out tender for rezoning initially and then Property management to put out tender for sale of land.	Medium term (long term depending on de-proclamation time period)	
	Rezone and subdivide land.			
	Put out land for tender.			
	Developer to refine urban design guidelines as proposed in the LASDF for approval to City.			

Strategic Land	Erf	Size (m²)	Ownership	Zoning
Zoarvlei Infill Housing	19403	Total 31652.5	Municipality CoCT (under proclamation for nature reserve) (all erven)	Com 1 :local (CO1)
	19624			Com 1 :local (CO1)
	19844			POS (OS2)

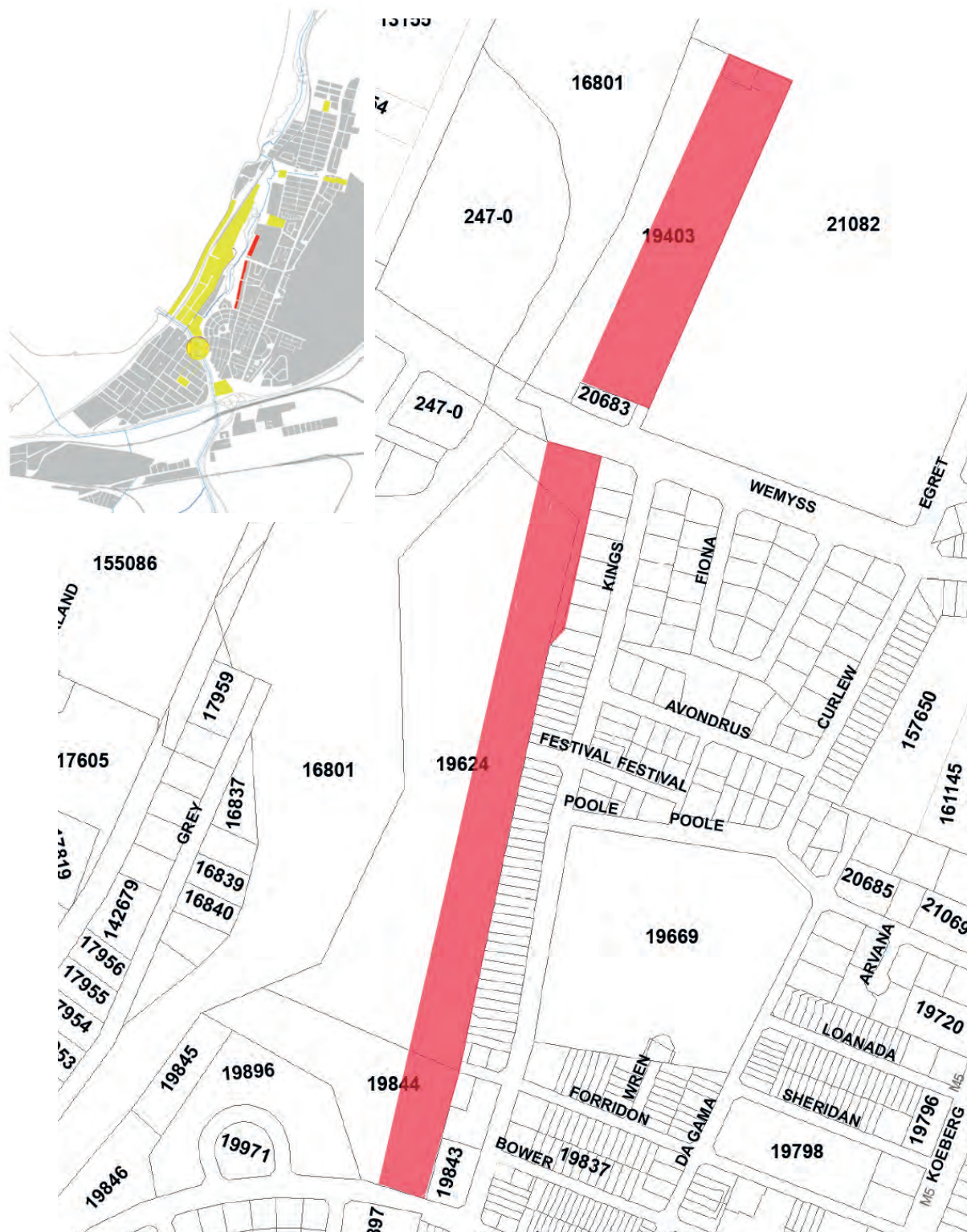


Figure 4.53: Land parcels needed for the development of the precinct

4.2.9. Salt River Mouth Apartment Precinct

At the edge of the industrial area and the park adjacent to the Salt River Canal is an existing industrial building that is privately owned. It is proposed that a Public Private Partnership be formed to develop this site along with a piece of the public land adjacent to it, to create additional infill apartments of 3-4 storeys that would overlook the vlei.

This precinct relates closely to the Salt River Canal widening and public square precinct. A tower would form a visual landmark between the two precincts, also serving as a termination point for the east-west axis.

The buildings should be arranged around courts to have active edges onto public space and private courts protected from wind. Access would be from Brooklyn across the new canal into an arrival court, which becomes a semi-private space.

The Justin Street edge of Brooklyn should be allowed to become denser and higher over time to form a more positive edge.

Implementation

In order to proceed with the development of this precinct there are a number of statutory procedures that will need to be undergone. These include, the exclusion from the nature reserve of the site, the rezoning and subdivision as well as the publishing of a tender for developers.

De-proclamation

As described in the previous section, the site will need to be excluded from the Table Bay Nature Reserve of which it now forms a part. This will need to be done by the Land Use Department in conjunction with the Environmental Resource Management Department.

Rezoning and subdivision

The site should be rezoned and subdivided by the City or by the partnership (see below).

Tender

There are two options for development of this project; a public private partnership with African Cold Storage (who own the adjacent land) or putting the land out to tender to the public. Strong consideration should be given to putting out this land along with the land for the entertainment building (part of the Salt River canal widening project).

Urban Design Guidelines

The developer should be required to develop urban design guidelines generally in accordance with the spatial development framework, which should be approved, by the urban design branch of the City.



1. Tower terminating east-west axis and a landmark for sea walk and public squares
 2. Medium density residential buildings arranged around courts to have active edges onto public space and private courts protected from wind
 3. Raised building to maintain ground floor relationship to canal
 4. Arrival court- semi-private
 5. IRT stations in close proximity to proposed residential development
 6. Edge should become denser and higher in the future to fully activate public space
- a. Salt River canal widening and public square

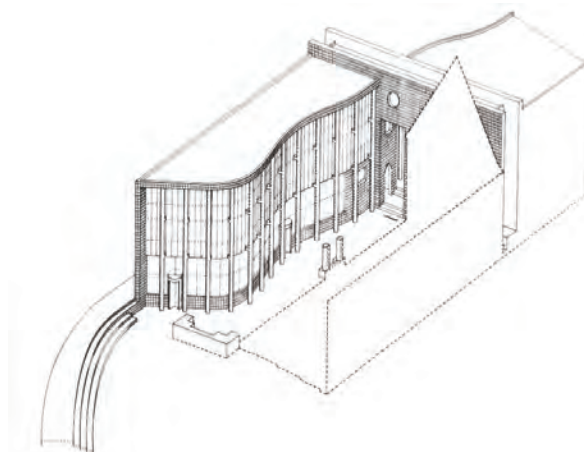
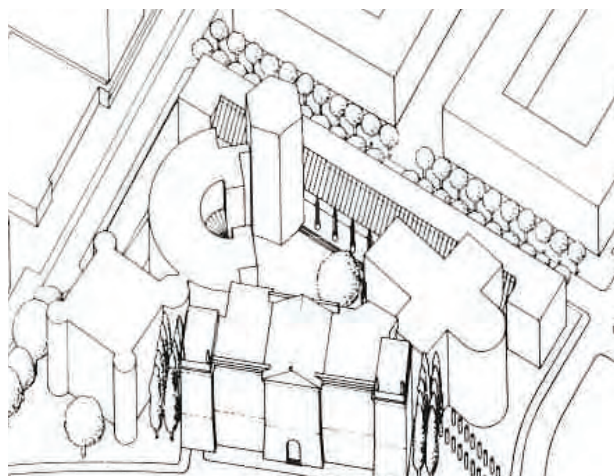


Figure 5.55: Examples of Stirling's buildings with separate service core as precedent.

Figure 4.54: Salt River Mouth Apartment Precinct Sketch

Project	Actions	Responsibility	Timeframes
Salt River Mouth Apartment Precinct.			
	Once land has been de-proclaimed (see above section).	Land Use management / SPUD to put out tender for rezoning initially and then Property management to put out tender for sale of land.	Medium term (long term depending on de-proclamation time period)
	Preferred option PPP with African Cold Storage to develop land in conjunction with City.		
	Rezone and subdivide land.		
	Put out land for tender.***		
	Developer to refine urban design guidelines as proposed in the LASDF for approval to City.		

*** Ideally this land should be put out to tender with the entertainment building linked to the widening of the canal.

Possible public private partnerships for Salt River Mouth Apartments

Greenfield Projects - A public-private joint venture builds and operates a new facility for the period specified in the project contract. The facility may return to the public sector at the end of the concession period. The following options are in use:

- Build, lease, and transfer (BLT): A private sponsor builds a new facility largely at its own risk, transfers ownership to the government, leases the facility from the government and operates it at its own risk up to the expiry of the lease. The government usually provides revenue guarantees through long-term take-or-pay contracts for bulk supply facilities or minimum traffic revenue guarantees.
- Build, operate, and transfer (BOT): A private sponsor builds a new facility at its own risk, operates the facility at its own risk, and then transfers the facility to the government at the end of the contract period. The private sponsor may or may not have the ownership of the assets during the contract period. The government usually provides revenue guarantees through long-term take-or-pay contracts for bulk supply facilities or minimum traffic revenue guarantees.
- Build, own, and operate (BOO): A private sponsor builds a new facility at its own risk, then owns and operates the facility at its own risk. The government usually provides revenue guarantees through long-term take-or-pay contracts for bulk supply facilities or minimum traffic revenue guarantees.
- Merchant: A private sponsor builds a new facility in a liberalized market in which the government provides no revenue guarantees. The private developer assumes construction, operating, and market risk for the project.

Strategic land	Erf number	Size (m²)	Ownership	Zoning
Salt River Mouth Apartments	16801	Total: 28 845	Mun COCT	POS (OS2)
	19847		Mun COCT	POS (OS2)
	155067		Private	GI2

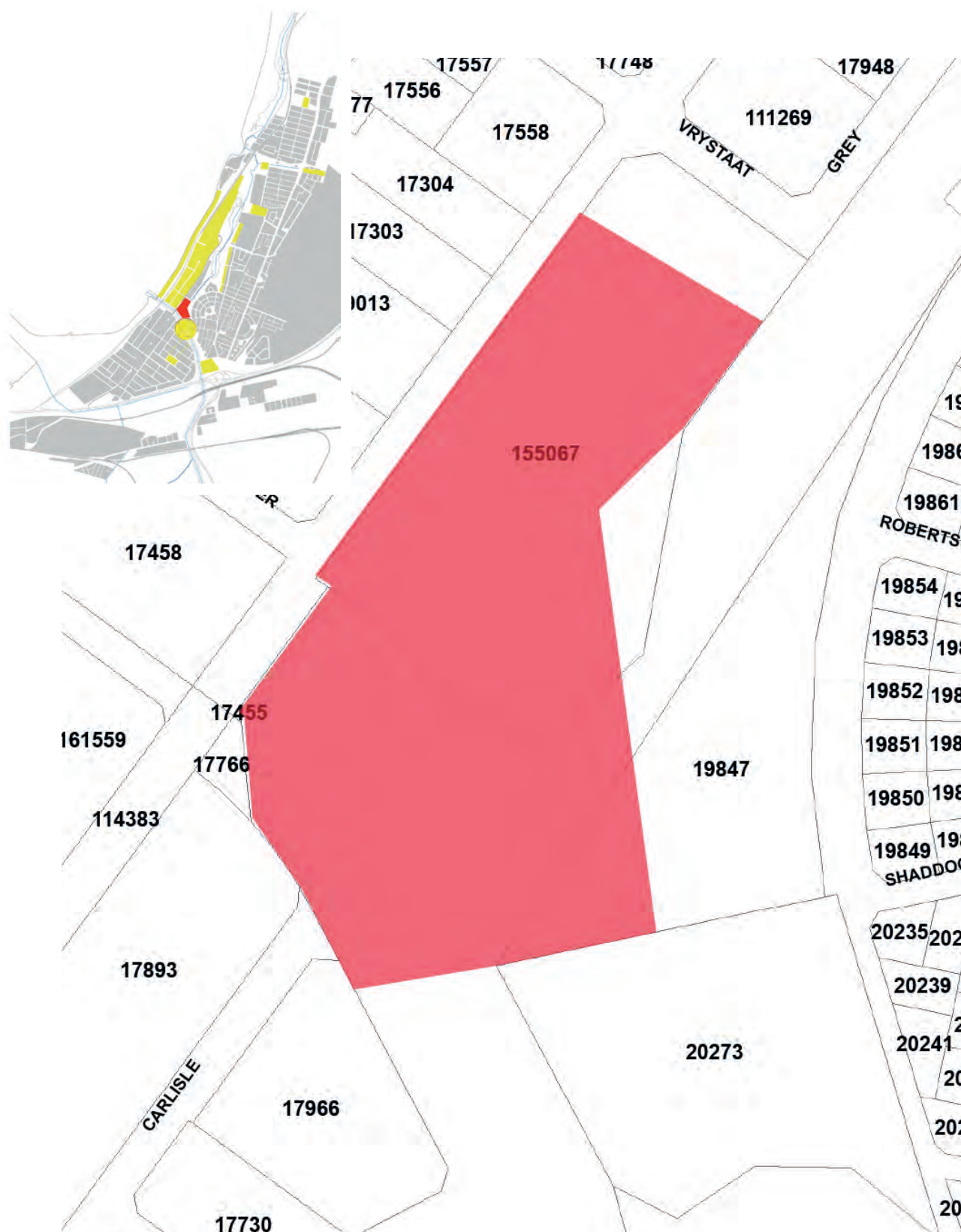


Figure 4.56: Land parcels needed for the development of the precinct

4.2.10. Revitalised industrial Area Mixed Use Precinct

Between the Salt River Apartment precinct and Marine Drive are two blocks of industrial buildings. Over time, it would be strategic for these buildings to be redeveloped to create a mixed use precinct that includes a mix of residential, office and commercial, facing on to the canal and the views of Table Mountain.

In the final phase of development, once the other key sites have been developed, it is the intention for the remainder of the industrial area between the Salt River Canal and the Zoarvlei mixed use precinct to also be redeveloped as a mixed use precinct.

The existing tank farm could be decommissioned and become the site of a metropolitan scale facility.

However, this could occur at any stage depending on the private sector response. The Incentive Overlay Zone would be the mechanism used to encourage development in this precinct.



1. Initial blocks to be developed as mixed-use that respond to the river and the IRT and start of the seafront walk
 2. Gradual change from light industrial to mixed-use with intensive uses/ activity along Marine Drive Service Road
 3. Existing tank farm to be a possible future metro-scale facility
- a. Zoarvlei IRT station mixed use precinct
b. Salt River Mouth Apartments precinct

Figure 4.57: Revitalised Industrial Area Mixed Use Precinct Sketch.

Implementation

In order to facilitate the development of this precinct over time, the incentive overlay zone mechanism will need to be put in place (see previous section).

Incentive Overlay Zone

The incentive overlay zone mechanism will need to be promulgated for this site, which will allow for additional rights in order to facilitate mixed use development.

Title Deed Conditions

Other statutory processes will include the removal of the restrictive title deed conditions which prevent the sites from being used for any other use than industrial uses. This should be supported by the local authority.

Project	Actions	Responsibility	Timeframes	
Revitalised industrial area mixed use precinct	Ensure Incentive Overlay Zone is in place	Land Use Planning	Short Term depending on overlay zone.	

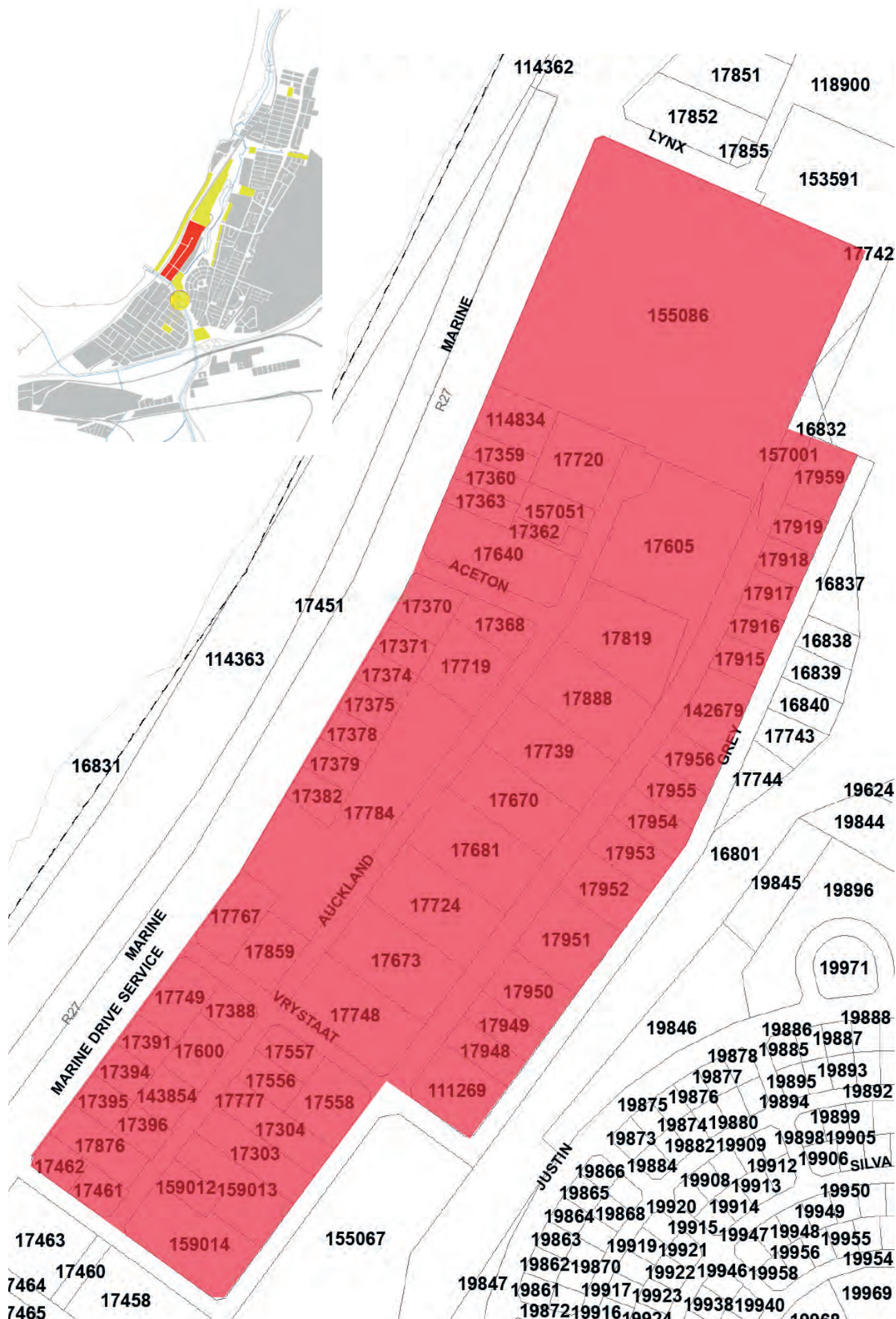


Figure 4.58: Land parcels needed for the development of the precinct

Strategic land	Erf number	Size (m²)	Ownership	Zoning
Salt River Mouth Mix-Use Precinct	17303	Total: 32 315.60	Private	All- General Industry 2 (GI2)
	17304		Private	
	17388		Private	
	17391		Private	
	17394		Private	
	17395		Private	
	17396		Private	
	17462		Private	
	17556		Private	
	17557		Private	
	17558		Private	
	17600		Private	
	17749		Private	
	17876		Private	
	159012		Private	
	159013		Private	
	159014		Private	
	1438544		Private	

Strategic Land	Erf Number	Size (m²)	Ownership	Zoning
Revitalised Industrial Mix- Use Precinct	17359	Total: 176 631	Private	
	17360		Private	
	17362		Private	
	17363		Private	
	17368		Private	
	17370		Private	
	17371		Private	
	17374		Private	
	17375		Private	
	17378		Private	
	17379		Private	
	17382		Private	
	17605		Private	
	17640		Private	
	17670		Private	
	17673		Private	
	17681		Private	
	17719		Private	
	17720		Private	
	17724		Private	

Strategic Land	Erf Number	Size (m²)	Ownership	Zoning
	17739		Debsimon PTY LTD	All GI2
	17748		Welson Inv CC	
	17767		Pinewood Motors PTY LTD	
	17784		Irvin Johnson LTD	
	17784		Irvin Johnson LTD	
	17819		Echo Deals 122 CC	
	17859		Tworeck Munton Trust	
	17888		Irvin & Johnson LTD	
	17915		Lewis Helle Dorte Mulhausen	
	17916		Lewis Helle Dorte Mulhausen	
	17917		Lewis Helle Dorte Mulhausen	
	17918		Behrens David Frederick	
	17919		Behrens David Frederick	
	17948		Walker Lane PTY LTD	
	17949		Toro Inv CC	
	17950		Pilar Prop PTY LTD	
	17951		Pilar Prop PTY LTD	
	17952		Pilar Prop PTY LTD	
	17953		Pilar Prop PTY LTD	
	17954		Pilar Prop PTY LTD	
	17955		Pilar Prop PTY LTD	
	17956		Klose Ronald Heinrich	
	17959		59 Gray Street	
	111269		African Cold Storage PTY LTD	
	114834		Bible Society of South Africa	
	115086		Total South Africa PTY LTD	
	142679		D I Fraser CC	
	157051		Greenvale Inv PTY LTD	

4.2.11. Milnerton Square Precinct

The Milnerton Square precinct is concerned with the redevelopment of the area adjacent to the Janssens Hall and the current parking lots and open space behind Loxton Road.

The proposal for Milnerton Square is to create a public square that will celebrate and create an axis with the Janssens Hall, which is currently hidden behind vegetation and a number of unattractive parking lots. This area should become the civic/cultural hub of Milnerton

The proposal is to reconcile the parking lots and to make space for an additional apartment building overlooking the square with coffee shops and related retail on the ground floor facing onto the square.

The pedestrian environment is to be upgraded with tree planting and paving and the connection to the IRT station should be emphasised. Gateway elements are to be placed at the entry points to the precinct.

Implementation

In order to facilitate the development of this precinct over time, the incentive overlay zone mechanism will need to be put in place (see previous section).

Incentive Overlay Zone

The incentive overlay zone mechanism will need to be promulgated for this site, which will allow for additional rights in order to facilitate mixed use development.

Rezoning and subdivision

The site should be rezoned and subdivided by the City.

Tender

The land should be put out to tender to the public.

Urban Design Guidelines

The developer should be required to develop urban design guidelines generally in accordance with the spatial development framework, which should be approved, by the urban design branch of the City.

The City is also encourage to appoint an urban designer to design the public environment (park and pathways and parking area).



1. Existing parking resurfaced to become a quality public square. Well established trees to be maintained
2. Existing Jannsens Hall given frontage onto square by landscaping treatment
3. Shopping centre (Centre Point) currently being redesigned; should have active corner to square
4. Residential flats facing onto square
5. Parking building screened with mixed use facade at ground floor with residential facade above to interface with square
6. Residential tower building
7. Tree lines to frame tower building

Figure 4.59: Milnerton Square Precinct

Development of the parking area

The City Roads department would be best placed to develop the parking area in accordance with the urban design guidelines.

Development of the park

The Parks and Recreation department is encouraged to develop the park in line with the urban design guidelines created.

Projects	Actions	Responsible Department	Timeframes	
Milnerton Square Residential Development	Implement Incentive Overlay Zone.	Land Use management / SPUD to put out tender for rezoning initially and then Property management to put out tender for sale of land.	Medium term -long term)	
	Rezone and subdivide land.			
	Put out land for tender.			
	Developer to refine urban design guidelines as proposed in the LASDF for approval to City.			
Public environment	City to appoint Urban designer to design public environment(paving etc.)			
Parking area	City to develop Parking area	Roads and Stormwater		
Park	Development of the park	Parks and Recreation		

Strategic land	Erf number	Size m²	Ownership	Zoning
Milnerton Square	479	Total: 4450.9	Mun CoCT	POS (2)
	480		Mun CoCT	

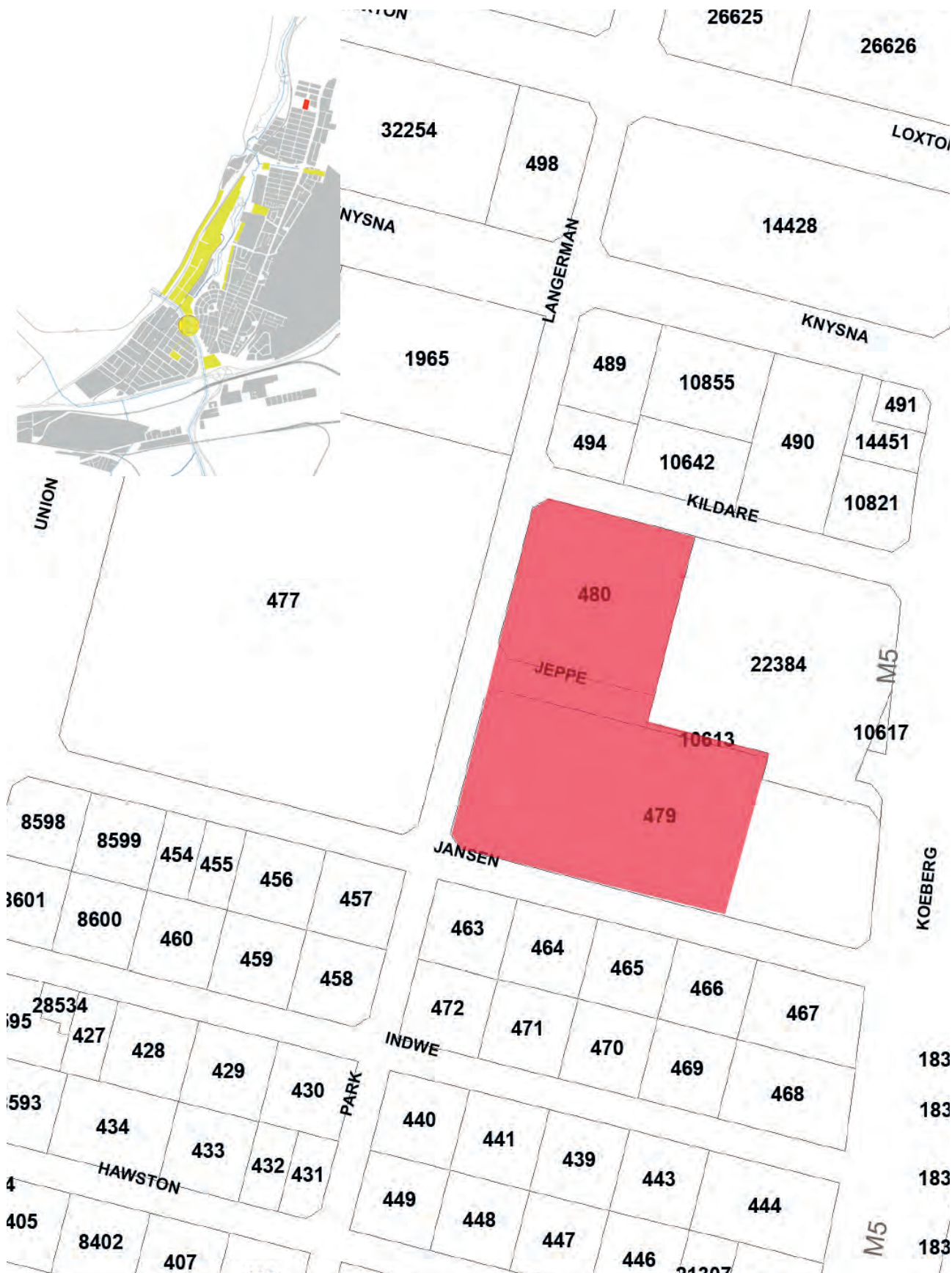


Figure 4.60: Land parcels needed for the development of the precinct

4.3. Urban Design Upgrade of Koeberg Road

4.3.1. Koeberg Road Boulevard

It is proposed to create a boulevard along Koeberg Road connected by a series of trees.

It is proposed that a number of nodes be developed along Koeberg Road within the Boulevard to stimulate redevelopment of the existing residential area on the road. Each of the nodes responds to an east – west connection to Zoarvlei (See section “4.4. East-West linkages”) and highlights the connections; thereby setting up a series of gateway points to Zoarvlei. It is important to set up a series of interest points along Koeberg Road, which is currently a long straight road with few landmarks. This will assist with legibility, and there will be opportunities for traffic to stop at the nodes.

At the nodes the landscaping and surface treatment will be different and the trees will be higher, visually denoting a place to stop, or slow down.

A kit of parts could be developed for Koeberg Road Boulevard in which a theme could be taken through the entire design. This would include, lighting, benches, trees and fencing, this would act as a unifying element. A booklet with urban design controls would then be necessary to provide guidelines on edge treatment and interfaces of buildings facing onto the road.

Between the nodes, the residential fabric in the first block back should be encouraged to rezone to commercial and mixed use, and these should be developed in line with a series of urban design guidelines implemented as part of an incentive overlay zone for Koeberg Road.

Design guidelines

- Zero metre building line
- Permit 80- 100% coverage
- Permit 4- 5 storeys facing onto Koeberg Road gradually reducing in height to the rear of a maximum of two storeys.
- Reduced parking ratios based on a PT2 zoning.

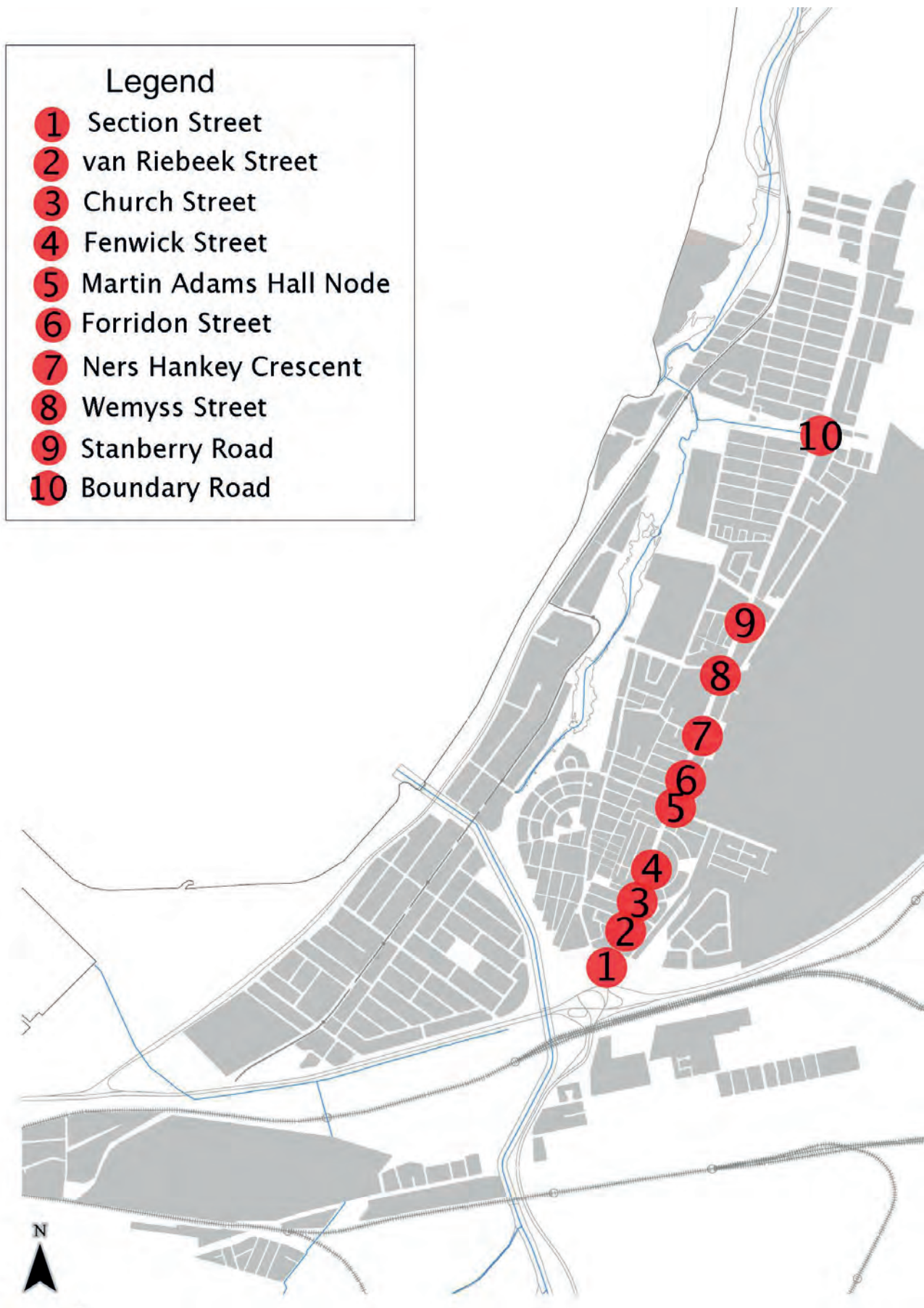


Figure 4.61: Map of nodes on Koeberg Road

Implementation

Project	Actions	Responsible Department	Timeframes	Indicative Costs
Urban Design Upgrade of Main Nodes on Koeberg Road	Appoint urban design /land-scape architects consultants to design landscaping along road and nodes.	SPUD department CoCT/	Short term.	
	Implement urban design proposals.			R 5584612,5

4.3.2. Node 1: Section street (Fire station site)

The first node is proposed at the intersection of Koeberg Road with Section Street. This will incorporate the development at the fire station site and emphasizes the idea of a gateway to Koeberg Road Commercial Precinct.

In addition the planting and lighting along this section of Koeberg Road will denote entry to the precinct.



1. Existing fire station in good position for fast access to be maintained and possibly extended.
2. Canal edge sloped instead of vertical so water can flow into water courts behind
3. Public board-walk
4. Residential flats fronting onto water courts and beautiful views of Table Mountain
5. Access and service off Section Road
6. Landmark celebrating entrance to Koeberg Road
7. Access from Koeberg Road to Maitland to be addressed through further study.

a Good Hope Village Densification from Princess Alice Street to Piet Grobler Road

Figure 4.62: Fire station node and Van Riebeeck Road sketch

4.3.3.Node 2 : Van Riebeeck Street

Van Riebeeck Road connects all the way down from Koeberg Road to the Vlei. This is a direct link and an opportunity to place a public facility at the end of the road in the Open Space to hold the link.

This could be emphasized with paving, lighting and planting.

4.3.4.Node 3 : Church Street

Church Street connects all the way down from Koeberg Road to the Vlei. This is a direct link and an opportunity to place a public facility at the end of the road in the Open Space to hold the link.

This could be emphasized with paving and lighting and planting (“Figure 4.63: Nodes 2 - 6 (Church, Fenwick, Van Riebeeck Martin Adams Hall & Forridon Street)” on page 105).

4.3.5.Node 4: Fenwick Street (From school down to Vlei)

Fenwick Street connects all the way down from Koeberg Road to the Vlei. This is a direct link and an opportunity to place a public facility at the end of the road in the Open Space to hold the link.

This could be emphasized with paving and lighting and planting.

4.3.6.Node 5: Martin Adams Hall Node (Justin Street)

It is proposed that the Martin Adams Hall be redeveloped to create a higher residential density, with some commercial below, but that a setback with the road be maintained as a forecourt space to hold the edge of the east-west connection and announce the beginning of the node. Densities of up to 250 du/ha may be achieved for this site, which will increase gross density for the overall area.

4.3.7.Node 6: Forridon Street

Across Koeberg Road from Forridon /Koeberg intersection, it would be appropriate to have a setback of 5m on the residential side of the road, which would acknowledge the beginning of a pedestrian friendly walk way. The units should be allowed to increase in density with an additional two storeys and to consolidate with the erven behind. This would create courts around the flats for parking. The erf layouts could therefore be left as they are to acknowledge the historical layout, however, the consolidation of the units around courts would create good urban spaces. The houses could be demolished as they are developed over time, but the sites would not have to be resurveyed. (See “Figure 4.63: Nodes 2 - 6 (Church, Fenwick, Van Riebeeck Martin Adams Hall & Forridon Street)” on page 105)



1. Church Street node
2. Fenwick Street node
3. Van Riebeeck Street node
4. Extended colonnade
5. Treed walkway
6. Martin Adams Hall node
7. Forridon Street node

Figure 4.63: Nodes 2 - 6 (Church, Fenwick, Van Riebeeck Martin Adams Hall & Forridon Street)

4.3.8. Node 7: Ners Hankey Crescent (connection down Poole Street)

Taller trees should be placed at the entrance to this node to signify a gateway to Zoarvlei. It is a higher order node and should therefore have a pedestrian crossing across Koeberg Road. The existing residential around the crescent could be redeveloped to a higher density i.e. a block of flats around an open space. This would then utilize the existing infrastructure and road, only the actual built form would change. The front of the pocket park could be densely treed to screen the road.

4.3.9. Node 8: Wemyss Street Corner

Wemyss Street connects directly with the Zoarvlei from Koeberg Road. So this is a perfect opportunity to place a public facility at the end of Wemyss Street where it intersects with the vlei, across the pedestrian bridge and all the way to the Zoarvlei IRT station. This is also allegedly the main connection past the house that once housed the famous Wolraad Woltemade. There a lot of wide verges along this street and tree planting can be placed along its length to highlight the connection down to the vlei and IRT stop.

A pedestrian crossing would need to be provided across Koeberg Road at this point.

4.3.10. Node 9: Stanberry Road (around Drommedaris)

The node around Stanberry Road is a major node, it is the location of the Drommedaris mixed use development as well as the civic precinct incorporating the library. It can connect these precincts with the proposed precinct at the Brooklyn Chest Hospital. It also links to the proposed green pedestrian walkway behind the Italian and Portuguese Clubs and all the way down to Lagoon Beach. By creating the walkway behind the clubs, the negative spaces would be eliminated and this would make the east west connections more attractive.

On the City owned land along Koeberg Road, which currently functions as a parking lot, the precinct should be redeveloped for flats.

It is proposed that the road be pinched on Koeberg road with a pedestrian crossing to signify the gateway to the Brooklyn Commercial strip. In addition, an additional row of much taller trees should be planted to signify arrival in this space.



Figure 5.66: Bath Crescent , England , example of crescent shaped building.



Figure 5.64: Plaza Real, Barcelona- example of courtyard space off a main boulevard.



1. Ners Hankey Crescent node
2. Wemyss Street node
3. Stanberry Road node

a. Brooklyn Chest Hospital Precinct

Figure 4.65: Nodes 7-9 (Ners Hankey Crescent, Wemyss and Stanberry)

4.3.11. Node 10: Boundary Road Node

The Boundary Node is an extremely important node as it is at the cross section of two very important connector routes. Boundary Road is proposed to be developed to connect with Sable Road in the future.

Two pinch-points should be developed at either end of the node to mark the entry/exit points to the node. The road throughout the node should be re-surfaced to respond to spatial qualities rather than only traffic requirements.

Tall trees are proposed as landmarks, and are located at the end of the residential roads running through Rugby.



1. Road re-surfaced to respond to spatial qualities rather than only traffic requirements
 2. Forecourt square to the Railway Precinct
 3. Tall trees as landmarks at end of residential streets
 4. Pinch points as entrances/exits to node
- a. Railway Precinct
b. Boundary Road Park and Ride Precinct



Figure 5.67: San Juan Avenida 9, widest boulevard in the world has a pedestrian crossing along its width.

Figure 4.68: Boundary Road Node



Figure 4.69: Example of treed boulevard proposal in Barcelona.

4.4. East-West linkages

The study area has strong north-south transport linkages but the east-west connections are weak and undermined by the presence of the Vlei, which acts as a barrier between the residential areas on the one side, and the industrial areas on the other. The east-west roads, which constitute an important component of the public realm, are not pedestrian friendly, feel unsafe and deter pedestrians from using them as a result of inadequate lighting and general neglect. The quality of public realm contributes to quality of life, community health, walk-ability, sense of place and adds economic value. (See current pedestrian desire lines Figure)

A framework has now been proposed for the study area in which the east-west connections are reinforced at the point at which they connect with Koeberg Road through a series of nodes on the one side and with the vlei walkways on the other. These roads have been chosen as they link from Koeberg Road all the way to the vlei.

The East West linkage roads are:

- Section Street (direct vehicular and pedestrian access to Paarden Eiland)
- Van Riebeeck
- Fenwick Street
- Justin Street (Direct access to Vrystaat Station)
- Poole Street
- Wemyss Street (direct access to Zoarvlei Station on foot)
- Drommedaris/Stanberry Streets
- Across Donegal Road
- Kiln Street.

There are strong pedestrian/NMT Desire lines from Maitland into Paarden Eiland and from Maitland to Brooklyn/further north. The barrier of the N1, Koeberg Interchange and the railway line and yards make this a very difficult and dangerous crossing for pedestrians. A pedestrian bridge is located over the Salt River canal, directly adjacent to the N1 Freeway bridge. This bridge connects Paarden Eiland and the pedestrian bridge to the Ysterplaat Station with Section Street and onto Koeberg Road. There is a pedestrian bridge from the corner of Neptune and Paarden Eiland Roads connecting to Ysterplaat Railway Station. It is also possible to cross the railway and exit on the southern side. Pedestrians then cut across the vacant land to the south to join Voortrekker Road in Maitland. There is an informal crossing across one railway track which takes the trains to the shunting yards. There is no pedestrian infrastructure provided (paths, lights, etc.).

The pedestrian bridge over the N1 Freeway carry up to 2,000 pedestrians an hour during the weekday AM and PM peak periods. A proposed pedestrian crossing from Ysterplaat Train Station into Maitland is also an important pedestrian route and should form the basis of a further study. It is possible to reinforce the linkages along the east west roads through a number of urban design interventions such as adequate street lighting, special paving, street furniture and adequate signage.



Figure 4.70: East-west linkages



Figure 4.71: Pedestrian desire lines

4.4.1.The Woonerf concept for east west linkages

It is proposed that along certain of the east west linkages that lend themselves to the concept, a Woonerf should be created. The streets suggested are Church Street, Fenwick, Forridon and Poole Streets.

A Woonerf (Dutch for “living yard”) combines many traffic–calming devices to create a street where pedestrians have priority, and the line between motor vehicle space and pedestrian (or living) space is deliberately blurred. The street is designed so motorists are forced to slow down and exercise caution. Drivers, the Dutch say, do not obey speed limit signs, but they do respect the design of the street.

The Woonerf (plural—woonerven) is a concept that emerged in the 1970s as planners gave increased emphasis to residential neighbourhoods. People recognized that many residential streets were unsafe and unattractive and that the streets, which took up a considerable amount of land area, were used for nothing but motor vehicle access and parking. Most of the time, the streets were empty, creating a no–man’s–land separating the homes from one another.

The Dutch, in particular, experimented extensively with street design concepts in which there was no segregation between motorized and non-motorized traffic and in which pedestrians had priority. A law passed in 1976 provided 14 strict design rules for woonerven and resulted in the construction of 2,700 such features in the following 7 years. See “Figure 4.72: Illustration: Model of a woonerf.”

The woonerven were closely evaluated, with the following findings:

- Injury crashes were reduced by 50 percent.
- Vehicle speeds were reduced to an average of 13 to 25 km/h (8 to 15 mi/h).
- Nationally, 70 percent of the Dutch population thought woonerven to be attractive or highly attractive.
- Non-motorized users assessed woonerven more positively than motorized users.
- Feedback from residents living on woonerven was very positive. They appreciated the low traffic volumes and absence of cut–through traffic, but considered the larger play areas and other improvements to the street environment to be even more important benefits.

Woonerf Design Principles

Following evaluation of the woonerven, the Dutch law was amended (July 1988) to allow greater design flexibility and replaced the design rules with six basic principles.

The main function of the woonerf shall be for residential purposes. Thus, roads within the “erf” area may only be geared to traffic terminating or originating from it. The intensity of traffic should not conflict with the character of the woonerf in practical terms: conditions should be optimal for

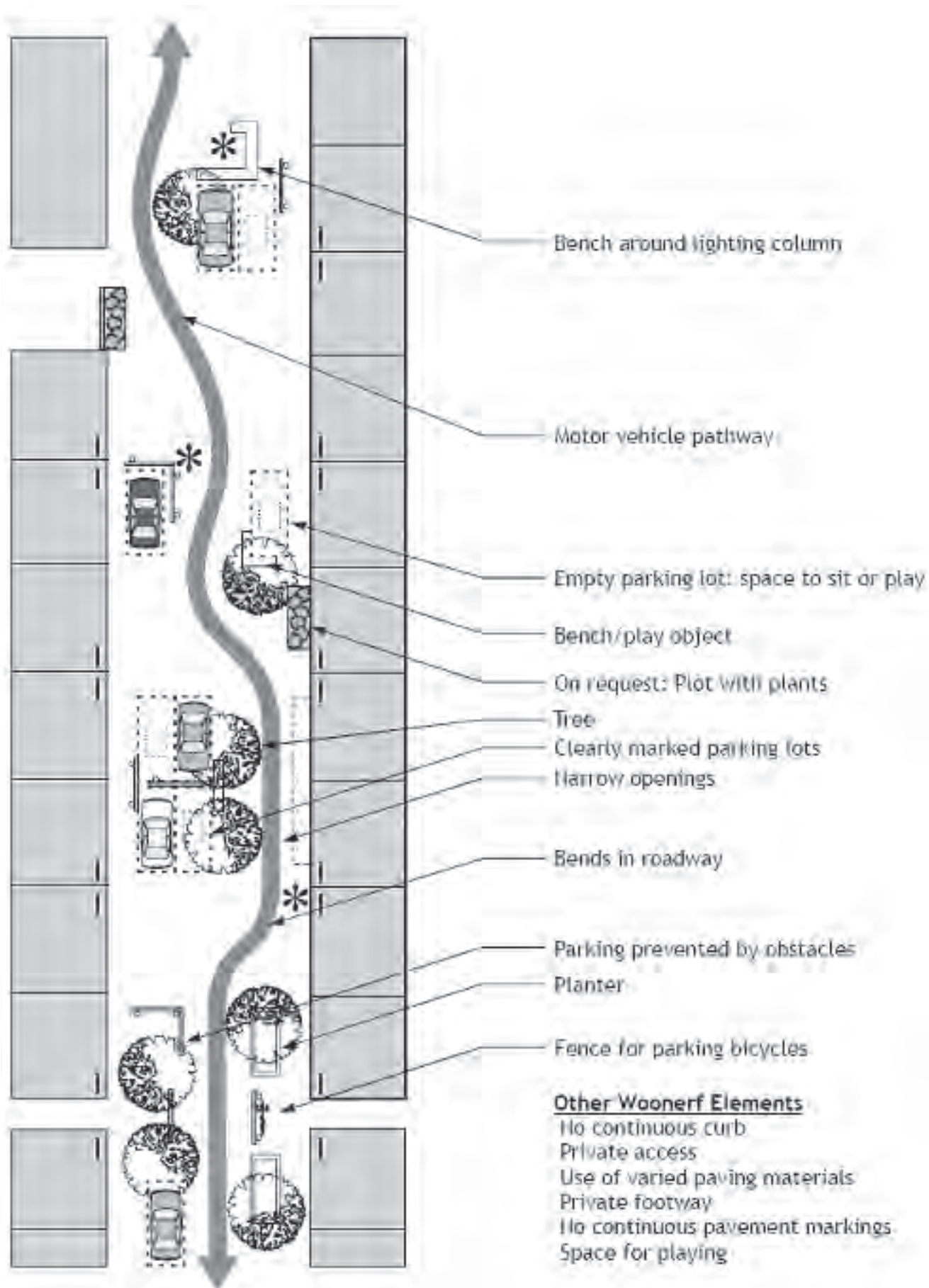


Figure 4.72: Illustration: Model of a woonerf.

walking, playing, shopping, etc. Motorists are guests. Within woonerven, traffic flows below 100 vehicles per hour should be maintained.

To slow traffic, the nature and condition of the roads and road segment must stress the need to drive slowly. Particular speed-reduction features are no longer mandated, so planners can utilize the most effective and appropriate facilities.

The entrances and exits of woonerven shall be recognizable as such from their construction. The impression shall not be created that the road is divided into a roadway and sidewalk (see “Figure 8.3: Proposed de-proclamation areas”). Therefore, there shall be no continuous height differences in the cross-section of a road within a woonerf. Provided this condition is met, a facility for pedestrians may be realized. Thus, space can be designated for pedestrians and a measure of protection offered, for example, by use of bollards or trees.

The area of the road surface intended for parking one or more vehicles shall be marked at least at the corners. The marking and the letter “P” shall be clearly distinguishable from the rest of the road surface.



Figure 4.73: The distinctions between sidewalks and roadways are blurred in woonerven



Figure 4.74: Forridon Street, Brooklyn possible candidate for woonerf concept.



Figure 4.75: Typical Dutch Woonerf.- What is possible.

Principles :

Have a clear and distinct entrance: A woonerf should be marked by some kind of entrance so people going into the street will know that this area is not a typical neighbourhood. This can be achieved by incorporating gateway features such as trees and planters, curbs extensions to make the carriageway narrow, and a ramp up to the shared surface.

Eliminate the continuous curb: Pedestrian and auto space should be on the same level. Shared surfacing encourages drivers to travel more slowly and carefully since there is no clear definition of the travel lane. Using different colours or textures in pavement material is also important for guiding the users of the street within the carriageway.

Use traffic calming measures: The design of the street should add slight curves to break up the sightlines of a driver and also introduce physical and visual features that will encourage people to drive slowly and with greater caution. These measures include speed bumps and cushions, narrow travel lanes, small corner radii, different pavement treatments, as well as other elements such as street trees, bollards and furniture. These measures should be located less than 50m apart.

Provide on-street parking: Parking should be provided intermittently rather than continuously so the car is not the predominant element in the street.

Incorporate outdoor furnishings and landscaping: Street trees and planters make the street look more attractive as well as calm traffic. Tree planting should be carefully coordinated with existing or planned underground utilities to avoid conflict.

Streets need to be used by fewer than 100 vehicles per hour at peak times.

In addition, the area treated should be less than 600 meters long. A length of 90-150m is ideal.

The street should be studied carefully to understand how it works and to recognize which areas have more potential for redesigning. Aspects of traffic, landscape, utilities, activity, and ownership should be deeply analysed. Furthermore, the street must be designed considering the needs of emergency services. It is vital to ensure that emergency vehicles can enter and exit, as well as manoeuvre through the street. (The Woonerf Concept "Rethinking a Residential Street in Somerville" Natalia Collarte: 2012)

Due to their complex nature shared streets need to be designed in a collaborative manner with city staff, landowners and residents.

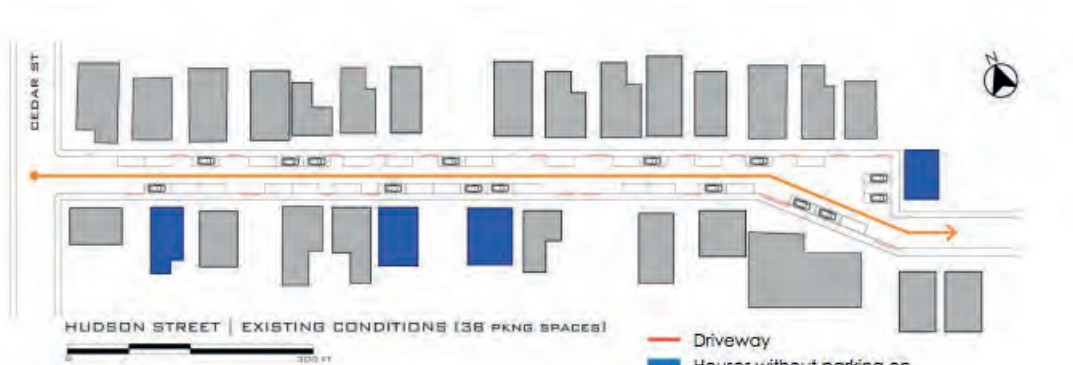


Figure 8: Hudson Street existing conditions

Figure 4.76: Example Somerville existing layout of Street.

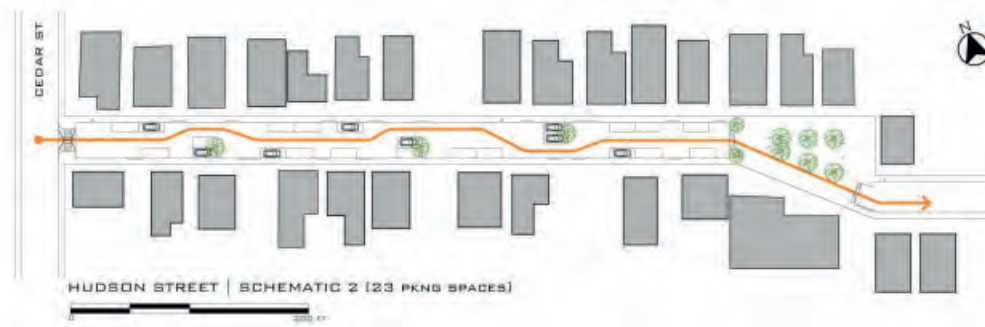


Figure 4.77: Example Somerville Woonerf concept for street

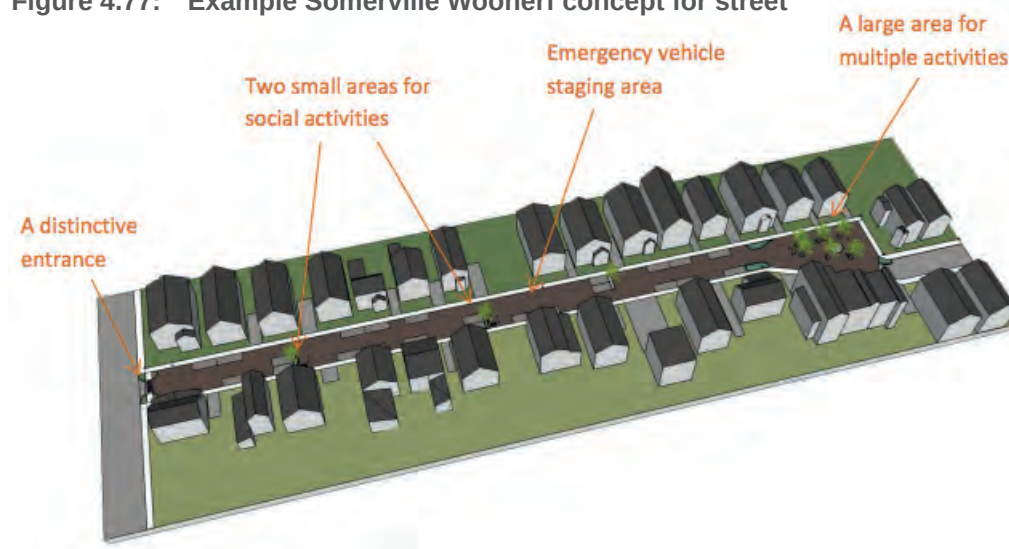


Figure 4.78: Example Somerville 3D model

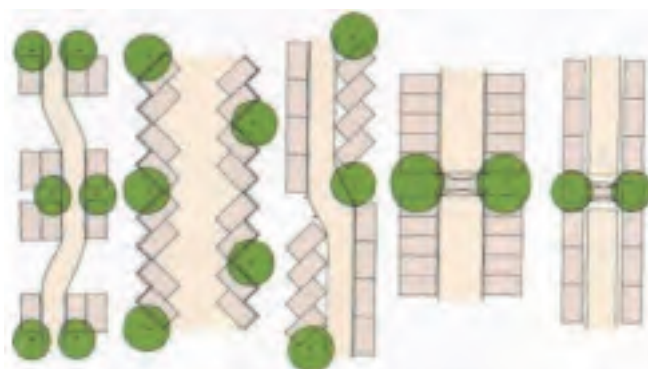


Figure 4.79: Example of possible parking configurations

4.5. Areas of Infill Development and Density Proposals

This principle is based on focusing mixed-use development and high-density housing in areas that are currently or will be served by high-frequency transit use; and creating better access to jobs, housing, and services while reducing the need for vehicle trips. Higher densities represent one of the most effective ways to create walkable, mixed-use districts. The higher density may in turn activate the commercial nodes rendering them more feasible and lead to a regeneration of the local area. (refer to section 7.5.2 of the Status Quo report for more detail). The density proposals have been identified as they are situated adjacent to key nodes or precincts and are not already zoned as General Residential. (A large proportion of Brooklyn between King Road and Koeberg Road is already zoned General Residential). In the case of the crescent created by Justin, Shaddock and Steenbras Streets, the residential development overlooks the vlei and a further justification for density is that this will increase surveillance.

Although higher densities have been proposed, this does not imply that flats will be built. Cluster homes and terrace houses can achieve significantly higher density than single dwellings. The City of Cape Town's density policy should be utilised to guide development.

Urban design guidelines

It is proposed that generic urban design guidelines be created for each of the areas.

Project	Actions	Responsible	Timeframes	Costs
Areas of infill development and intensification proposals.	Implement Density Overlay zone.	Land Use Planning	Short Term	
	Appoint consultant to create generic urban design guidelines for each of the areas			

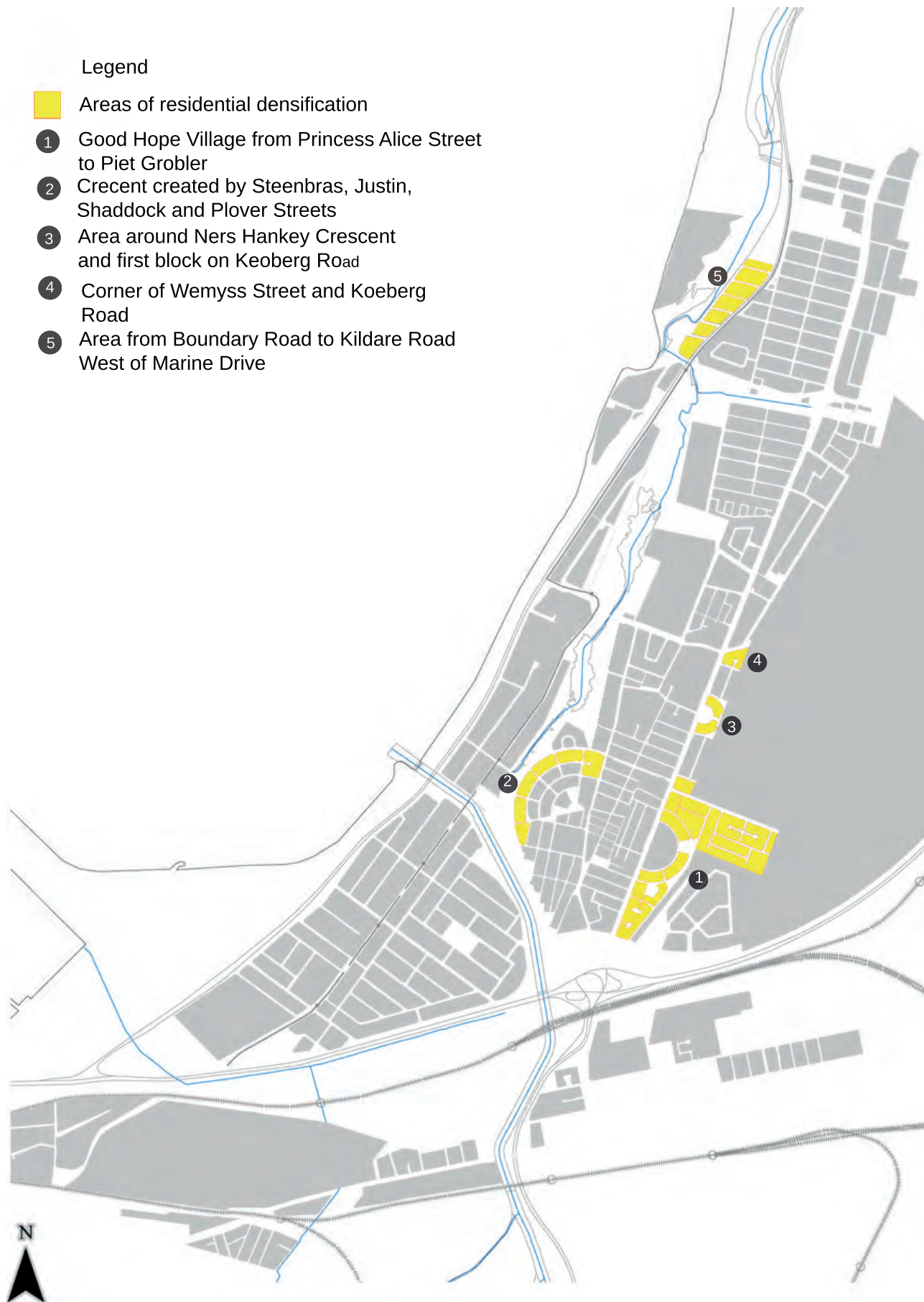
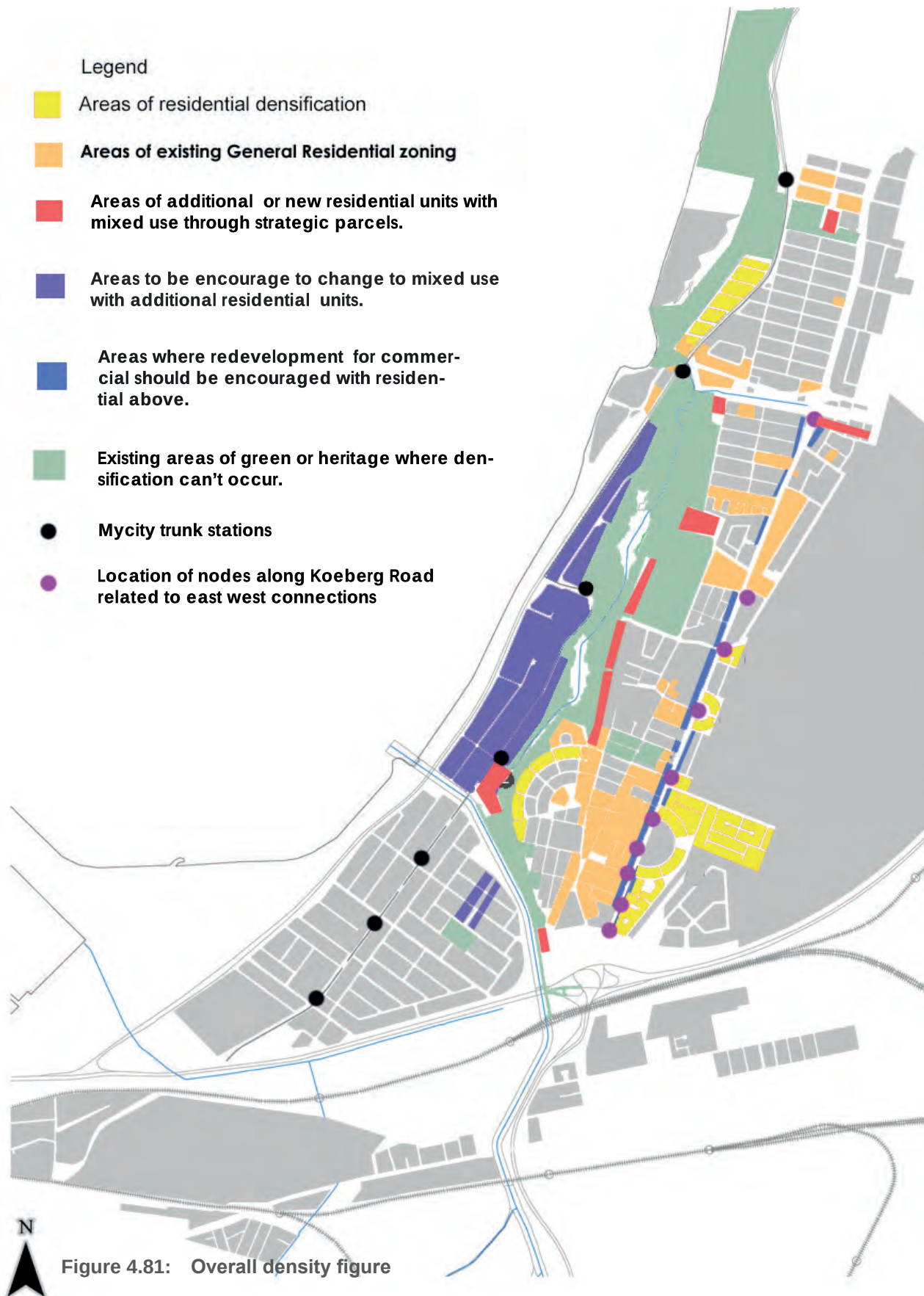


Figure 4.80: Areas of infill and densification



The figure above illustrates why the residential areas were highlighted for densification. For the most part intensification is promoted around the stations, edging public spaces or at the nodes on Koeberg Road. The plots already zoned for General Residential development are indicated as well as the sites identified for intensification of use due to their strategic nature. The existing green and/or heritage layer indicates why intensification cannot occur in certain areas.

Density Analysis

The intention of this density analysis is to compare densities within the study area with other areas of a similar socio-economic level to compare use of activity streets and public transport routes.

The case studies are intended to inform the analysis of the study area ; as well as the thinking about mechanisms for increasing densities along activity streets.

Selection of Sites

Each site had to be an inner urban development (within 2km of the CBD) and contain elements of community activity/use. Higher densities are associated with more sustainable urban outcomes as they provide the population capacity to support the provision of better social and infrastructure facilities and services.

Residential Density

The number of dwellings per hectare. The case studies represent gross densities, that is, the total number of dwellings per hectare (inclusive of roads, waterways, public spaces etc.

SUBURB	WOODSTOCK	SALT RIVER	BROOKLYN	RUGBY	VICTORIA RD, WOODSTOCK	KOEBERG RD, BROOK- LYN
AREA 1	59,00	27,00	46,00	24,00	20,00	13,00
AREA 2	51,00	40,00	36,00	27,00	16,00	14,00
AREA 3	22,00	51,00	17,00	19,00	18,00	8,00
AVG (du/ha)	44,00	39,33	33,33	23,33	18,00	11,34

The average density in Brooklyn is 33.33 du/ha compared with Woodstock at 44 du/ha.

■ What densities are required to create lively neighbourhood main streets?

Higher densities represent one of the most effective ways to create walkable, mixed-use districts. Goody Clancy & Associates developed a series of calculations to determine the approximate amount of housing required within roughly a 10-minute walk (800m) to support a desired amount of retail. According to these calculations, about 1,500 to 3,000 units of housing representing a mix of single-family, row-house, and multifamily options—at roughly 15 to 35 units per hectare after subtracting land for streets, parks, and other public areas—would be required to support a block of main street, which was estimated to include roughly 2700 square-metres of shops, cafés, and restaurants.



Figure 4.82: Brooklyn densities of 46du/ha; 36du/ha and 17du/ha respectively.



Figure 4.83: Rugby Densities of 24 du/ha, 27du/ha and 19 du/ha respectively



Figure 4.84: Woodstock Densities of 59 du/ha, 51 du/ha and 22 du/ha respectively.

4.5.1. Good Hope Village Densification from Princess Alice Street to Piet Grobler Road

This precinct is predominantly low density residential in nature with some business activity focused on the primary road corridors. Its proximity in relation to Koeberg Road, the N1 and associated IRT(Myciti) services make this area ideal for increased intensity of use. Much of the residential development in this precinct caters for lower cost housing. The whole of Good Hope Village is within 500m of Vrystaat Myciti Trunk Station. The evolution of this area can be beneficial for this area which has not seen much investment over the past few decades.

Across Koeberg Road from Forridon /Koeberg intersection it would be appropriate to have a setback of 5m on the residential side of the road, which would acknowledge the beginning of a pedestrian friendly walk way. The units should be allowed to increase in density with an additional two storeys and to consolidate with the erven behind. This would create courts around the flats for parking. The erf layouts could therefore be left as they are to acknowledge the historical layout, however, the consolidation of the units around courts would create good urban spaces. The houses could be demolished as they are developed over time, but the sites would not have to be resurveyed.

The maximum density should not exceed 75 du/ha. Density range from 45- 75 du/ha. To accommodate 3-4 storey duplex buildings maximum coverage 60%.



Figure 4.85: Medium density housing examples

4.5.2. Crescent created by Steenbras, Justin, Shaddock and Plover Streets, Brooklyn

Redevelopment of erven in the crescent created by Justin, Steenbras, Shaddock and Plover Street on the edge of the vlei should be encouraged to create a medium density of residential development. Medium density residential development would imply a net density of between 25 du/ha and 75 du/ha. Densities along the BRT trunk route should be higher than the overall density with nett densities in the order of 150 du/ha. It is the good location of this site in relation to transport, places of work, the potential urban park and the rest of the City that motivates for its densification.

It is proposed that the current street form be maintained to echo the crescent shape, which is distinctive and gives character to the area. It is also proposed that the ground floor of the development facing onto the vlei be used for parking purposes and that the residential should occur on the first floor, allowing mitigation for possible future flooding. (See example below). Guidelines to be created for this precinct that will deal with issues of inter alia materials and views and maintaining the specific character of the area.



Figure 4.86: Fairmile Crescent, England

4.5.3. Area around Alers Hankey Crescent and first block on Koeberg Road.

The area of Ysterplaat village around Alers Hankey Crescent should be encouraged to redevelop from single residential to medium density housing around the crescent. It is proposed that the basic shape of the street be maintained to acknowledge the history of the site, opening up onto the open space on Koeberg Road. The remaining houses along Koeberg Road should be encouraged to rezone to commercial on the ground floor with the possibility of residential above.



Figure 4.87: Residential around a crescent, Dublin



Figure 4.88: Mixed Use apartments with retail , Vancouver, Canada

4.5.4.The residential area between Boundary Road and Kildare Road (west of Beach Road).

The residential area between Boundary Road and Kildare Road (west of beach road) currently has a very low density, yet this area is located in close proximity to the beach and the IRT station. The land therefore has a high value and it would make sense for a higher density of development to be encouraged at this site to reinforce the effectiveness of the IRT station. This area is also low lying, therefore buildings up to 3-4 stories will not block the views of those further up the slope towards Koeberg Road. The access to the open space amenity of the lagoon and associated greenspace makes it appropriate to accommodate more residents.

5. HERITAGE

The areas highlighted on the map indicate the areas to be maintained and conserved for heritage purposes. The areas indicated are fairly well maintained and compact residential areas that have managed to retain their original character and create a streetscape that is worthy of maintaining over time.

It would be a pity to lose these streetscapes to insensitive redevelopment of the houses. These areas need to be treated in a special manner to ensure that they retain their original character that adds to the charm and value of the streetscape. If maintained they will maintain and increase their value over time.

It is therefore recommended that these areas be retained as heritage areas and are protected by means of urban design guidelines. This should form the subject of a further appointment to determine the parameters for development. It is felt that a heritage overlay zone would be too onerous for this level of income.

The Wooden Bridge in Milnerton (Erf 20315) enjoys Provincial Heritage Status in compliance with Section 27 of the National Heritage Resources Act (no 25 of 1999). The bridge is located between Otto du Plessis Drive and Woodbridge Island, north of the intersection between Loxton Road and Otto du Plessis Drive. The Wooden Bridge was built in 1901 by the Fortress Company of the Royal Engineers during the South African War to enable access to the island. The bridge was closed in 1990 and in 1995 re-opened to pedestrians. It was closed again in 2005 due to severe degradation.

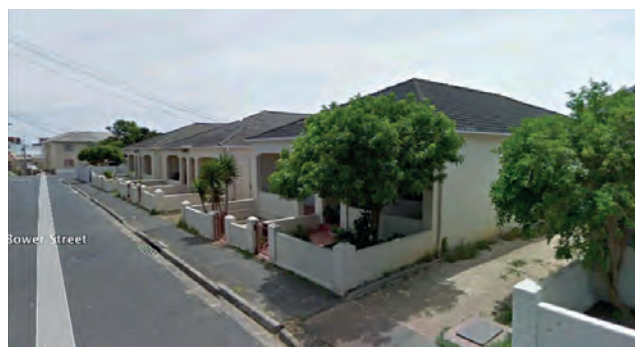


Figure 5.89: Bower Street Semi detached houses



Figure 5.90: Justin Street Row Houses



Figure 5.91: Milnerton Wooden bridge c. 1903 (Ravencroft Collection)

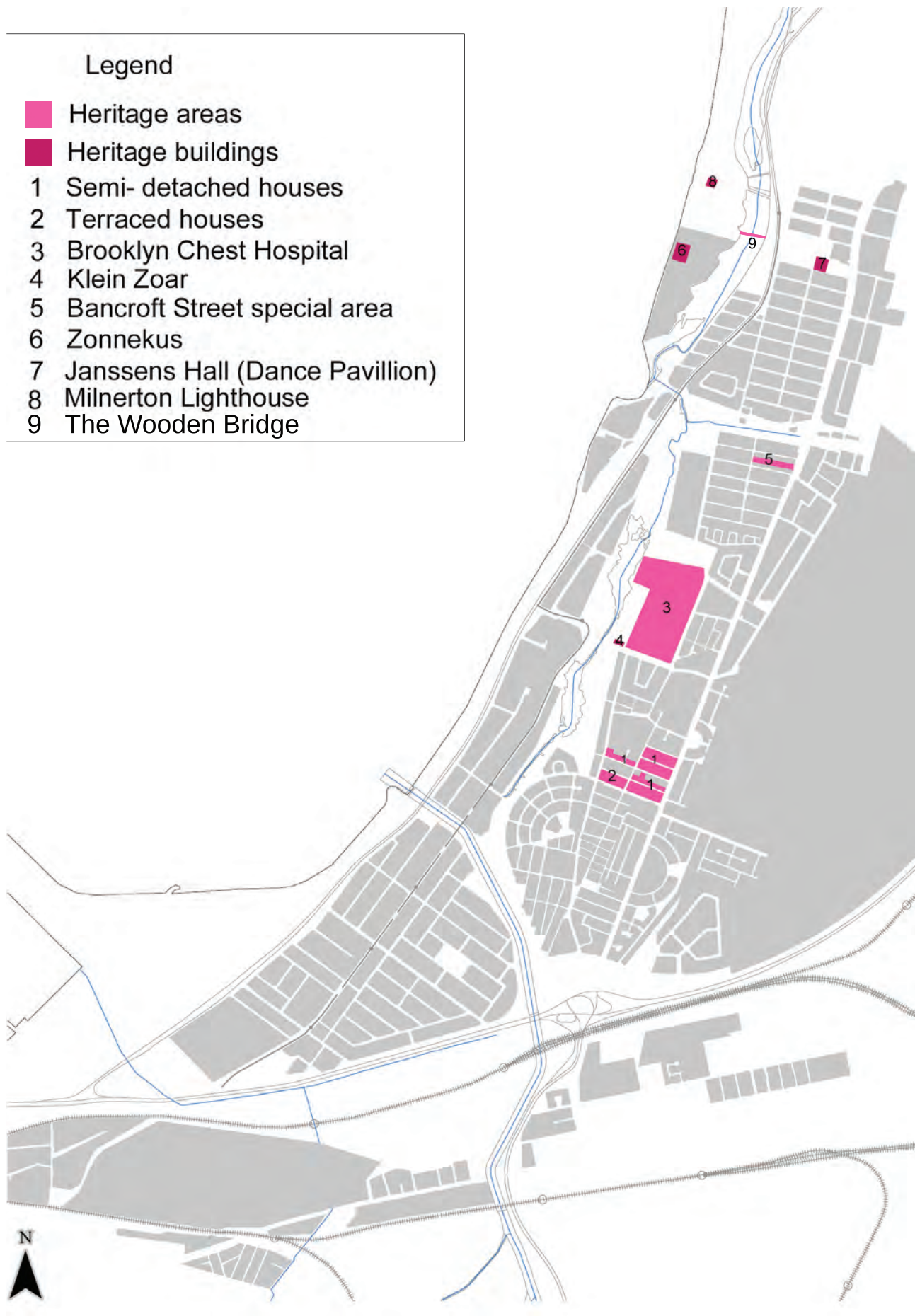


Figure 5.92: Heritage Areas

The bridge is an important heritage site in terms of Cape Town's military history and the history of Milnerton, and is the only bridge of its kind in South Africa. In terms of the NHRA there is an obligation to conserve the bridge.

The heritage statement and conservation plan (Urban Design Services, 2008) makes a number of proposals about how the bridge should be utilised in future. It is proposed that the bridge be put to use and restoration happen in a number of areas of the bridge. The general structures require repairing, such as replacing connecting bolts, replacing the piles that are broken and repairing the wooden structure. It has been suggested that the tarmac currently covering the deck be removed to show the wood underneath –Jarrah wood from Western Australia. As the wood is not only rare, but also endangered there are other wood species that could be used in the restoration, such as Eucalyptus Diversicolour and Eucalyptus Microcorys. The handrails and supporting struts are to be preserved, and be painted white as they originally were.

It is also suggested that a boards displaying a time-line of the bridge be erected. Spatial changes that are made in the area surrounding the bridge should not detract or obscure the bridge and should be cognisant of the character and appearance of the asset. As the aim is to restore the bridge so that it is accessible to pedestrians, aspects such as parking, toilets, seating and lighting need to be taken into account. Uses that are suggested as compatible with the bridge are fishing, bird watching, and other public events such as concerts.

It is suggested that a Heritage Management Plan be adopted for the Wooden Bridge, Janssens Hall and Klein Zoar and that a Conservation Management Plan be drafted by a suitably qualified heritage specialist.

Project Name	Actions	Responsible	Timeframes	Costs
Heritage	Appoint Urban designer with heritage expertise to create a set of urban design guidelines for heritage areas	SPUD ERMD	Short term	R200000
Create management plan for the Wooden Bridge, Janssens Hall and Klein Zoar.	Appoint heritage consultant to to draft a Conservation Management Plan (CMP) / The consultant will need to take it through the process to have it endorsed by HWC.	Heritage Branch ERMD HWC	Short Term	R50 000

6. CONCLUSIONS AND RECOMMENDATIONS

Summary of Proposals

The following table summarises all the actions that would need to be taken for implementation of the projects and gives possible time frames for implementation. These timeframes reflect the possibility for implementation with regard to the complexity of legal and or financial and institutional arrangements that need to be clarified before the projects can be implemented. They do not reflect the actual timeframes that the project will be implemented. An idea of possible roleplayers is indicated as well as very high level budgets. Note the budgets do not reflect escalation over time.

	Project Name	Actions	Roleplayers	Timeframes	Under 200k	Over 200k
1.	Incentive Overlay Zone	Council may prepare any overlay zone as provided for in the zoning scheme	Land Use management	Short Term	Internal	
2.	Exclusion from Nature Reserve of certain areas of Table Bay Nature Reserve around Zoarvlei.	Exclusion in terms of section 24 or 29 of NEMA: PNE , application to MEC or Minister and public participation process.	Province and ERM : CoCT	Short Term	Internal or appointment of environmental consultants R50 000	
3	Density Overlay Zone	Creation of a Density Overlay Zone in terms of the Integrated Zoning Scheme.	Land Use management : CoCT	Short Term	Internal	
4	Regeneration of the river system and creation of the urban park					
4.1	Urban Design Masterplan for Urban Park.	Appoint Consultants to finalise an Urban Design Masterplan for the Urban Park . Liaise with Province to ensure integration with TRUP plans.	SPUD	Short Term		R400000
4.2	EIA – botanical study and VIA for entire Zoarvlei edges, heritage study,	Appoint consultants to undertake an EIA for the entire Zoarvlei Urban Design Masterplan.	SPUD/ERM	Short Term		R1000000

	Project Name	Actions	Roleplayers	Timeframes	Under 200k	Over 200k
4.3	The following elements could form subcomponents of the masterplan and give indicative costs for information purposes					
	Walking and cycling routes and appropriate landscaping, lighting and furniture to enhance pedestrian experience.	Appoint urban design /landscape architects consultants to design route.	SPUD department CoCT/ Parks Department	Short term	Walking routes R 74920,8 Lighting and furniture R 7490,28	
	Water Management and development of pump system :Zoarvlei, ie pumping water from Salt River Canal.	Appoint hydrological engineers/landscape architects to design pipelines and water cleansing ponds.	SPUD/	Medium Term		Pump system and weir R18 million
	Development of reed bed system to cleanse water coming from Salt River Canal.		Catchment, Stormwater & River Management. Dir. Roads & Stormwater	Medium		Reed bed R5 million
	Deepening of Zoarvlei and clearing of alien vegetation	Flood-line/hydrological assessment	SPUD/Catchment, Stormwater & River Management./ Roads and Stormwater	Medium Term		Deepening of the Zoarvlei R19,7 million
	Development of areas of interest along pedestrian routes.	Investigate interest in and needs of Council in the area i.e. need for environmental centre, interest in establishing ICT hubs, ranger lookout point or accommodation. Appoint Economist to undertake feasibility study.	Environmental/Economic development/ Dept. Social Development	Short term (investigation)	R200 000	

	Project Name	Actions	Roleplayers	Timeframes	Under 200k	Over 200k
5	East West links to Zoarvlei appropriate landscaping, lighting and furniture to enhance pedestrian experience	(See section 7) Appoint urban design /landscape architects consultants to create kit of parts	SPUD/Roads Dept.	Short term	R5028240	R5028240
	Woonerf concept	Appoint urban design /landscape architects consultants	SPUD/Roads Dept.			
6	Development of Strategic Precincts					
6.1	Salt River Canal widening and public square and entertainment building	Could be PPP, sale or 99 year lease.	SPUD/Catchment management	Medium term (once area begins to look attractive).		R37,5 million (have included paving of public square , no buildings)
		If canal is developed separately then City will need to: Appoint urban designer/ hydrological/civil engineer to design canal widening and square.	SPUD/Catchment Management			x
		Put out entertainment building to Request for proposals to private sector.	Property Management		x	
		Need to subdivide and rezone.	Property Management/ Land Use		x	

	Project Name	Actions	Roleplayers	Timeframes	Under 200k	Over 200k
		Alternatively, if a PPP is undertaken, then canal widening and entertainment area could be developed as one proposal.	Property management			
6.2	Fire Station Gateway precinct	Apply incentive overlay zone.	SPUD/property management	Medium term (put out at same time as Canal widening)		
	Building that straddles Koeberg Road	Create PPP with stakeholders for sale of land to them for building. Need to create urban design guidelines for these buildings and rezone and subdivide.				
	Development (buildings) on edge of canal.	Buildings on edge of canal, direct sales of the public land. Need to create urban design guidelines for these buildings and rezone and subdivide..				
6.3	Brooklyn Chest Hospital Site.(Erf 21082)	Once land has been de-proclaimed (see above section).	Land Use management / SPUD to put out tender for rezoning initially and then Property management to put out tender for sale of land.	Medium term (long term depending on de-proclamation time period)		

	Project Name	Actions	Roleplayers	Timeframes	Under 200k	Over 200k
		Rezone and subdivide land.				
		Put out land for tender to social housing entities only.				
		Developer to refine urban design guidelines as proposed in the LASDF for approval to City.				
6.4	Boundary Road Mixed Use	Once land has been de-proclaimed (see above section).	Land Use management / SPUD to put out tender for rezoning initially and then Property management to put out tender for sale of land	Medium term (long term depending on de-proclamation time period)		
		Rezone and subdivide land.				
		Put out land for tender.				
		Developer to refine urban design guidelines as proposed in the LASDF for approval to City.	SPUD to approve			
6.4.1	Park and Ride Precinct.	Developer to appoint consultant to design and develop Park and Ride for IRT as part of development	Roads and Transport Department to approve	Medium term (long term depending on de-proclamation time period).		
6.5	Seafront Trading Precinct	Create MOU with Milnerton Flea market.	SPUD/Property management	Short to medium term		

	Project Name	Actions	Roleplayers	Timeframes	Under 200k	Over 200k
		Appoint urban designer to Refine design and urban design guidelines and create three options for EIA .				
		EIA (within 100m of high water mark). City to appoint environmental consultants.				
		PPP between City and Milnerton Flea Market to develop portion of the site for the market including ablution facilities and storage and security.	SPUD/property Management	Short Term		
		City to develop parking	Roads Department and SPUD	Medium Term		x
6.6	Zoarvlei IRT Station Mixed Use Precinct	Ensure Incentive Overlay Zone is in place	Land Use Planning	Short Term depending on overlay zone.		
6.7	Zoarvlei additional infill housing facing onto the vlei.	Once land has been de-proclaimed (see above section).	Land Use management / SPUD to put out tender for rezoning initially and then Property management to put out tender for sale of land.	Medium term (long term depending on de-proclamation time period)		
		Rezone and subdivide land.				
		Put out land for tender.				

	Project Name	Actions	Roleplayers	Timeframes	Under 200k	Over 200k
		Developer to refine urban design guidelines as proposed in the LASDF for approval to City.				
6.8	Salt River Mouth Apartment Precinct.	Once land has been de-proclaimed (see above section). Should try to develop land with entertainment building on canal widening as one project if market responds.	Land Use management / SPUD to put out tender for rezoning initially and then Property management to put out tender for sale of land.	Medium term (long term depending on de-proclamation time period)		
		Preferred option PPP with African Cold Storage to develop land in conjunction with City .				
		Rezone and subdivide land.				
		Put out land for tender.				
		Developer to refine urban design guidelines as proposed in the LASDF for approval to City.				
6.9	Salt River Mouth Mixed Use Precinct	Ensure Incentive Overlay Zone is in place	Land Use Planning	Short Term depending on overlay zone.		
6.10	Revitalised industrial area mixed use precinct	Ensure Incentive Overlay Zone is in place	Land Use Planning	Short Term to medium term depending on overlay zone.		

	Project Name	Actions	Roleplayers	Timeframes	Under 200k	Over 200k
	Market Hub Precinct	Ensure Incentive Overlay Zone is in place.	Land Use Planning	Short Term to medium term depending on overlay zone.		
		City to develop park in centre of site.	Parks and Recreation			x
	Milnerton Square	Residential development:	Land Use management / SPUD to put out tender for rezoning initially and then Property management to put out tender for sale of land.	Medium term (long term depending on de-proclamation time period)		
		Rezone and subdivide land.				
		Put out land for tender.				
		Developer to refine urban design guidelines as proposed in the LASDF for approval to City.				
		City to appoint Urban designer to design public environment(paving etc.)				
		City to develop Parking area	Roads and stormwater			
		Development of the park				
			Parks and Recreation			
	Railway Precinct	Decision on future use of railway line				

	Project Name	Actions	Roleplayers	Timeframes	Under 200k	Over 200k
		Need support from Transnet for development along edges of railway.				
		Ensure Incentive Overlay Zone is in place				
7	Urban Design Upgrade of Main Nodes on Koeberg Road	Appoint urban design /landscape architects consultants to design landscaping along road and nodes.	SPUD department CoCT/	Short term.		
		Implement urban design proposals.				
8.	Areas of infill development and densification proposals.	Implement Density Overlay zone.				
9	Heritage	Urban Design guidelines to be compiled for these areas. SPUD to appoint an urban designer with heritage experience to create design guidelines. A conservation Management Plan to be drafted by a suitably qualified and experienced heritage specialist.	ERMD		x	

APPENDIX

A1. MECHANISMS TO PROMOTE DEVELOPMENT AROUND THE STATIONS

There are a number of mechanisms that are proposed to promote development around the stations and the key precincts. All of these mechanisms will need to be tested and will go through a public participation process.

A1.1. Overlay Zones

Overlay zoning is a regulatory tool that creates a special zoning district, placed over an existing base zone(s), which identifies special provisions in addition to those in the underlying base zone. The overlay district can share common boundaries with the base zone or cut across base zone boundaries. Regulations or incentives are attached to the overlay district to protect a specific resource or guide development within a special area

Currently the City of Cape Town Integrated Zoning Scheme which will come into force on 1 March 2013 provides for overlay zoning that provides for a number of categories of zones.

A1.1.1. SPA Overlay zones for Specific Areas for strategic precincts

The SPA overlay zone provides a mechanism to manage large or strategic development projects and to facilitate agreements for future development, including floor space, land use and transportation commitments relating to such projects, as well as providing subdivision rights. A staged process of planning and approval is instituted, whereby appropriate levels of detail are approved subject to conditions of approval.

The development framework for Milnerton South to Paarden Eiland would be considered to be one stage in a package of plans approach. In this approach we have highlighted strategic precincts on public or private land that would need to be taken further in the next stage.

A1.1.2. The Incentive Overlay Zone (IOZ)

IOZ provides a mechanism to designate development incentive measures to land in order to promote development priorities and strategies as may be identified in the integrated development plan or spatial plans approved by Council. The development incentive measures may include, but are not limited to, bonuses or concessions relating to parking, height, floor space, coverage and density. Such bonuses could involve an increase in the floor space or density otherwise permitted in terms of this zoning scheme.

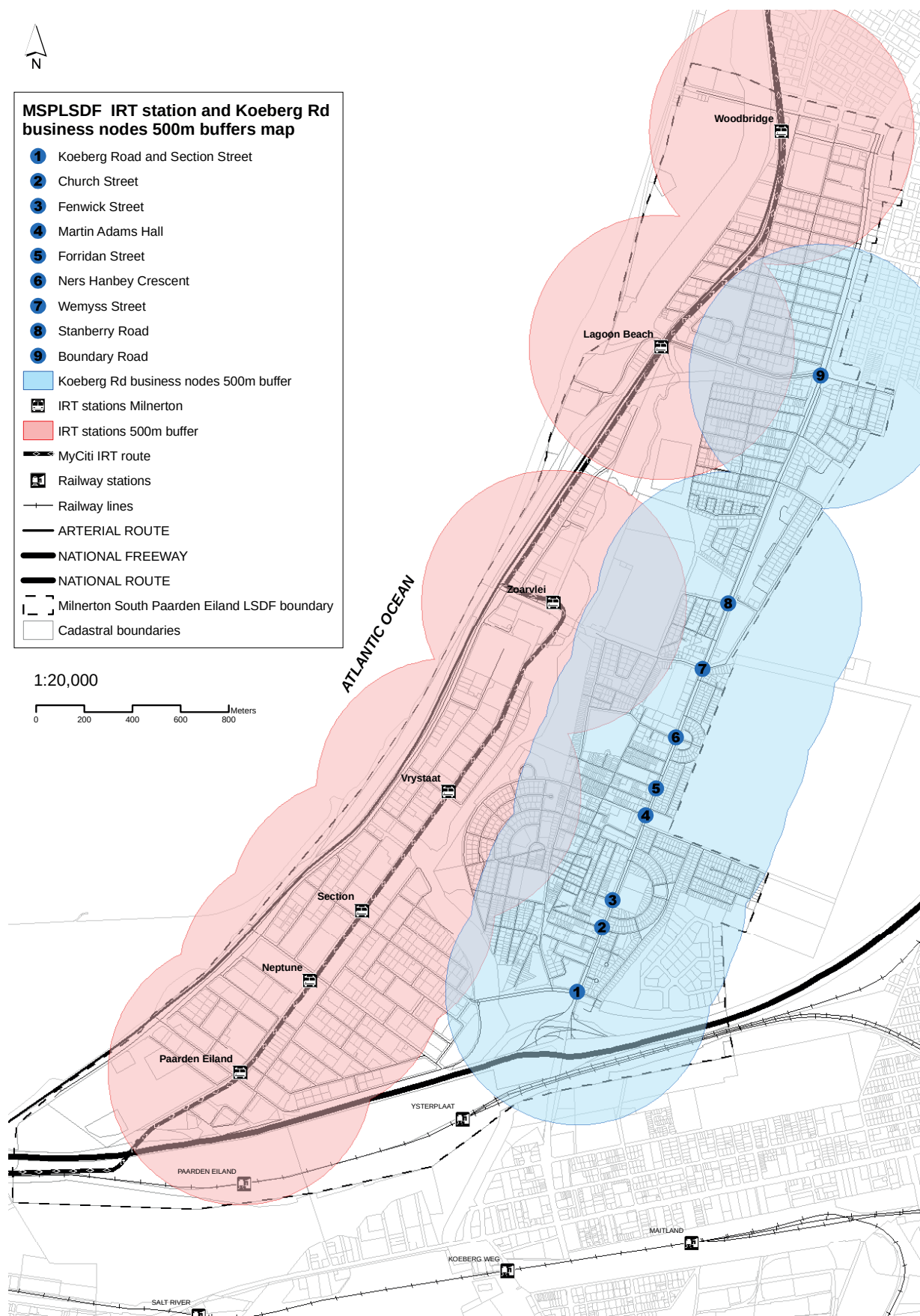


Figure 7.1: 500m radius around IRT stops and nodes on Koeberg Road

The Incentive Overlay Zone is recommended for development along Koeberg Road specifically.

A1.1.3. PT1 and PT2 Areas for Koeberg Road and IRT stations

In particular, the zones relating to provision of parking in areas that are well serviced by public transportation (PT1 and PT2 areas) are of relevance and could be included in the incentive overlay zone.

PT2 areas allow for a reduction in parking requirements within the zone of influence of the public transportation facility. This is seen as an incentive for developers to redevelop their properties maximizing the GLA that can be obtained by minimizing the parking requirements. In the case of the trunk routes through Paarden Eiland and Milnerton the PT2 zone have been extended to those properties adjacent to the strategic IRT precincts. Along Koeberg Road, a PT1 zoning has been designated, which allows for a reduction in parking standards, although less generous than the PT2 areas.

A1.2. Class rezoning/substitution Scheme

A1.2.1. Legal Position

According to section 18(1) of the Land Use Planning Ordinance (15 of 1985), a rezoning may, on the initiative of the administrator or a council, be granted under section 16(1), by either the Administrator after consultation with the council concerned or, if authorised thereto by the provisions of a structure plan for land in the council's area of jurisdiction irrespective of whether or not the local authority is the owner of the land.

Section 16 of LUPO therefore provides a mechanism to be able to rezone numerous properties which are in different ownerships, without the authorisation or permission of the respective property owners. Needless to say, in proceeding with such an application, two issues are of primary importance:

- a) Such a rezoning process would need to confer further rights and not erode existing rights (to avoid any costly litigation by aggrieved owners of rezoned properties)
- b) care would have to be taken in minimising any negative impact on any properties close to or adjacent to those being rezoned.

In terms of the Land Use Planning Act there is no longer a mechanism for a substitution scheme and when this act is promulgated this will no longer be available.

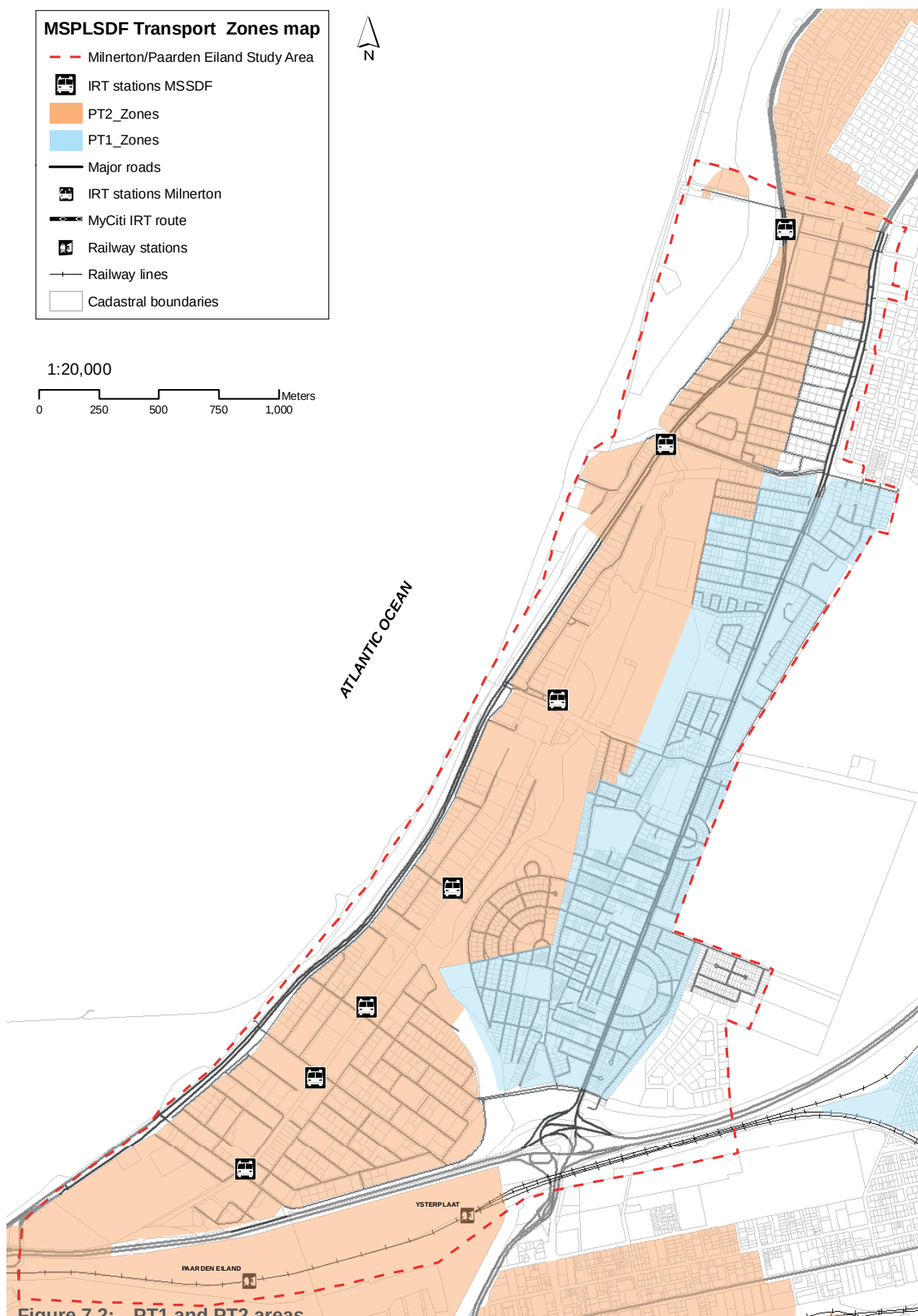


Figure 7.2: PT1 and PT2 areas

A1.2.2. Precedent

A similar proposal is being investigated for Blaauwberg Road and is currently being tested. Some of the comments received in this regard from the political sphere and from a legal perspective have implied that state funds should not be used to increase land use rights for private properties as this is seen as frivolous expenditure. However, if the City is serious about promoting development in an area, then this is an incentive that will provide certainty in the area and eliminate risk for developers.

A1.2.3. Management

It must be pointed out that such a process would not be able to circumvent any applicable restrictive conditions of title. This would mean that any properties within the defined area with restrictive conditions pertaining to use would not be able to be part of this class rezoning process, until the restrictive use condition was removed. The two processes could be managed simultaneously but the removal of restrictions process would require the authority each property owner participating in the process. Co-ordination and management of such a process would therefore be quite a complex exercise.

Given that restrictive title deed conditions will in future be legislated in terms of the New Land Use Planning Act, in terms of S 45, the minimum requirements for removal / amendment of title restrictions, municipalities will be authorised to deal with title restrictions dealing with subdivision, land uses, building requirements.

A1.3. Waive / Increase Developers Contribution Levies

A1.3.1. Waive the Levy

In terms of section 42 of the Land Use Planning Ordinance (Ordinance 15 of 1985), the City may require the developer to pay a contribution towards the provision of municipal services. These development contribution levies are calculated based on enhanced development rights (floor area) and factors established by the various service branches of the City of Cape Town. The levy for road improvements is by far the largest stipulated amount. An assessment of recent established levies indicates that these can range between R60/m and R120/m or more.

The development contribution levy is however, a small percentage of the total costs for any development. The waiving of the requirement to pay a development contribution levy may not in itself attract developers to the area. These costs are minimal when compared to the holding costs of land over an extended period of time (due to protracted planning approval procedures).

It is worth noting that the implementation of this step reduces administrative time and requires little administrative action. However, given that much of the infrastructure in this area is old and requires replacing, in particular, a portion of proposed residential is in zone C (currently low water pressure), this will need to be investigated and an upgrade of all of zone C would be proposed. This could fall under the existing CoCT upgrading/maintenance programme which involves standardizing all the pipework in the area to regular (at least 110mm) diameter pipes.

With regard to sewer reticulation, the site can accommodate increased volumes in most areas as all of the pump stations have spare capacity, however, the infrastructure is old and may require replacing over time.

A1.4. Waive/reduce Administrative Fees for Planning Applications

Planning application fees include rezoning administration fees, departure administration fees, removal of restrictions administration fees, site development plan assessment fees, etc. These fees are not innately prohibitive; however their removal could be part of a broader approach to entice development to an area. At the moment, only the City Manager has the authority to waive administration fees (e.g. for churches etc.). This would need to be delegated to the planning branch for the strategic precincts.

A1.5. Waive Scrutiny Fees on Building Plans in Development Zones

All building plans need to be approved by the local authority in terms of the National Building Regulations and Standards Act (Act 103 of 1977), for any building work to be executed on a site and the administrative charges for inspection of the plans are known as scrutiny fees. The scrutiny fees are calculated according to a set of tariffs based on the type of building proposed (e.g. residential or commercial) and the size of the floor area to be built. The following is an example of existing scrutiny fees for commercial buildings:

For a 1500m. building R33 652.80

For a 2000m. building R44 870.40

For a 3000m. building R67 305.16

As with planning application fees, one mechanism that is proposed is the reduction or removal of scrutiny fees to attract developers to a particular development focus zone.

Once again, this mechanism on its own would not be sufficient to attract developers to a specific area, but could play a role as part of basket of mechanisms.

It is worth noting that the implementation of this step reduces administrative time and requires little administrative action.

A1.6. Prioritise the Processing of Applications made within Development Focus Areas

In order to provide a degree of certainty to developers, it is proposed that applications for development within the Incentive Overlay Zone and the SPA overlay zone be prioritized above other applications. The primary focus should be to minimise administrative processing time and to emphasize the developmental status in the Incentive Overlay Zone. However, this would not be able to minimise the time spent in council committees, which can sometimes prolong processes immensely.

A1.7. Land Value and Value Capture

The review of the property valuation roll of the CoCT has revealed that the study area has on average experienced capital growth of between 7% and 13%. This is in line with national and regional growth achieved for property values. The following provides a breakdown of property value increase for each of the economic activities:

1. Residential properties grew on average 7% per annum between 2006 and 2012
2. Retail properties grew on average 11% per annum between 2006 and 2012
3. Office properties grew on average 13% per annum between 2006 and 2012
4. Mixed use properties grew on average 12% per annum between 2006 and 2012
5. Industrial properties grew on average 9% per annum between 2006 and 2012

The above indicates that office and mixed use properties provided the greatest growth in capital value between 2006 and 2012.

Based on the review of the property valuation rolls, the properties adjacent to the IRT station did not grow at a faster pace or increased with higher percentages than the overall average. One could thus conclude that the expectation of higher property values along the IRT route was not realized in this case. There could be a number of reasons for this, namely:

1. Current market conditions that are not leading to significant market growth.
2. The IRT route mainly runs along an industrial area (within the study area) of which all the buildings are facing with their backs to the IRT route.
3. There are not significant activities centred around the IRT stations
4. People are mainly using the IRT service to travel from Table View to the Civic Centre and back. Thus not stopping at the other stations
5. There are no existing feeder routes within the study area
6. Overall the area is run down and in need of investment, which is not taking place.

Based on the above it is evident that under the current conditions there are few possibilities for land value capture to take place. However, as part of the current Local Area Spatial Development Framework there is a need to create Transit-Orientated Development (TOD) Nodes. TOD policies typically make use of public rail-based mass transit to leverage mixed-use private and institutional development. In the case of Milnerton LASDF the TOD would be in walking distance from the IRT stations. Although land availability is limited there is potential to create mixed-use nodes along Koeberg Road (which is still within walking distance from the established IRT stations). TOD property development is orientated to, and maximized at, public transit nodes. TOD not only helps alleviate issues related to sprawl and low densities, but can also dramatically increase ridership and utilization of public transport. TOD provides more housing and jobs, and thus more potential commuters, within walking distance of a transport interchange and in doing so, can help establish a captured “market” for public transport and increase revenue streams.

A1.8. Future possible mechanisms for TOD.

Other mechanisms that could be implemented in future to ensure that property values along IRT routes gain the expected values (in order to implement value capture mechanisms for the CoCT) include, but are not limited to:

1. Ensure that IRT stations are located along routes where the existing developments provide opportunity for creating high density mixed-use developments . ie preferably areas with large vacant pieces of land or that do not have too fine a grain, or there are only a handful of owners.
 - In the case of vacant land ensure that the zoning on the vacant land allows for high density mixed-use developments.
 - This is important since this will attract investment to the area as well as create jobs and housing to support the usage of the public transport systems.
2. The development of high density mixed-use developments will appeal to a wide range of consumers. Therefore the CoCT needs to create inclusionary zonings within these areas surrounding the stations. The developer will thus be required to provide mixed-income housing

and be able to cross-subsidise the value of the development through other development gains (commercial property, high income housing, etc.)

3. Identify vacant land parcels or underutilized land parcels around future IRT stations. These land parcel could be purchased by the CoCT in order to sell and/or lease when the IRT stations is developed and the value of the land is increased due to the need for high-density mixed-use developments.
4. Ensure that developments along future IRT routes are not all facing away from the stations, and rather create open and inviting environments surrounding the stations. One needs to establish the stations at activity nodes, or create activity nodes around the station. It is important that the area surrounding the stations becomes an area where people want to be and thus creates a market for the public transport system.

A1.9. Legislative framework for value capture in the City of Cape Town

The Status Quo Report provided an overview of the Legislative framework impacting on land value capture in South Africa. The main findings within the overview, applicable to implementing value capturing mechanisms within the City of Cape Town, are as follows:

- It is important to note that based on the above, depending on how value capture is defined by the municipality (as surcharges, tariffs, taxes or property rates) it will be governed by different legislation.
- When a municipality is considering the adoption of a value capture mechanism it is important to first define what the municipality wants to achieve (example revenue generation for infrastructure installation, debt financing, etc.) and then design a value capture mechanism that would best achieve the main goal.
- The second part of establishing the revenue instrument is that it is important that the value capture mechanism is labelled under the correct category in order to ensure that the applicable legislation is consulted during the design and implementation (as stated different legislation will govern different implementation depending on the revenue instrument being defined as a tax, surcharge, or user charge).

A1.9.1. Special Rating Area (SRA)

The review of the City of Cape Town legislative framework is centred on the Special Rating Area By-Law (2012) and Special Ratings Policy (2010/2011). These frameworks also provide guidelines for establishment of central improvement districts.

A Special Ratings Area is defined as a geographically bound area, supported by the majority of property owners that are willing to pay additional rate on their property to fund proposed improvements/upgrading of the area. The legal framework of the Special Rating Area By-Law is in accordance with Section 22 of the Municipal Property Rates Act, the Municipal Finance Management Act, the Municipal Systems Act, Schedules 4 and 5 of the Constitution and the Companies Act.

Typical services provided to Special Rating Areas include:

1. Top-up municipal services
2. Combat urban decay/degeneration
3. Provide extra public safety
4. Provide extra cleansing
5. Provide area management
 - a. Maintenance of infrastructure
 - b. Upgrading environment
6. Expand social/community involvement
7. Create joint ventures with Council

The establishment principles outlined within the legal framework of Special Rating Areas indicated that the services offered will be specific to the needs of the area. This will be determined through a perception survey. Public participation is mandatory since the majority participation of the community is required before a Special Rating Area can be established (Commercial area needs >50% votes and Residential areas need >60% voted. The community would then form a section 21 company. The portion payable by each of the members is determined by the municipal valuation and this levy is collected by the City which will only be spent in the Special Rating Area from which the levy is collected. Therefore the following relationships are established:

- The members and the SRA – A Section 21 company is established and it is mandated that the Business Plan is implemented.
- SRA and the CoCT – This relationship guides the establishment process, finalizes the finance agreement as well as ensuring compliance to the principles outlined in the legal framework.
- CoCT and the Members – This relationship refers to the billing, receipting and departmental management of the SRA.

The establishment process followed for a SRA is as follows:

1. Determine Feasibility of a SRA
 - a. From Steering Committee
 - b. Determine boundaries and submit to CoCT
 - c. Review Arrears Profile
 - d. Conduct a Perception Survey

2. Final Establishment Process
 - a. Compilation of a Business Plan
 - b. Holding a Public Meeting
 - c. Gaining consent from majority residents
 - d. Submit application for establishment
 - e. Review objections/2nd Public Meeting
 - f. Wait for final council consideration

A1.9.2. Relevance of SRA for Milnerton South

SRA's are useful tools but depend heavily on private landowner support and buy in. Many to-up services, such as security or façade improvement, have a break-even point of feasibility. Thus, areas with little landowner cohesion or interest will find SRA's difficult to implement successfully or with any lasting impact. SRAs work best in areas with a high number of businesses. They are not as successful in residential areas with a low income as they require additional rates to be levied.

Place Branding might be a useful use of an SRA levy as it might not be as cost intensive for property owners but there is demonstrated evidence of success and impact on place identity which could be useful for the Koeberg Road stretch.

The most important aspect for the area though is safety and security. Given that Koeberg Road has a high degree of absentee landlords and tenants are not prepared to get involved with a project of this nature, it will require the local authority to make the first move, and upgrade the public areas, before the developers and owners will respond.

A1.10. Joint Development Mechanisms (Public Private Partnerships)

There is limited scope for the use of Betterment Tax and Tax Increment Financing District here is South Africa. In 2004, a New Property Rates Act introduced substantial changes to site value taxation and drastically reduced the opportunity for innovative mechanisms. Moreover, research has found that most local South African governments have limited expertise and experience with regard to value capture. Therefore, it is unlikely that those two mechanisms will see widespread use within the near future unless concerted effort is made to re-evaluate institutional tax structures at a national level. Yet, the Joint Development mechanism is one tool within the scope of local government's mandate.

Public Private Partnerships can either be implemented in providing public transport services

(operational service related to public transport) or the provision of the infrastructure itself or as an integrated approach where PPP's are structured from the provision of transport infrastructure to delivering transport services. The last option would also include maintenance and upgrades of public transport services and infrastructure.

It is important to note that governments have many policy objectives in transport (economic, financial, social, environmental, etc.). These objectives often conflict, some are difficult to measure, and their priority can alter day-to-day in response to political events. Government priorities are good for democratic processes; however it makes it harder for governments to run businesses. Private companies on the other hand have more focused aims and incentives. Research has indicated that technical efficiency (producing outputs at the least cost) is more likely to be achieved by a private management responsible and accountable for achieving a stable and measurable commercial objective. Allocative efficiency (producing outputs most closely meeting market demands) is more likely to be achieved in a competitive market where consumers are free to express their demand through market choice and where prices tend towards production costs.

The following provide examples of PPP structures with regards to transport services and infrastructure:

- **Management and Lease Contracts** - A private entity takes over the management of a state-owned enterprise for a fixed period while ownership and investment decisions remain with the state. There are two subclasses of management and lease contracts:
- **Management contract** - The government pays a private operator to manage the facility. The operational risk remains with the government.
- **Lease contract** - The government leases the assets to a private operator for a fee. The private operator takes on the operational risk.
- **Concessions** - A private entity takes over the management of a state-owned enterprise for a given period during which it also assumes significant investment risk.
- **Rehabilitate, operate, and transfer (ROT)**: A private sponsor rehabilitates an existing facility, then operates and maintains the facility at its own risk for the contract period.
- **Rehabilitate, lease or rent, and transfer (RLT)**: A private sponsor rehabilitates an existing facility at its own risk, leases or rents the facility from the government owner, then operates and maintains the facility at its own risk for the contract period.
- **Build, rehabilitate, operate, and transfer (BROT)**: A private developer builds an add-on to an existing facility or completes a partially built facility and rehabilitates existing assets, then operates and maintains the facility at its own risk for the contract period.
- **Greenfield Projects** - A public-private joint venture builds and operates a new facility for the period specified in the project contract. The facility may return to the public sector at the end of the concession period. The following options are in use:
- **Build, lease, and transfer (BLT)**: A private sponsor builds a new facility largely at its own risk, transfers ownership to the government, leases the facility from the government and operates

it at its own risk up to the expiry of the lease. The government usually provides revenue guarantees through long-term take-or-pay contracts for bulk supply facilities or minimum traffic revenue guarantees.

- **Build, operate, and transfer (BOT):** A private sponsor builds a new facility at its own risk, operates the facility at its own risk, and then transfers the facility to the government at the end of the contract period. The private sponsor may or may not have the ownership of the assets during the contract period. The government usually provides revenue guarantees through long-term take-or-pay contracts for bulk supply facilities or minimum traffic revenue guarantees.
- **Build, own, and operate (BOO):** A private sponsor builds a new facility at its own risk, then owns and operates the facility at its own risk. The government usually provides revenue guarantees through long-term take-or-pay contracts for bulk supply facilities or minimum traffic revenue guarantees.
- **Merchant:** A private sponsor builds a new facility in a liberalized market in which the government provides no revenue guarantees. The private developer assumes construction, operating, and market risk for the project.
- **Divestitures** - A private entity buys an equity stake in a state-owned enterprise through an asset sale, public offering, or mass privatization program:
- **Full:** The government transfers 100% of the equity in the state-owned company to private entities (operator, institutional investors, and the like).
- **Partial:** The government transfers part of the equity in the state-owned company to private entities (operator, institutional investors, and the like). The private stake may or may not imply private management of the facility.

In the implementation stage of this project, we will promote specific joint development mechanisms for specific strategic precincts.

B2. MECHANISMS FOR IMPLEMENTATION

B2.1. Public Private Partnerships

A number of the projects that have been suggested require the implementation of a Public Private Partnership (PPP) arrangement between the local authority and the land owner and or developer. There are a number of different ways that these partnerships can be structured and these would need to be determined for each proposed precinct as a separate exercise.

Public Private Partnerships can either be implemented in providing public transport services (operational service related to public transport) or the provision of the infrastructure itself or as an integrated approach where PPP's are structured from the provision of transport infrastructure to delivering transport services. The last option would also include maintenance and upgrades of public transport services and infrastructure.

It is important to note that governments have many policy objectives in transport (economic, financial, social, environmental, etc.). These objectives often conflict, some are difficult to measure, and their priority can alter day-to-day in response to political events. Government priorities are good for democratic processes; however it makes it harder for governments to run businesses. Private companies on the other hand have more focused aims and incentives. Research has indicated that technical efficiency (producing outputs at the least cost) is more likely to be achieved by a private management companies responsible and accountable for achieving a stable and measurable commercial objective. Allocative efficiency (producing outputs most closely meeting market demands) is more likely to be achieved in a competitive market where consumers are free to express their demand through market choice and where prices are related to production costs.

The following provide examples of PPP structures with regard to transport services and infrastructure:

- **Management and Lease Contracts** - A private entity takes over the management of a state-owned enterprise for a fixed period while ownership and investment decisions remain with the state. There are two subclasses of management and lease contracts:
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- **Concessions** - A private entity takes over the management of a state-owned enterprise for a given period during which it also assumes significant investment risk.
- **Rehabilitate, operate, and transfer (ROT)**: A private sponsor rehabilitates an existing facility, then operates and maintains the facility at its own risk for the contract period.

- **Rehabilitate, lease or rent, and transfer (RLT):** A private sponsor rehabilitates an existing facility at its own risk, leases or rents the facility from the government owner, then operates and maintains the facility at its own risk for the contract period.
- **Build, rehabilitate, operate, and transfer (BROT):** A private developer builds an add-on to an existing facility or completes a partially built facility and rehabilitates existing assets, then operates and maintains the facility at its own risk for the contract period.
- **Greenfield Projects** - A public-private joint venture builds and operates a new facility for the period specified in the project contract. The facility may return to the public sector at the end of the concession period. The following options are in use:
- **Build, lease, and transfer (BLT):** A private sponsor builds a new facility largely at its own risk, transfers ownership to the government, leases the facility from the government and operates it at its own risk up to the expiry of the lease. The government usually provides revenue guarantees through long-term take-or-pay contracts for bulk supply facilities or minimum traffic revenue guarantees.
- **Build, operate, and transfer (BOT):** A private sponsor builds a new facility at its own risk, operates the facility at its own risk, and then transfers the facility to the government at the end of the contract period. The private sponsor may or may not have the ownership of the assets during the contract period. The government usually provides revenue guarantees through long-term take-or-pay contracts for bulk supply facilities or minimum traffic revenue guarantees.
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- **Merchant:** A private sponsor builds a new facility in a liberalized market in which the government provides no revenue guarantees. The private developer assumes construction, operating, and market risk for the project.
- **Divestitures** - A private entity buys an equity stake in a state-owned enterprise through an asset sale, public offering, or mass privatization program:

B2.2. Incentive Overlay Zone

One of the tools in implementing the LASDF for Milnerton to Paarden Eiland is the creation of the incentive overlay zone. This would require a separate process and have its own public participation process. The diagrams shown are conceptual that require further study and investigation –this is not a prescriptive requirement of the LASDF. This can be carried out internally by the land use management department and should kick-start the regeneration of the area.

Project Name	Actions	Roleplayers	Timeframes	Budget (fees)
Incentive Overlay Zone	Council may prepare any overlay zone as provided for in the zoning scheme	Land Use management	Short Term	Internal

The Incentive Overlay Zone is proposed for the areas indicated in “Figure 8.1: Proposed Incentive Overlay Zones” on page 157.

The development incentive measures may include, but are not limited to; incentives or concessions relating to parking, height, floor space, coverage and density. Such incentives could involve an increase in the floor space or density otherwise permitted in terms of this zoning scheme. Some of the proposed conceptual thinking could include the following restrictions which would need to be tested through a public process.

B2.2.1. Parking

All areas stipulated in the Incentive Overlay Zone shall have PT2 requirements for parking.

B2.2.2. Use of the property

The following additional use rights (over and above those already stipulated in the base zone) shall apply to all property in this overlay zone: (this is conceptual and requires further study)

- Primary use: residential, general residential, office, shop institution, hospital, place of assembly, place of entertainment, hotel, business premises.

B2.2.3. Street boundary building line

The street boundary building line may be 0m provided there is a colonnaded walkway as agreed with the City, unless design guidelines specify setback:

- The canopy or balcony shall not project nearer than 500 mm to a vertical plane through the kerb line or proposed kerb line;
- No portion of a canopy or balcony projection shall be less than 2,8 m above the pavement;
- Council may lay down more restrictive requirements relating to the dimensions, design and materials of the canopy or balcony; and
- The owner shall enter into an encroachment agreement with Council and register a servitude area in the case of a balcony projection.

B2.2.4. Height

A maximum height of 20m is allowed provided that the urban design guidelines are complied with, except for along Koeberg Road where a maximum height of 15m applies provided that urban design guidelines are complied with. For landmark buildings as specified in the urban design guidelines, a maximum height of 48m is allowed.

B2.2.5. Floor Factor

- A floor factor of 6 is available for all developments that comply with the urban design guidelines.
- A floor factor of 7 is available for developments that include 20% floor area of gap and social housing in the developments.

B2.3. Density Overlay Zone

The Blaauwberg District Plan recommends the following:

Promote intensification along public transport corridors including: Opportunities exist for intense, mixed-use development along parts of Koeberg Road, taking advantage of the exposure the route offers and in the process reinforcing public transport.

The **Density Policy for the City of Cape Town** states that :

“Higher densities, accompanied by increased population thresholds, create sufficient consumers to generate the development of economic opportunities, social facilities and services, and enable the cost-effective provision and optimal use of infrastructure(such as the Mycity buses). This is particularly the case where there is excess service capacity or where increased thresholds are required to provide services and infrastructure.”

The policy provides for **Density priority zones**. In the short term (next five years), the DPZs will be as follows: “Development and activity routes and activity streets and around rail and IRT stations: Areas adjacent to development routes, activity routes and activity streets, especially close to employment and mixed-use areas, and around social facilities/institutions, public open spaces (especially parks) and amenity areas. Medium to high levels of densification should be aligned with existing/proposed public transport routes. There are two main public transport routes, the main trunk line through Paarden Eiland and the feeder route along Koeberg Road. This is essential for housing development targeted at lower-income earners, who are unable to afford the costs of private transport.

The policy also recommends that densification occur adjacent to metropolitan, district and local parks. Generally fronting onto the park to improve surveillance and security, and create a sense of enclosure. Therefore the development of Zandvlei as an amenity area and District Park would warrant additional densification along the edge of this resource.

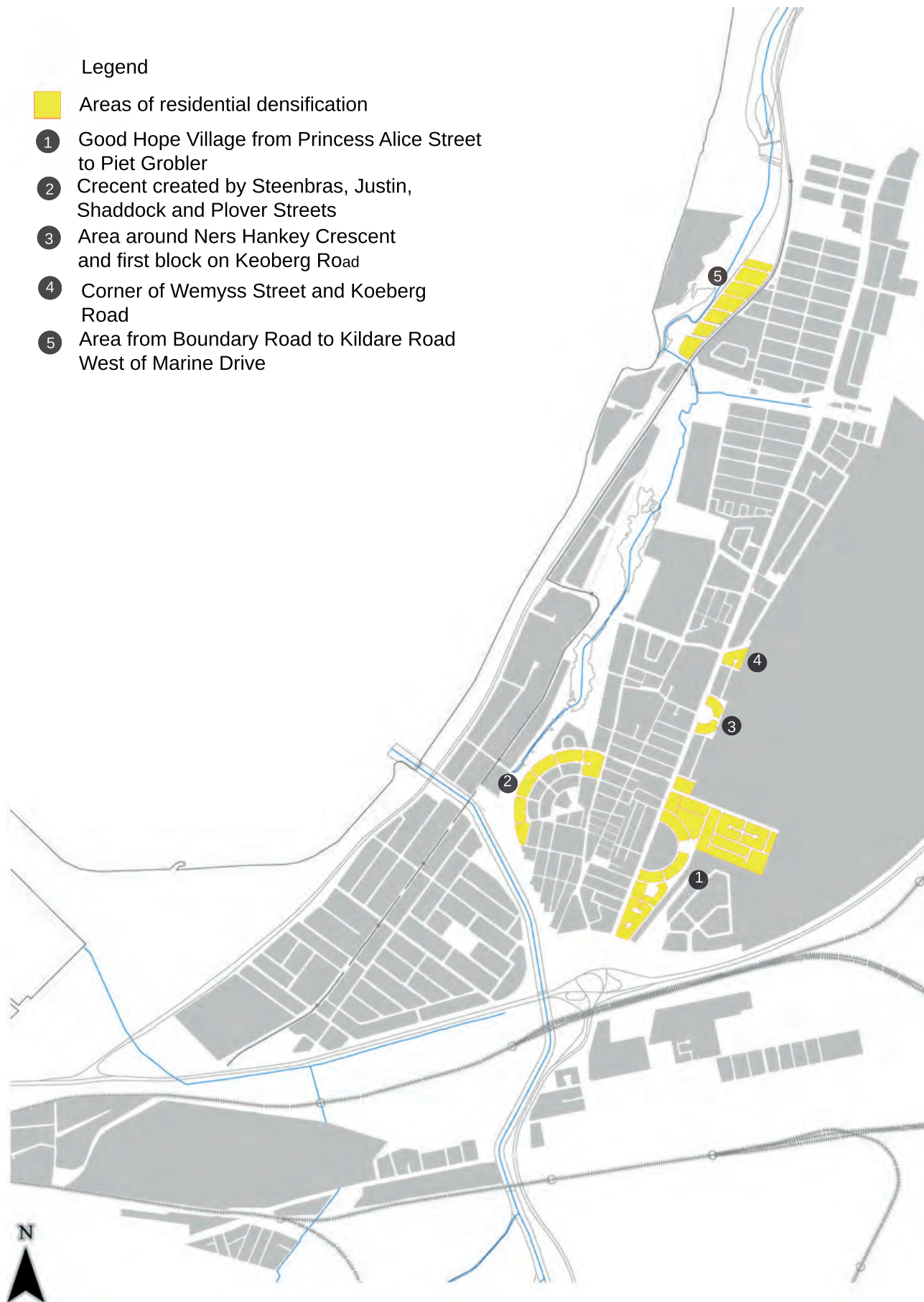


Figure 8.2: Proposed Density Overlay Zones

The **Density Overlay** is one of a set of mechanisms for designating development density measures to land in order to establish development priorities and strategies as may be identified in this local Area Spatial Development Framework once it is approved by Council.

It is proposed that a density overlay zone be investigated for the areas indicated in yellow on “Figure 8.2: Proposed Density Overlay Zones” on page 159, with a view to determining their eligibility for densification. It is proposed that for example, these areas incorporate the following density proposals:

Density

The maximum gross density in terms of the density overlay zone according to the policy should be between 35–100 du/ha (net) Town-houses – four storeys. With a floor factor of 1. However, densities along the IRT routes could be increased to 150 du/ha to maximise the functioning of the public transportation system. The densities for individual proposals should be addressed through proposal motivation and guidelines for these sites. In general the local authority will look favourably at applications for densification at strategic locations.

B2.4. Exclusion from the Nature Reserve

Some of the land adjacent to Zoarvlei that has been recommended for redevelopment in this report is within the Table Bay Reserve which is currently in the process of proclamation. This process is already too far advanced to be halted at this stage. Therefore, the future development of these sites will require the City to de-proclaim the areas needed for the infill housing (see figure 8.1). The Zoarvlei portion of the Table Bay Reserve is in the process of being promulgated in terms of the National Environmental Management: Protected Areas Act, 57 of 2003. The de-proclamation will need to be done in terms of the same act.

- A withdrawal of proclamation or exclusion would need to be done in terms of either section 24 or 29 of the Act.
- The Minister or MEC may withdraw the proclamation or exclude a portion . This will need to be advertised in the Government Gazette.
- An application to the Minister will need to be made by the ERM department of the City based on the proposals in the LASDF.
- This will involve a public participation process.

The portions to be excluded are shown in orange on “Figure 8.3: Proposed de-proclamation areas” on page 161.

Project Name	Actions	Roleplayers	Timeframes	Budget (prof fees)
De-proclamation of certain areas of Table Bay Nature Reserve around Zoarvlei.	Application to the Minister. Advertisement in Government Gazette. Public participation process as outlined in NEMA: PNE Act.	Province and ERM	Short Term	Internal or appointment of environmental consultants R50 000

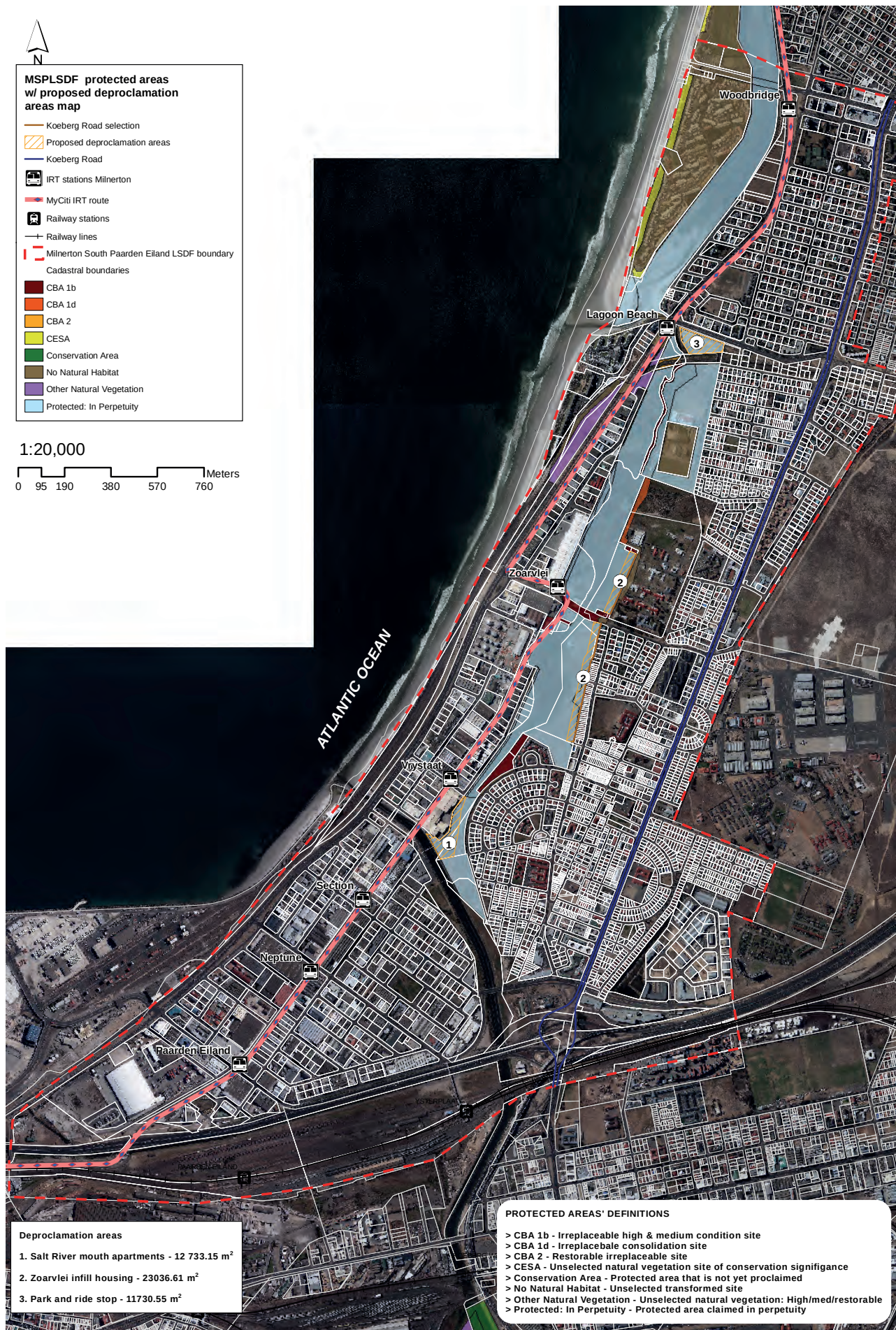


Figure 8.3: Proposed de-proclamation areas

C3. URBAN DESIGN GUIDELINES

These guidelines are designed to support the four strategies outlined in the Development framework for Milnerton South to Paarden Eiland. The Urban Design Guidelines work together with the LASDF to set out the key priorities and principles to guide and stimulate great urban design, movement, architecture and sustainable development. These guidelines contain the elements that underpin great design.

These guidelines are the starting point for design and development. Their purpose is to provide a robust guiding and assessment framework within which both architectural diversity and quality can thrive, whilst affording priority to the public domain interface. The guidelines do not limit creativity; rather they provide a platform to achieve a built form to make a place where people will want to live, work and visit.

C3.1. Koeberg Road Urban Design Guidelines

Most of Koeberg Road has been redeveloped and lost much of its historic form. In addition, the buildings that are dated pre 1950's are in a dilapidated state. However, it is important to acknowledge the historical form in the setbacks and nature of the façades that acknowledge the original architectural heritage. To this end the following recommendations are made for the area as a shopping street from Section Street to Wemyss Street:

Shopping streets are areas where there is a clearly defined street-wall, closely framed at the



Figure 9.1: A row of building fronts that align at the sidewalk edge and have relatively similar building heights at the street front will combine to create a uniform “Parapet Block” effect.

sidewalk edge with zero setbacks.

The primary objective for shopping streets is to have a retail focus in which most buildings have ground floor shop-fronts aligned at the pavement edge. Establishing a pedestrian-friendly character using creative designs at the zero setback line is also an important objective for these streets.

While having strongly defined, active shop-fronts is preferred, other design treatments that provide visual interest to pedestrians, convey a sense of scale and express a liveliness in terms of activity are also appropriate at the street level. Small plazas and courtyards, for example, may offer places for outdoor activities. E.g., at Ners Hankey Crescent and Martin Adams Hall. In these cases, a portion of the building wall may be setback from the sidewalk edge. When this does occur, the resulting space should be one that is animated and that contributes to the attractiveness of the walking experience.

- Where a new or infill development is to be constructed adjacent to a building of architectural or historical significance, consideration with regard to built form, scale, detailing, colour, and materials should be given to ensure harmony with the features of the existing building (Figure 8.1).

Maintain The Original arcade height .

- Preserve the pedestrian arcade height along the length of Koeberg Road to respond to historical buildings and maintain pedestrian cover. This should not be higher than 3.8 m above street level.

Maintain The Original Historic Line of The Building Setback

- New buildings along Koeberg Road should maintain the historical setback line, interacting directly with the sidewalk with a 0m building line and a projecting arcade over the sidewalk. This could be colonnaded and should preferably have a balcony above..
- On the eastern side of Koeberg Road, the development setback line should be at least 3m from the road allowing for an increased pedestrian walkway (boulevard along this edge with additional planting).

Align architectural features with the historical language of buildings.

The alignment of architectural features and elements, from one building to the next, creates visual continuity and establishes a coherent visual context throughout the length of the road. On commercial buildings they create patterns along the face of the block that contributes to the overall character of the area. Building façades should be designed to reinforce these patterns and support the area's established visual character. Some facade elements that typically align with adjoining buildings include:

- A sign band above the street level
- Parapet and cornice line

- Roof lines and proportions

Building Elements

- Buildings should accentuate the corners of significant street intersections (nodes) through the use of both prominent building massing, addressing the intersection as well as the street-fronts and, building features to provide landmarks along Koeberg Road.
- The provision of retail or personal service uses along pedestrian routes is encouraged in order to provide for pedestrian interest and security.
- The roof forms of proposed buildings should complement those of existing adjacent buildings.
- Materials and colours for proposed buildings, and for additions or renovations to existing structures, should complement and be compatible with adjacent buildings.
- The use of canopies should be encouraged as canopies and awnings add colour and interest to streetscapes, and they provide weather protection for pedestrians and for merchants' goods. Canopies also reinforce the identity of individual retail and service outlets.

Transition between commercial and residential areas.

- Soften transitions between commercial districts and immediately surrounding residential neighbourhoods with respect to building height, massing, and negative impacts of light and noise. Plant trees, shrubs, or vines to grow between property lines.
- Where commercial or multi-family projects are adjacent to single-family zones, provide a sensitive transition by maintaining a height compatible with adjacent residential buildings.
- Mitigate negative shade/shadow and privacy impacts by stepping back upper floors and avoiding direct views into neighbouring single-family yards.
- Development will need to ensure that impacts from noise, overshadowing and overlooking are reduced to maintain residential amenity. Back entrances should be attractive and hygienic.

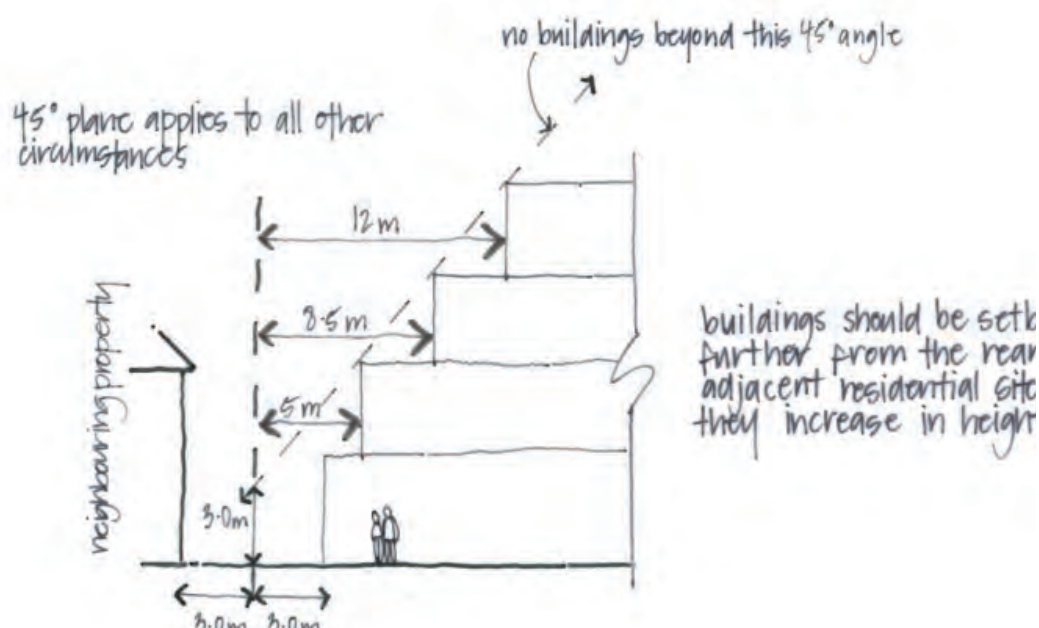


Figure 9.2: Diagram indicating setback lines

The location of plant equipment to reduce impacts on adjoining residential is one of many design issues to consider at the interface of the Residential Zone Streetscape.

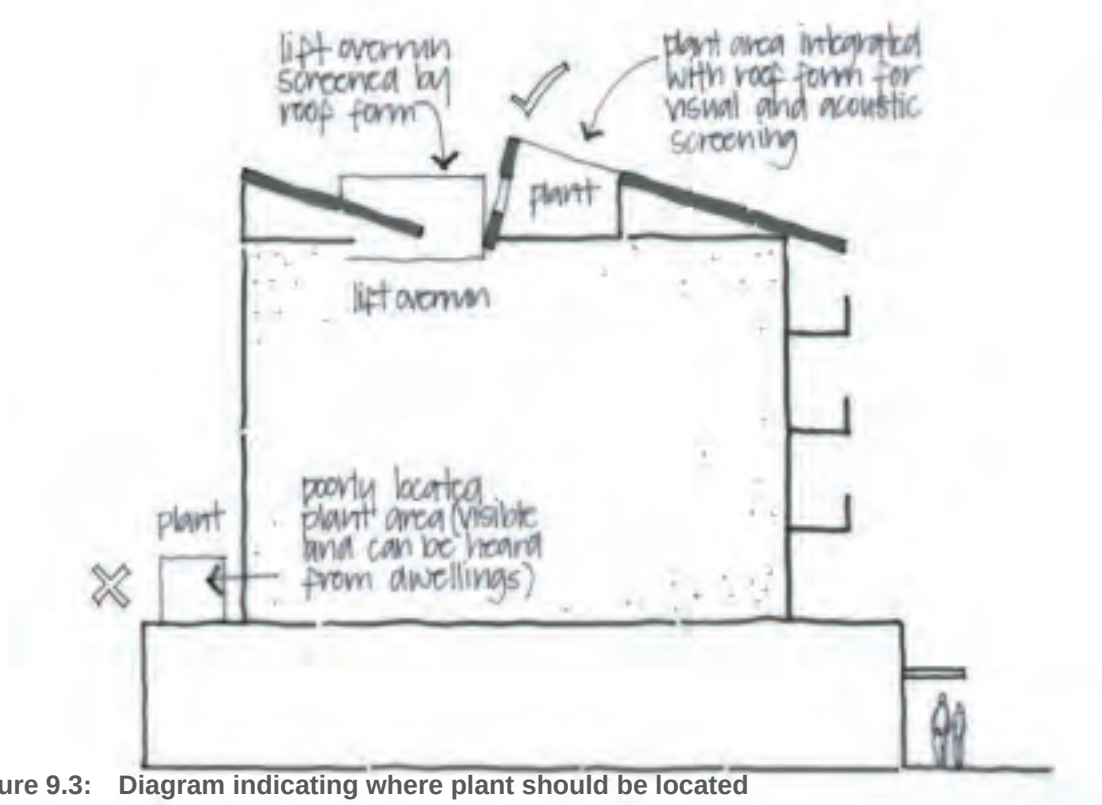


Figure 9.3: Diagram indicating where plant should be located

Informal trading

- Main market sites for informal trading to occur at highly accessible points.
- No encroachment of the informal traders on pedestrian walkways.

- Sidewalk widths should be maintained or increased, where possible, along retail commercial streets of Koeberg Road.
- A continuous and consistent streetscape should be developed along Koeberg Road South and selected side streets through the selection of suitable streetscape elements, such as street trees, sidewalk materials, and lighting.
- Where site conditions permit, trees should be spaced an average of 9 metres apart along

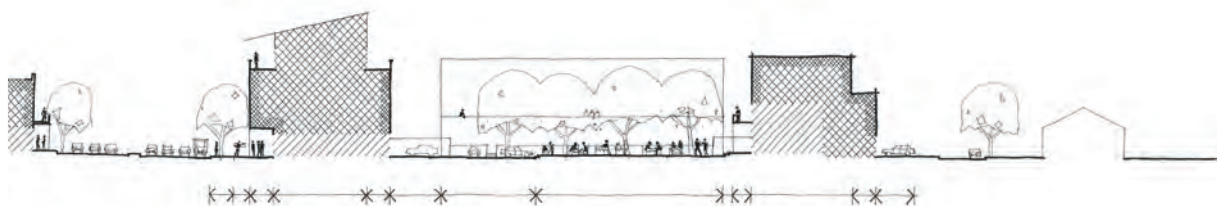


Figure 9.4: Section through Koeberg Road and proposed Courtyard housing infill Onse Jan Square.



Figure 9.5: Plan showing where section has been drawn

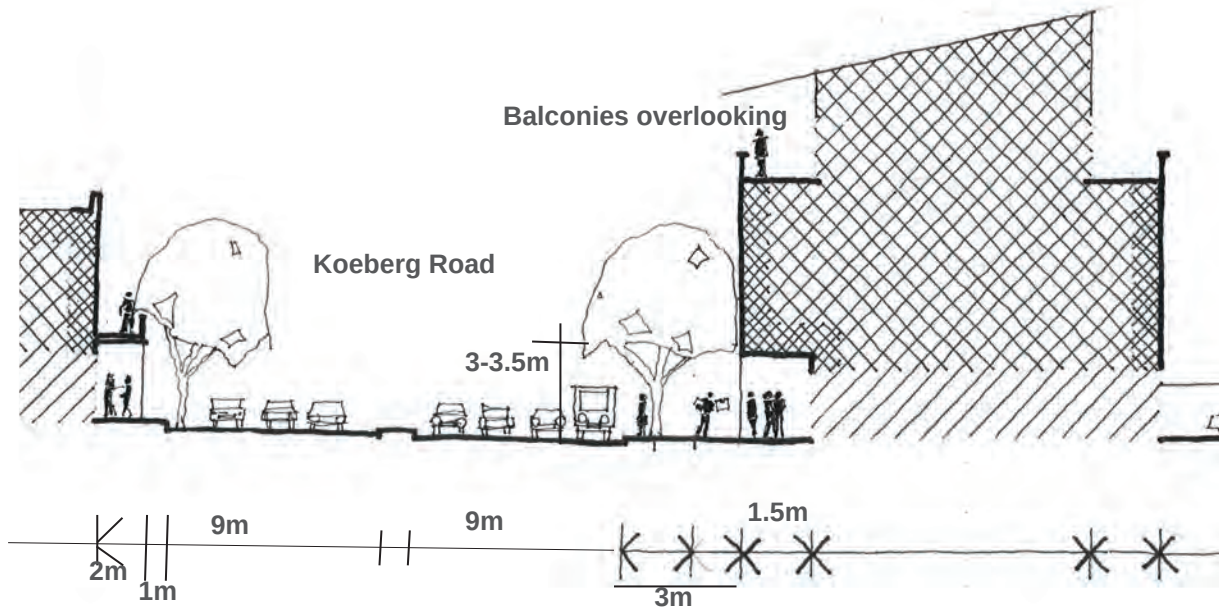


Figure 9.6: Koeberg Road Section showing overhanging balconies over sidewalks.

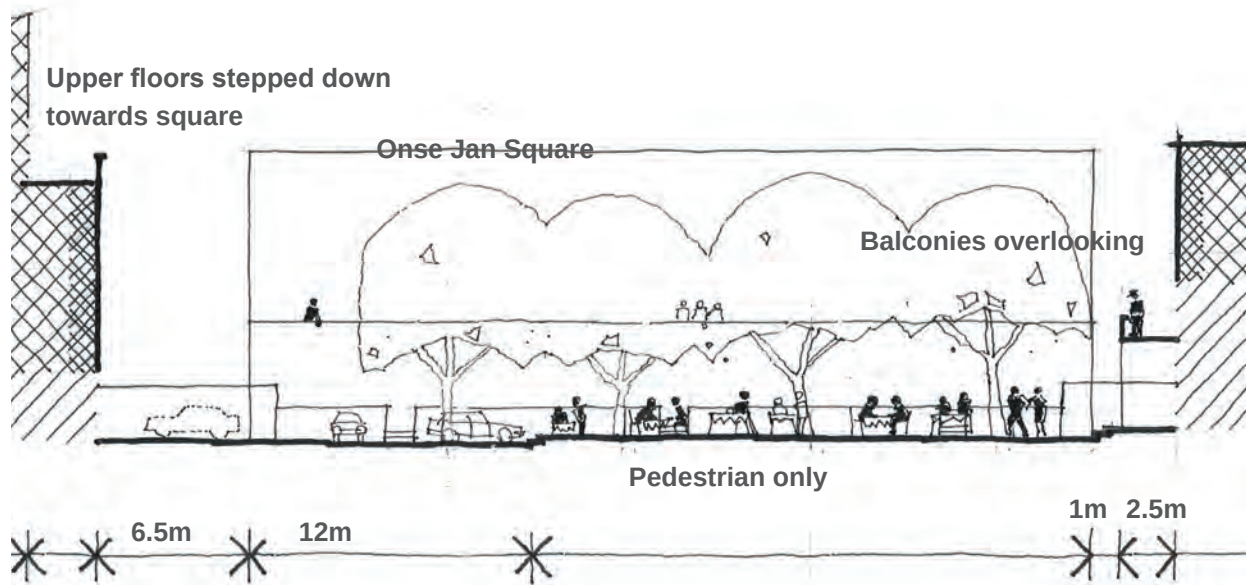


Figure 9.7: Proposed Section through Courtyard off Main Boulevard (Onse Jan Square).

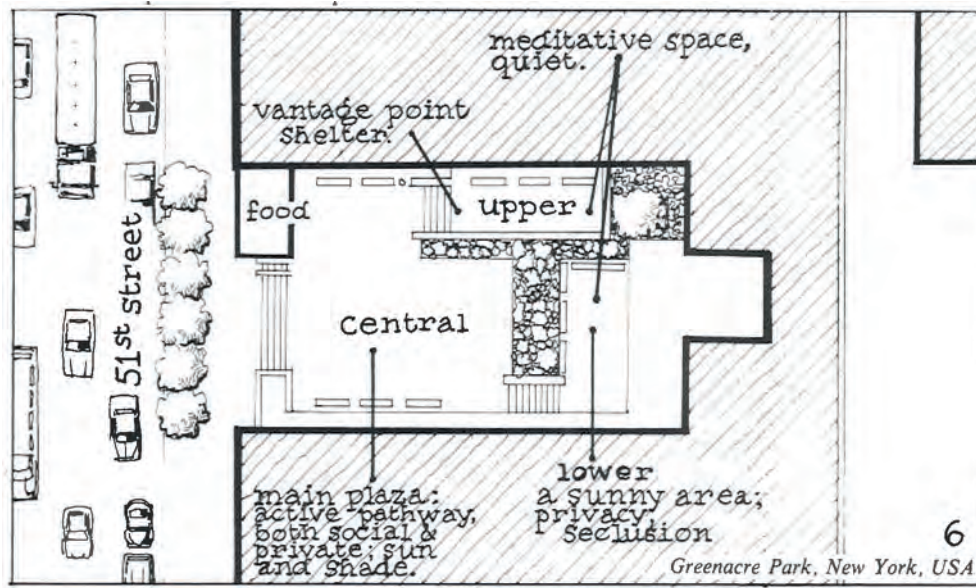


Figure 9.8: Example of how courtyard space can open off Main Boulevard , Greenacre Park, New York.

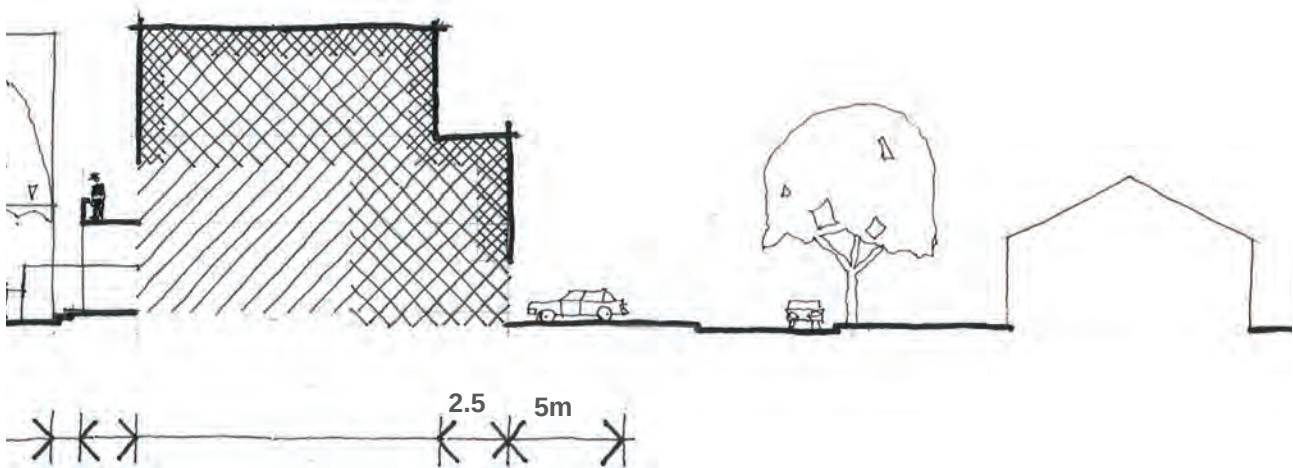


Figure 9.9: Medium density housing stepped back to address street and single residential.

Koeberg Road. The placement of trees may be impacted by underground and aboveground utilities, and the availability of a suitable planting space in the boulevard and between curbs and/or buildings.

- Where Koeberg Road meets the east west access roads down to Zoarvlei and the urban park, a row of trees should guide the visitor to and from Koeberg Road to the park.

Gateway Features

- To create a sense of arrival into the commercial area, the entrance points should be visually defined by the use of special streetscape features such as flags, banners, public art, accent planting, floral displays and feature structures.

Off-Street Parking

- Large expanses of grade-level parking areas, especially those located in front of buildings, should be discouraged.
- Where surface parking for new development is necessary, parking lots should be located at the rear of buildings.
- Vehicular entrances to parking structures and areas should be located on side streets and entrances along Koeberg Road should be avoided, wherever possible.

Service and Loading Areas

- Loading, garbage facilities and other service functions should be screened from the street and from public view. Location of these facilities within or at the rear of buildings is encouraged.

C3.2. Strategic sites along the Vlei Guidelines

3.2.1. Development should protect, value and enhance the natural environment through sustainable design

- Optimise visual connections and increase passive surveillance of the public realm
- Locating many doors, windows, balconies and terraces along the public interface.
- Avoid arranging buildings or erven such that the rear/ backs of private property face onto the public realm (streets or public open spaces) unless there is certainty that the buildings will be designed to provide a positive interface onto the space.

3.2.2. Safety and Security

Milnerton South to Paarden Eiland LASDF is to be a place where residents, workers and visitors feel safe and secure at all times.

Design Requirements

- Apply Crime Prevention Through Environmental Design (CPTED) principles to all development proposals. In particular development proposals are to:
- Maximise the legibility and safety of building entrances
- Clearly delineate the distinction between public and private space
- Optimise casual surveillance opportunities The more windows that overlook public and communal space, the better.
- Buildings should engage, frame and activate the street.
- Eliminate potential for concealment
- Appropriately restrict access to private areas
- Place windows overlooking sidewalks and parking lots.
- Use the shortest, least sight-limiting fence appropriate for the situation.
- Place lighting along pathways and other pedestrian-use areas at proper heights for lighting the faces of the people in the space.
- Maintain premises and landscaping such that it communicates an alert and active presence occupying the space.
- Support a zero tolerance approach to property maintenance

The strategies listed above can't be fulfilled without the community's help and it requires the whole community in the location to make the environment a safer place to live.

Height - 3-4 storeys should be encouraged along the vlei.

Density: Average 35-75 du/ha

C3.3. Zoarvlei IRT Mixed Use Precinct Urban Design Guidelines

The Zoarvlei IRT Mixed use precinct has been detailed in this report as it is one of the key precincts to unlock the potential for increased land value in the area as a result of the IRT.

The following principles have been explained specifically for this precinct, but they are relevant for the other strategic precincts as well:

- Active edges
- Landmarks
- Nodes
- Path vistas
- Perimeter blocks.
- Vertical cores
- Flexibility/robustness
- Arcade/pedestrian scale
- Overlooking features/surveillance
- Positive edges
- Human scale.

C3.3.1. Main intentions

The following definitions are relevant :

Edges: Perceived boundaries such as walls, buildings, and shorelines; activating edge along Marine Dr. and vlei.

Landmarks: readily identifiable objects which serve as external reference points- to denote entry

Nodes: focal points, intersections or loci;- areas of activity

Districts: relatively large sections of the city distinguished by some identity or character;

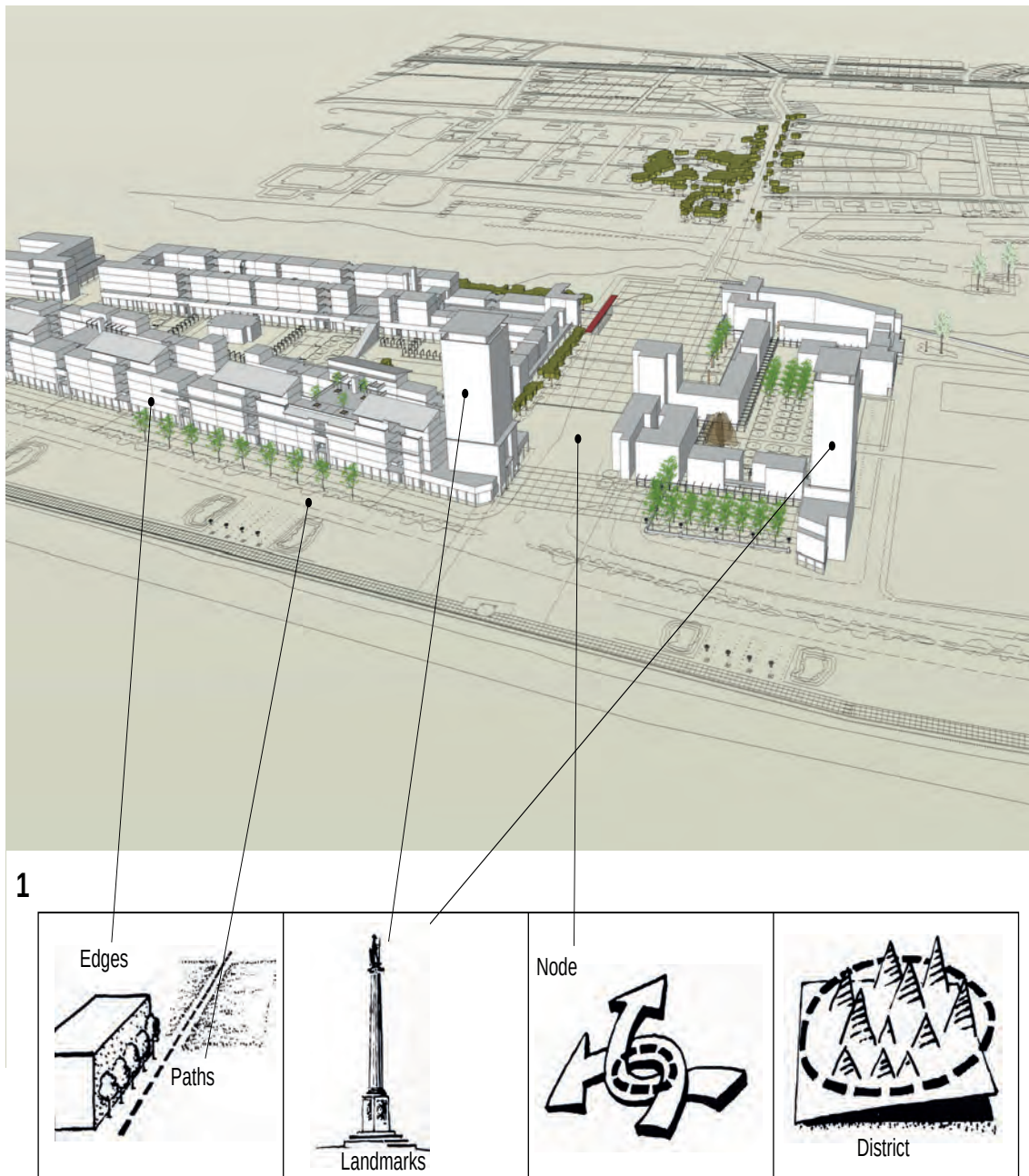
Paths: The streets, sidewalks, trails, and other channels in which people travel;

C3.3.2. Edges

The existing buildings in this precinct have dead edges facing onto Marine Drive and the vlei. This is characterised by blank façades and a lack of overlooking features.(See “Figure 8.2: Proposed Density Overlay Zones” on page 159).

In order to activate these edges, it is necessary to create an active environment.

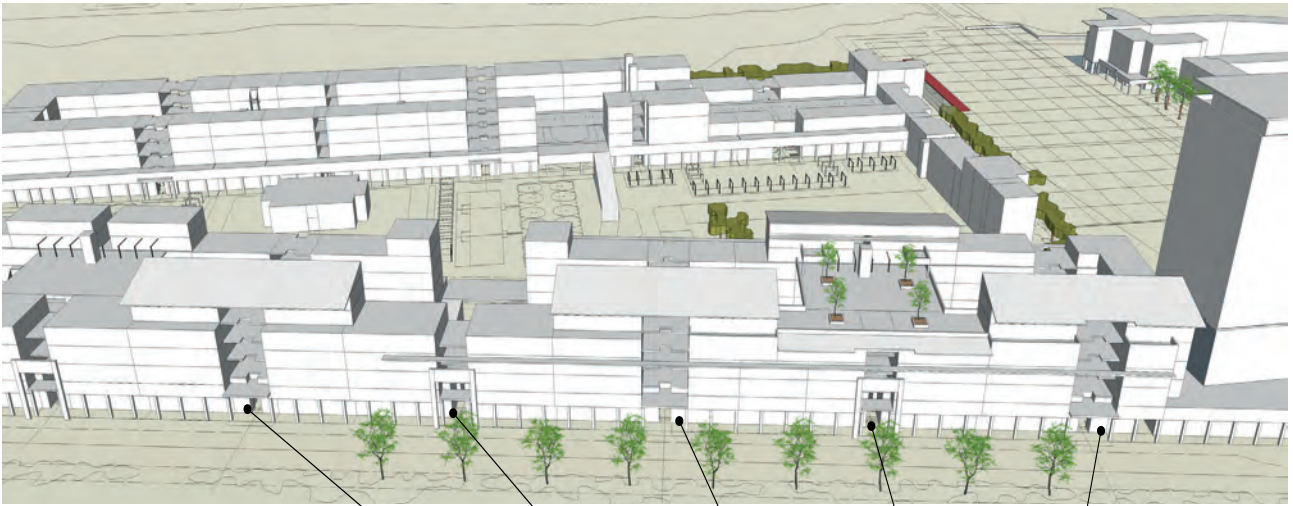
There are a number of devices that can be used to activate these edges.



Intentions



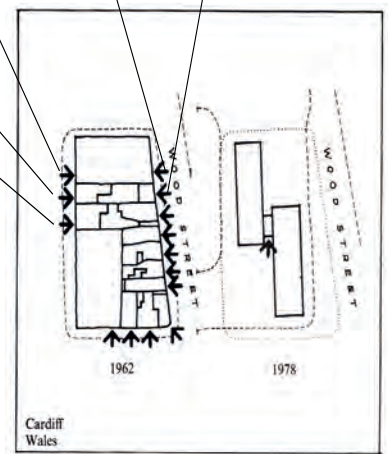
Figure 9.10: Main intentions



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Principle of creating active edges by positioning of entrance and vertical circulation cores



Arcades as humanistic active edge element.

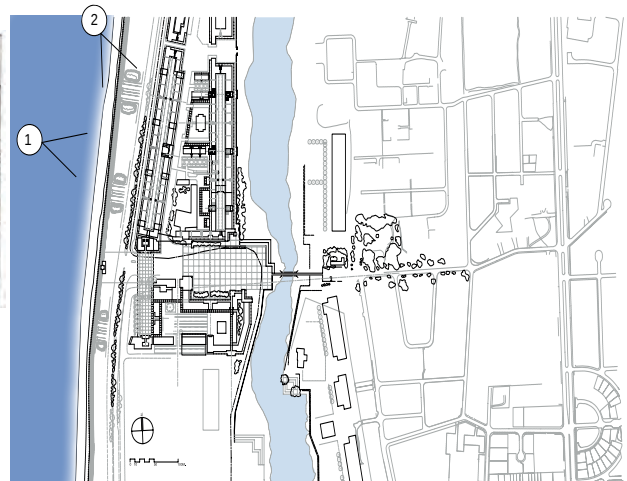
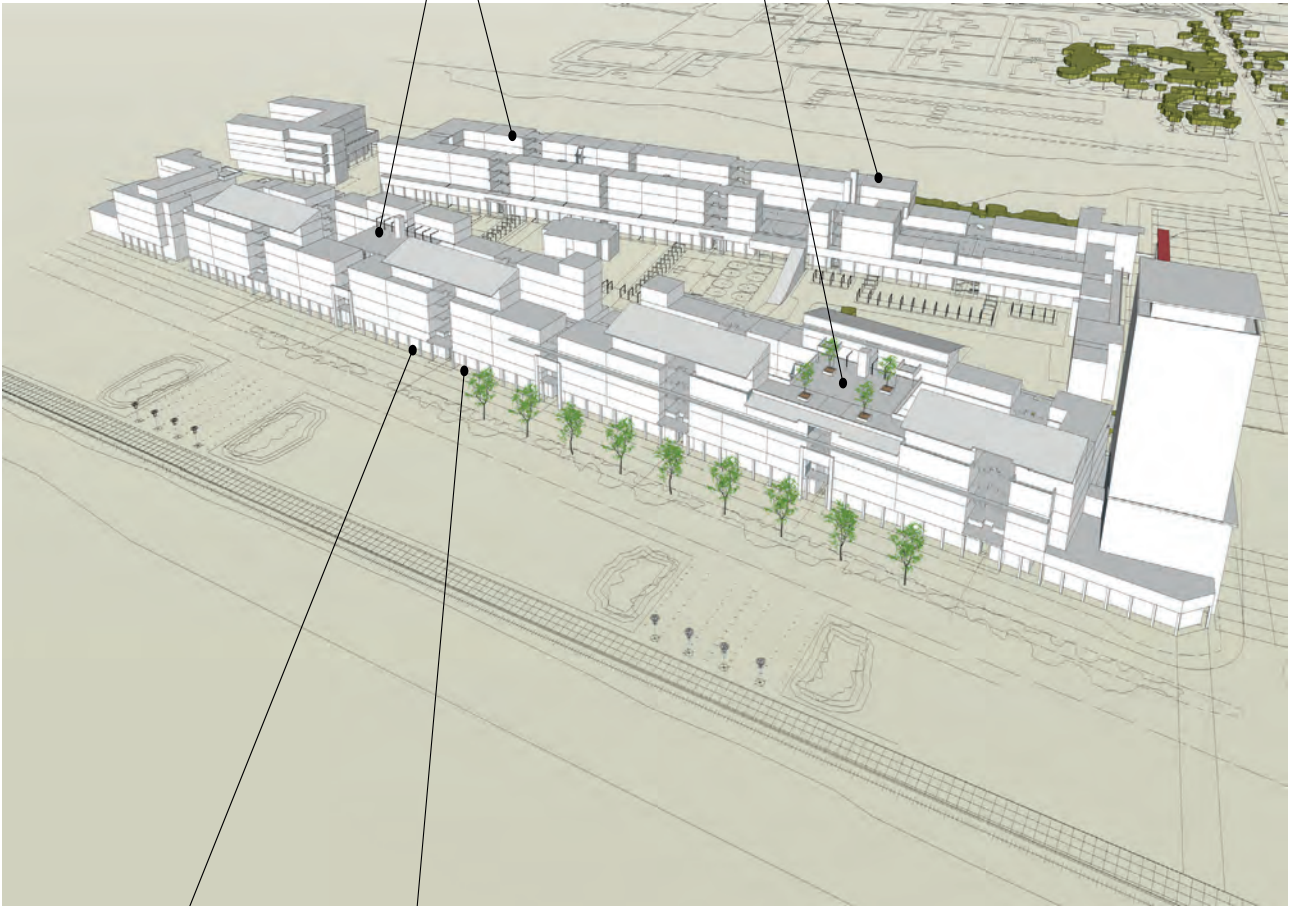
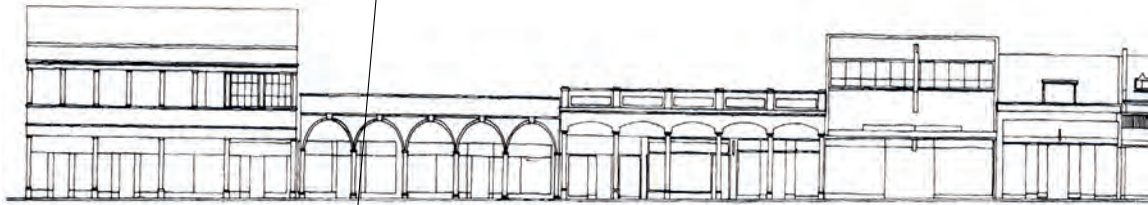


Figure 9.11: Edges

Top 2 floors 50% of building area providing sky garden opportunities accessed by all building units with magnificent sea and wetland views. Also contributes positively to skyline and facade treatment



1



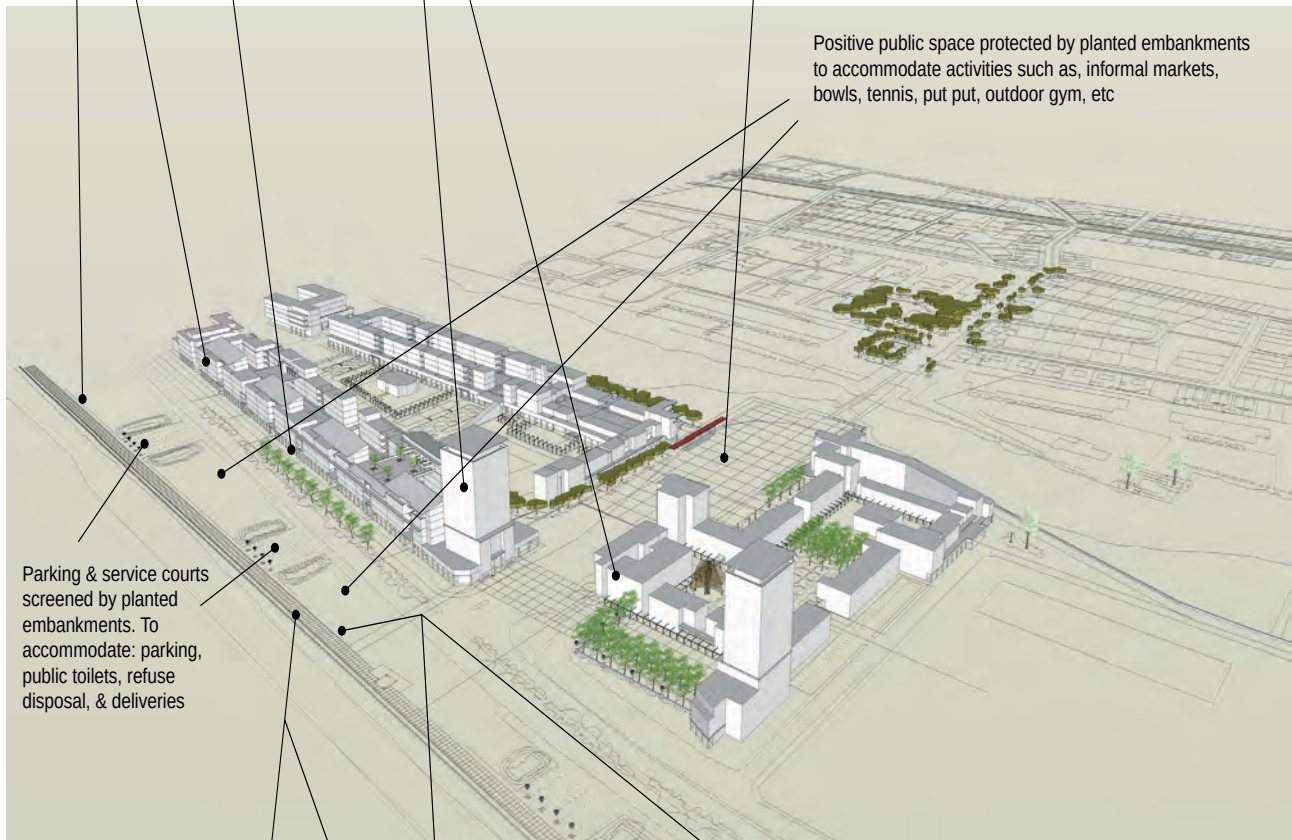
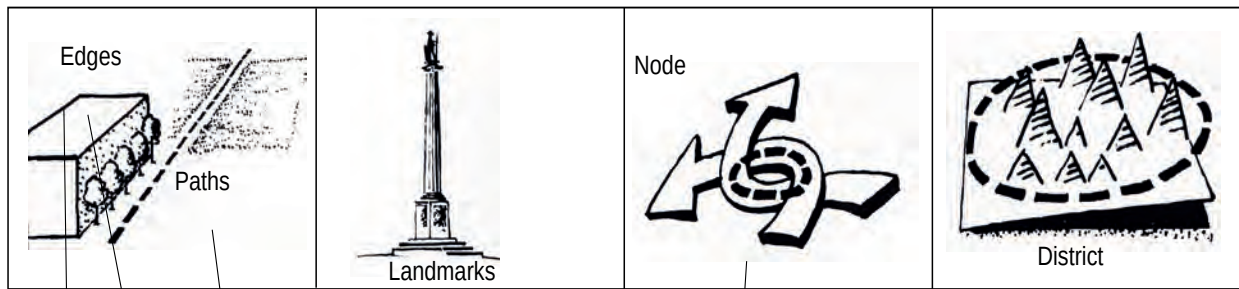
Colonades as active spaces and use of architecture as places to sit.



Figure 9.12: Sky gardens



Figure 9.13: Landmarks



1

Double row of 3m x 3m cubicles to house trading. Sea facing cubicle to act as 'backroom' service to 'front of house' cubicle facing positive public space as is found lining trading streets in Jaipur, India. Top of cubicles to form public promenade along sea front overlooking existing sea wall.

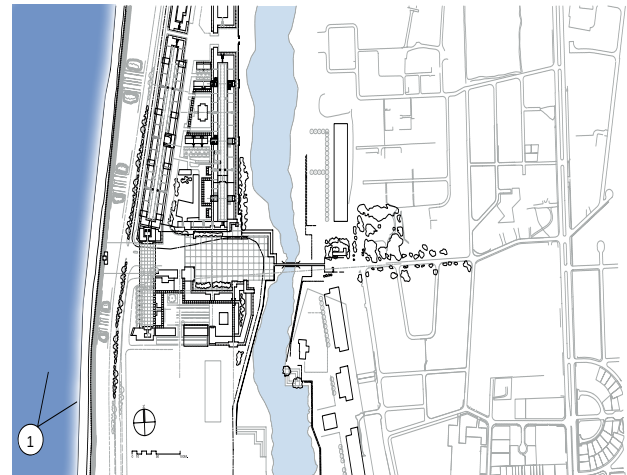
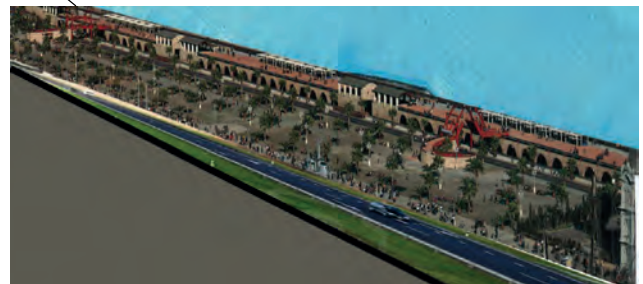
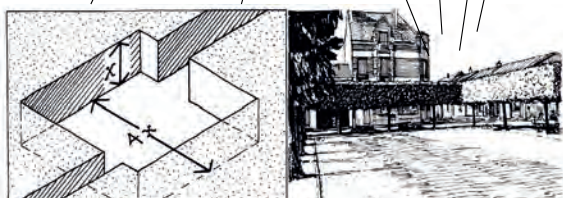


Figure 9.14: Landmarks



Definition of node enhanced through structural planting creating desired height to width ration.



Figure 9.15: Node Definition

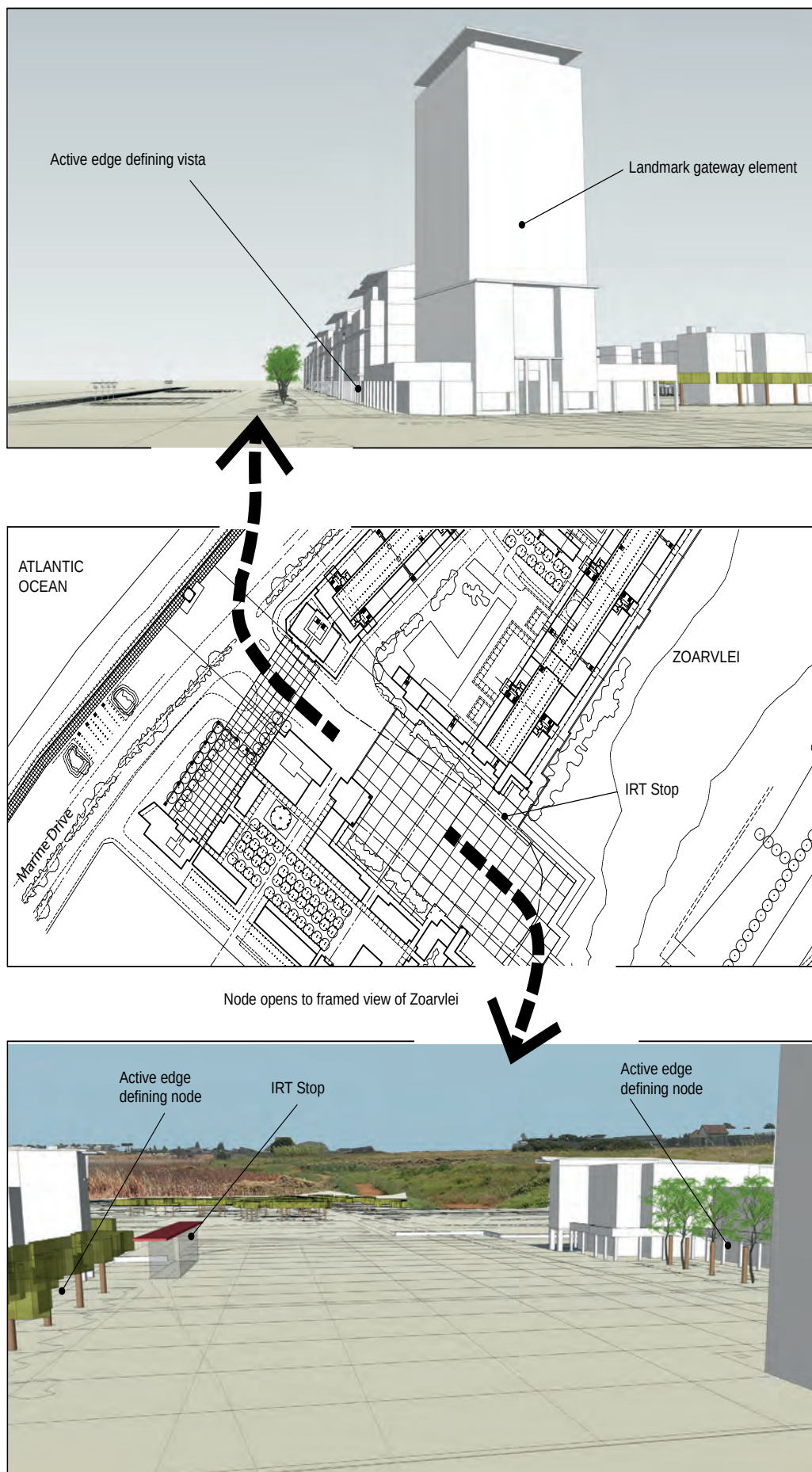
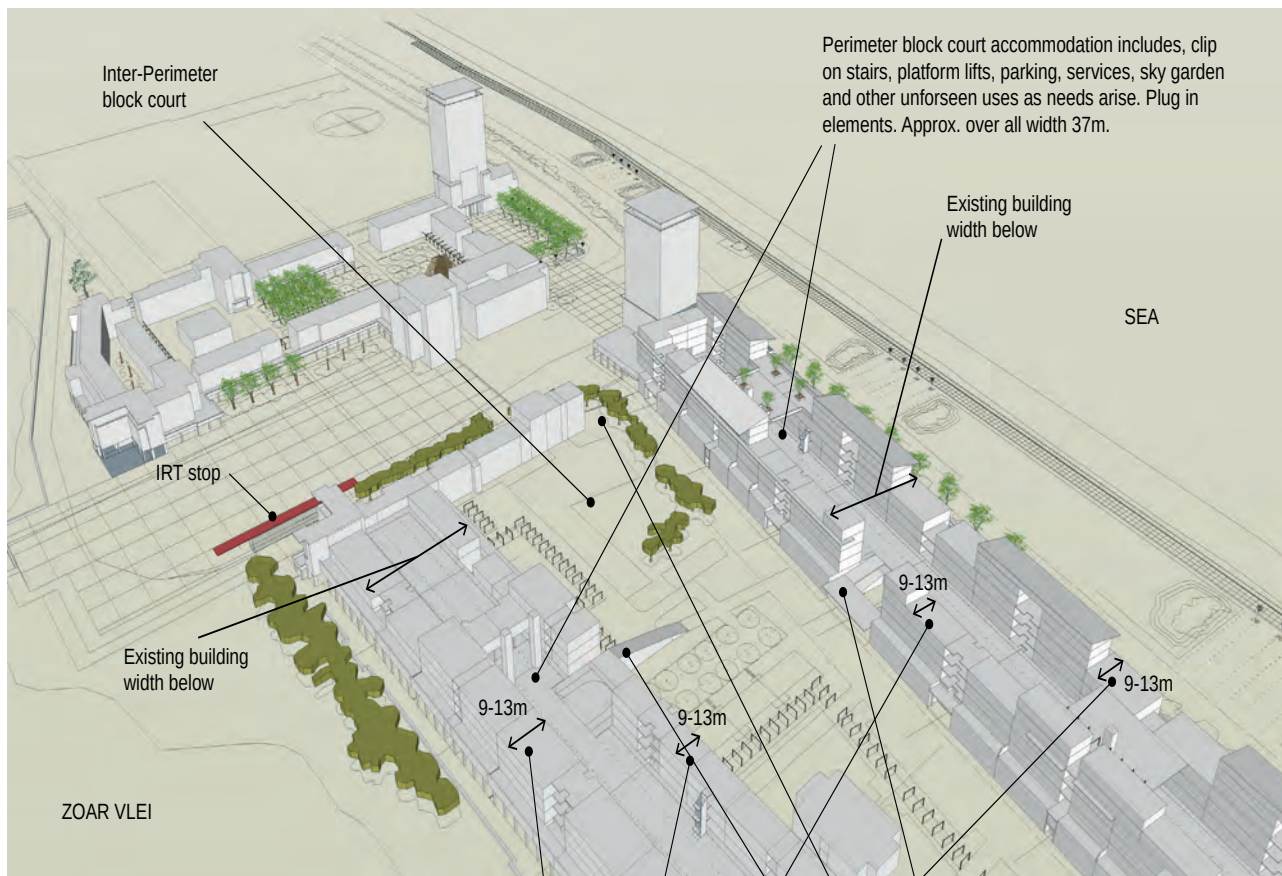
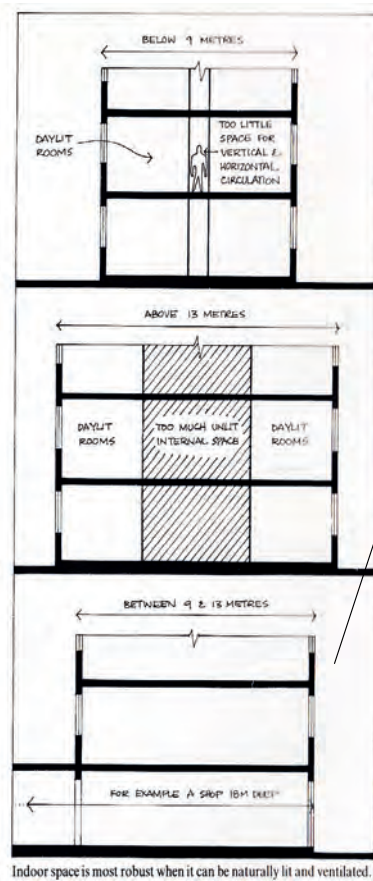


Figure 9.16: Vistas



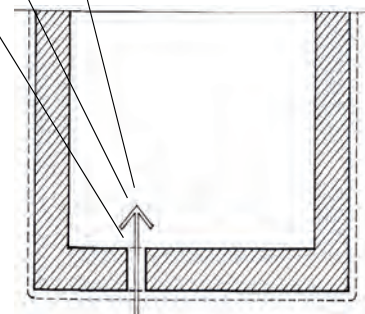
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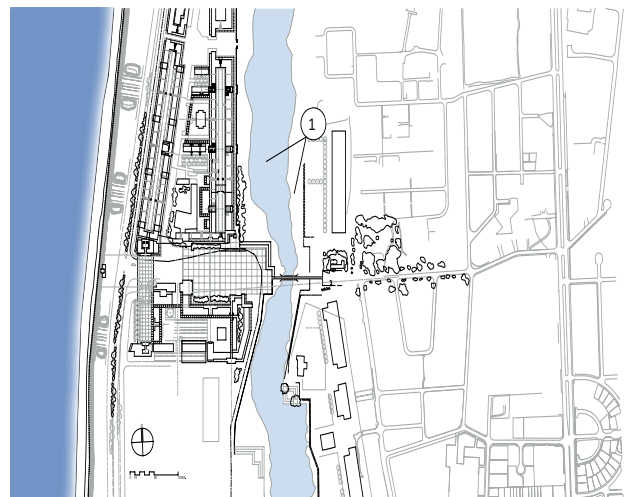
Indoor space is most robust when it can be naturally lit and ventilated.

Perimeter units, optimal building depths.

Figure 9.17: Perimeter Blocks



Perimeter block, service & more private, access



- Use of building entrances as mechanism to activate edges – bringing people to public realm
- Compulsory covered colonnaded walkway
- Design opportunities- maintain coherence

C3.3.3. Sky gardens

- It is possible to create rooftop gardens to boost the value of the properties with views to the sea, vlei and mountain.
- The sky gardens help to break up the skyline. In addition to setback the upper floors it is suggested that the top floor has 60% coverage of floors below.
- In designing long façades along Marine Drive for example, this device would help to break up the monotony.

C3.3.4. Landmarks

- Landmark buildings or towers create legibility within a landscape.
- These landmarks help to orientate the pedestrian while walking and to create points of reference.
- The landmark can help to define the nodes, while retaining visual permeability.

C3.3.5. Node Definition

- The nodes that have been identified need to be defined and contained, so that they are clearly identifiable
- Currently the space around the Zoarvlei IRT station bleeds into the vlei area. There is little distinction and no visual clues that the node has ended and the vlei(conservation) area has begun.
- Structural planting and strategic public space infrastructure, can be the first step in creating this containment.

C3.3.6. Vistas

- The landmark elements along Marine Drive identify the project at a city scale, they also are elements that frame the views.
- Addressing the vistas as one enters and exits the node.
- The vistas should frame the views of Zoarvlei.
- Should create active edges.

C3.3.7. Perimeter Blocks

- A perimeter block is built up on all sides surrounding a central space that is semi-private.
- Figure x Shows how to create these.
- The preferred width of the perimeter block is between 9-13m to allow for cross ventilation and natural light.
- The notion of the perimeter block also allows for parking courts, semi private activities, user functioning as anchor tenants, service activities, protected space accommodation for unfore-



1

Facilities and service boutique businesses accommodated in inter-perimeter block spaces



1

Ramp to access parking deck above existing industrial use. Possible inclusion of multi-level parking garage within perimeter block core

Perimeter block court accommodation includes, clip on stairs, platform lifts, parking, services, sky garden and other unforeseen uses as needs arise. Plug in elements. Approx. over all width 37m.



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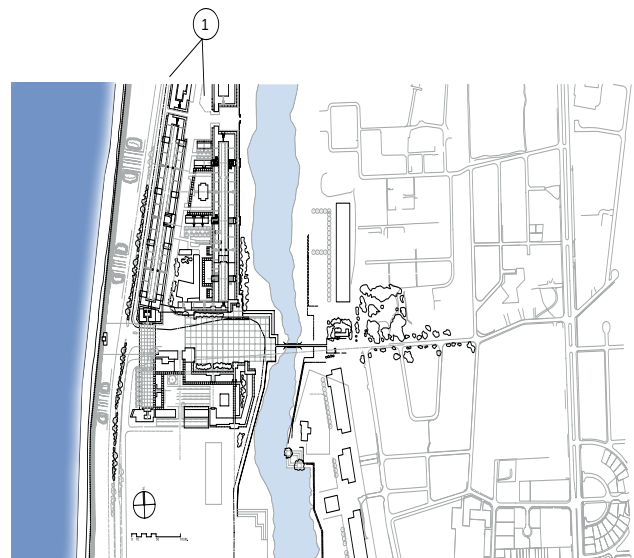
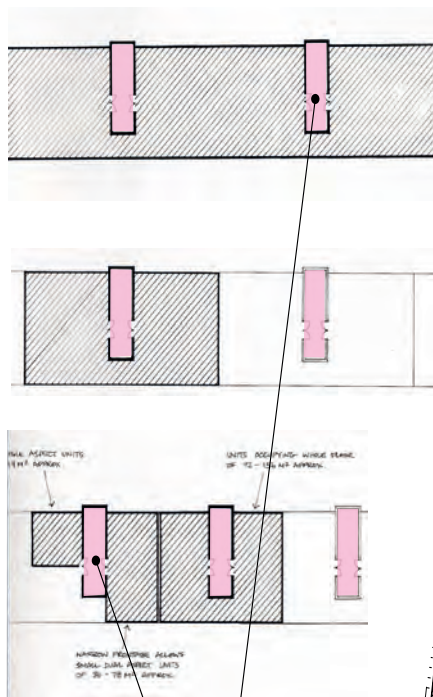


Figure 9.18: Perimeter block plug in elements



Conceptual diagrams demonstrating how vertical circulation cores strategically placed allow flexibility. Also promote robustness, i.e. allows for different uses to be accommodated in response to changing demand.

Diagrams then applied to specific site context to demonstrate principles

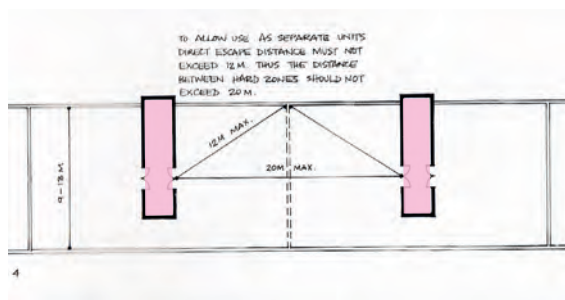
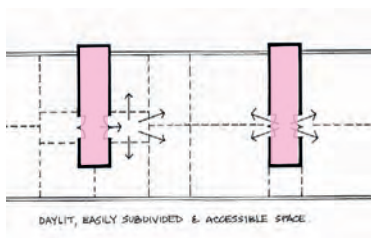
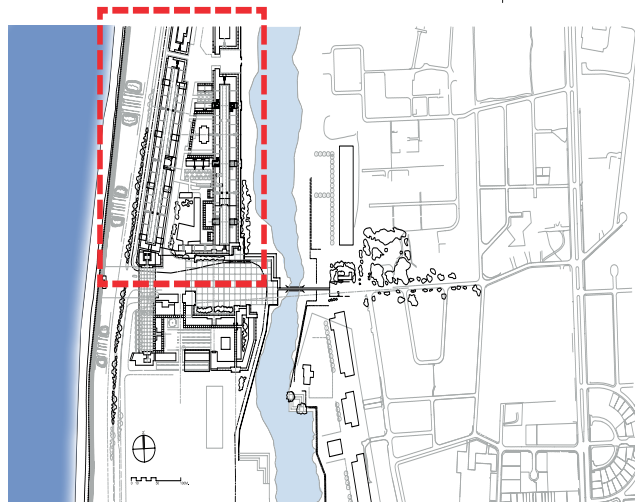
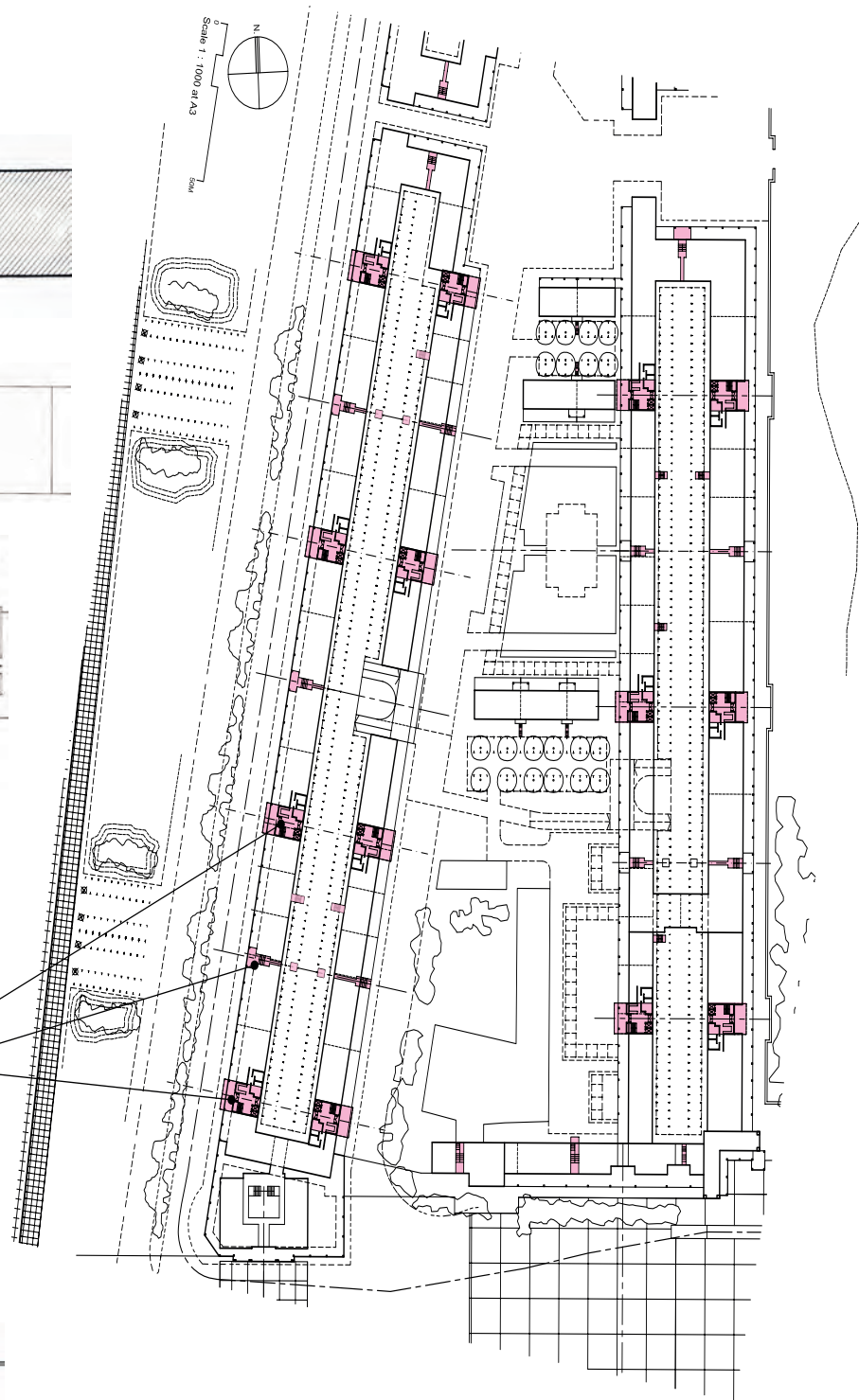
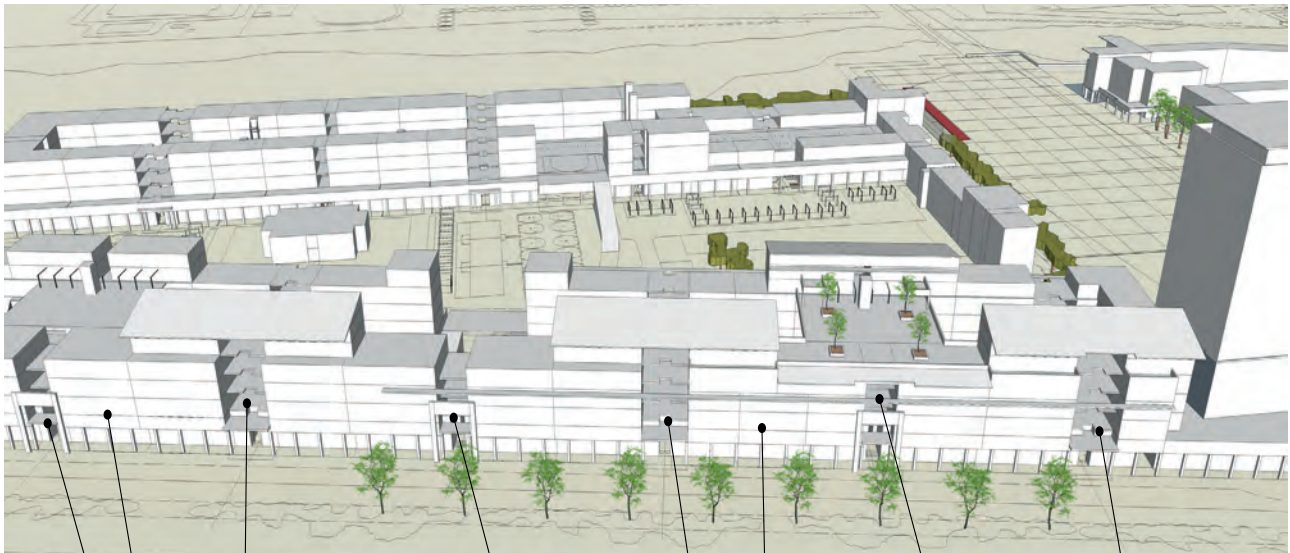
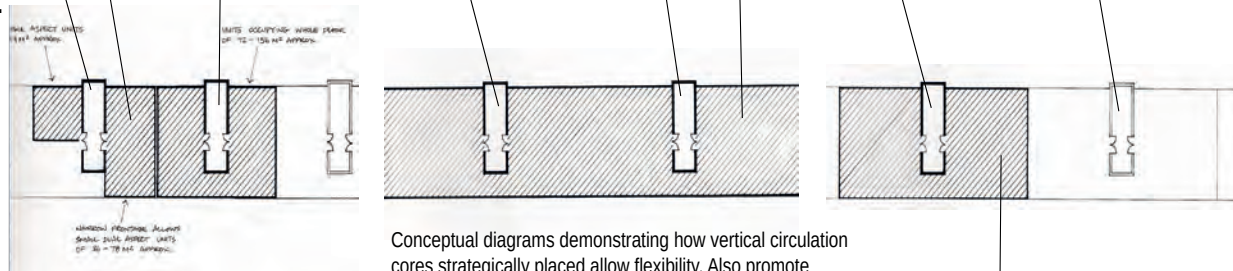


Figure 9.19: Vertical cores plan

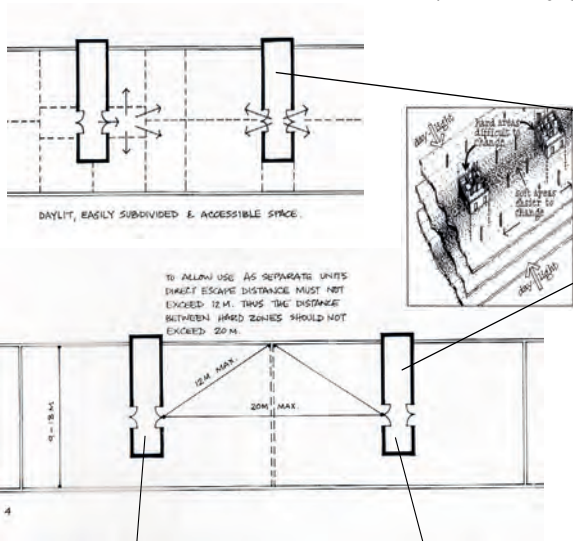




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Conceptual diagrams demonstrating how vertical circulation cores strategically placed allow flexibility. Also promote robustness, i.e. allows for different uses to be accommodated in response to changing demand.



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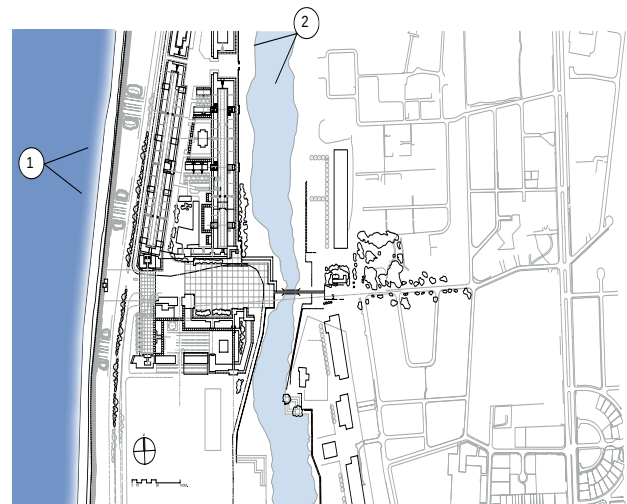
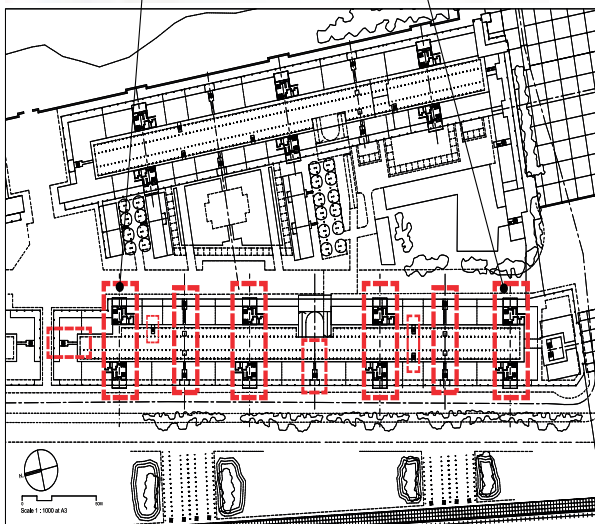
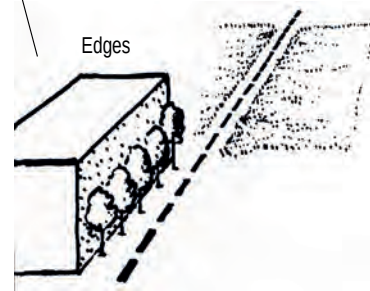
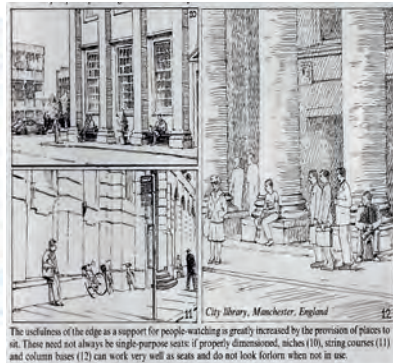


Figure 9.20: Flexibility and robustness

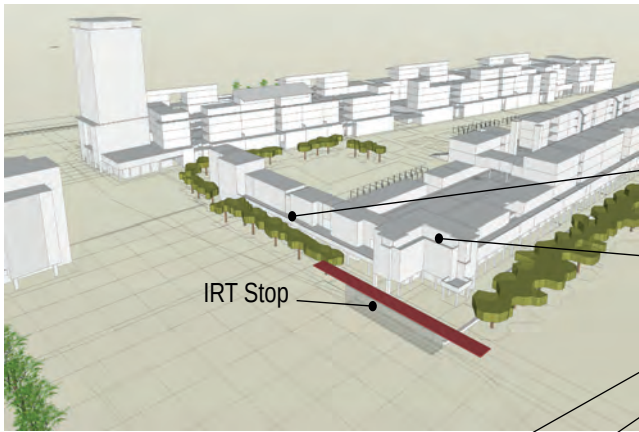


1



Colonades as active spaces and use of architecture as places to sit.

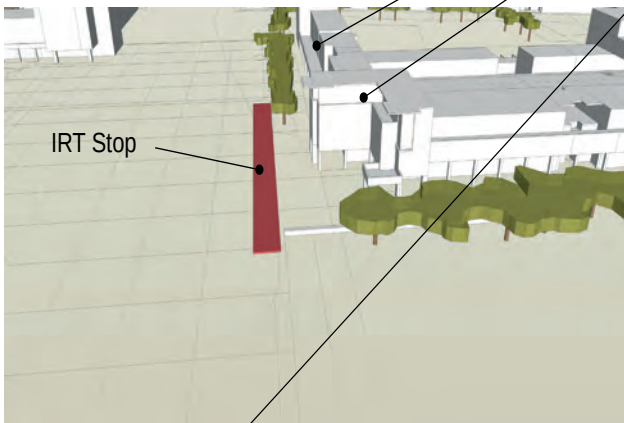
Figure 9.21: Arcade/pedestrian walkway.



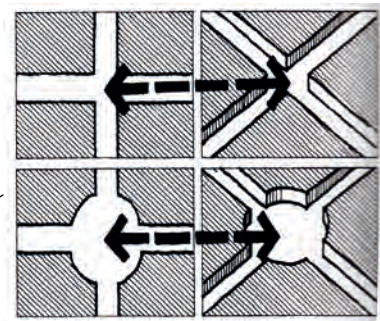
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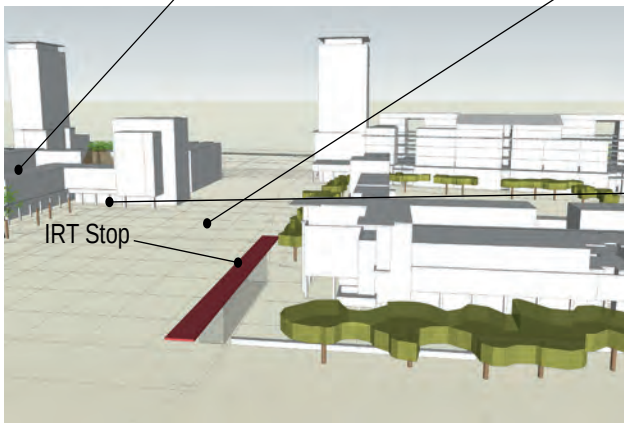
Overlooking contributing to safety through casual surveillance.



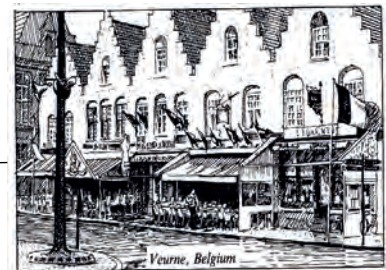
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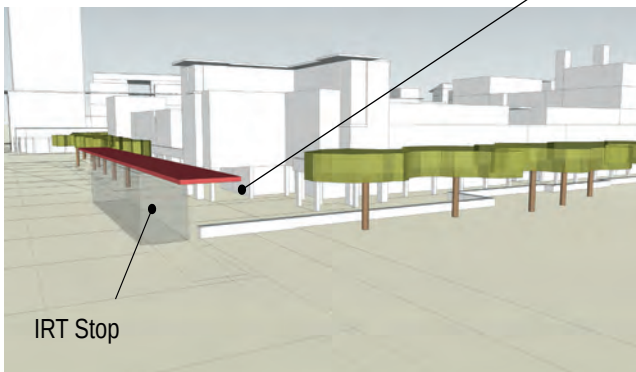
Defining node.



2



Active edges contributing to vibrancy at ground floor level.



2

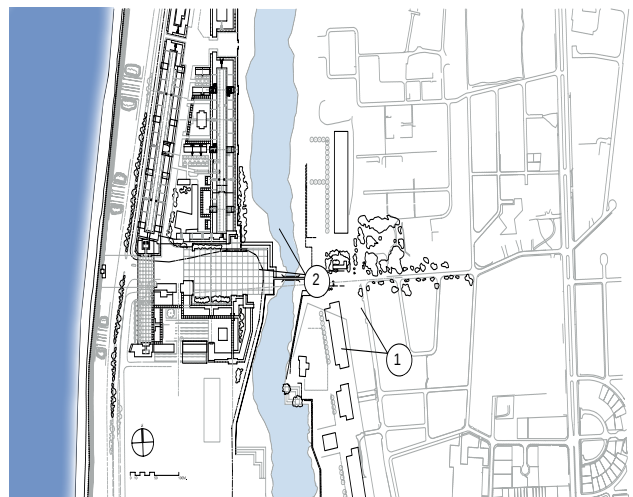


Figure 9.22: Surveillance



1



Positive use of edge and public space to activate the edge.



2



Figure 9.23: Positive Edge

seen land uses between erven.

C3.3.8. Perimeter block plug in elements.

- Facilities and service boutique businesses can be accommodated in inter perimeter block spaces.
- It also can cater for a possible multi level parking garage
- Clip on stairs can be added as needed . These clip on elements allow for greater flexibility as the need arises. “Figure 4.1: The Metropolitan Green System” on page 38.

C3.3.9. Vertical cores plan

- The vertical circulation cores allow for flexibility within the development.
- Also promotes robustness allows for different uses to respond to changing demand.

“Figure 4.2: Current situation overlaid over a 1932 Aerial Photograph” on page 39

C3.3.10. Flexibility and robustness

- The diagrams show how vertical cores express themselves on the outside of the building
- They become an opportunity for architectural expression.
- Individualistic entities which do not relate to the whole to be discouraged.
- Elements should present both as completed entities, but also fractions of the whole,

“Figure 4.4: Influence of the canals and roads on isolating the wetlands” on page 40

C3.3.11. Arcade /pedestrian walkway

- The introduction of an arcade and pedestrian walkway on the outer edges of a building as well as in areas where there is a need for more activity will create an active edge
- The colonnade /arcade will also break up what could otherwise be a very long facade.
- The pedestrian walkway is a humanising element, that makes a building more inviting for the pedestrian..
- The arcade is also activated by strategic placement of multiple bldg entrances.
- “Figure 4.3: Vision for re-linking the green system” on page 40

C3.3.12. Surveillance

- Example of how to create surveillance through overlooking features.
- Adds to safety
- Active edges facing onto public areas

“4.2.1. Salt River Canal Precinct” on page 52

C3.3.13. Positive Edges

- Low walls can create a positive environment.
- Opportunity for public private partnership
- I.e. City builds low walls and plants appropriate landscaping, first step in encouraging private

response.

- “Figure 5.5: The current state of the vlei” on page 41

C3.3.14. Human Scale

- Architectural elements in the buildings will need to be scaled to both the city and the pedestrian scale.
- Humans interact with their environments based on their physical dimensions, capabilities and limits. Buildings scaled to human physical capabilities have steps, doorways, railings, work surfaces, seating, shelves, fixtures, walking distances, and other features that fit well to the average person. Commercial buildings that are designed to be legible from roadways assume a radically different shape. The human eye can distinguish about 3 objects or features per second. A pedestrian steadily walking along a 30-meter length of shopping centre can perceive about 68 features; a driver passing the same frontage at 13 m/s can perceive about six or seven features. Auto-scale buildings tend to be smooth and shallow, readable at a glance, simplified, presented outward, and with signage with bigger letters and fewer words.

“Figure 4.11: Blank walls onto the Vlei” on page 44

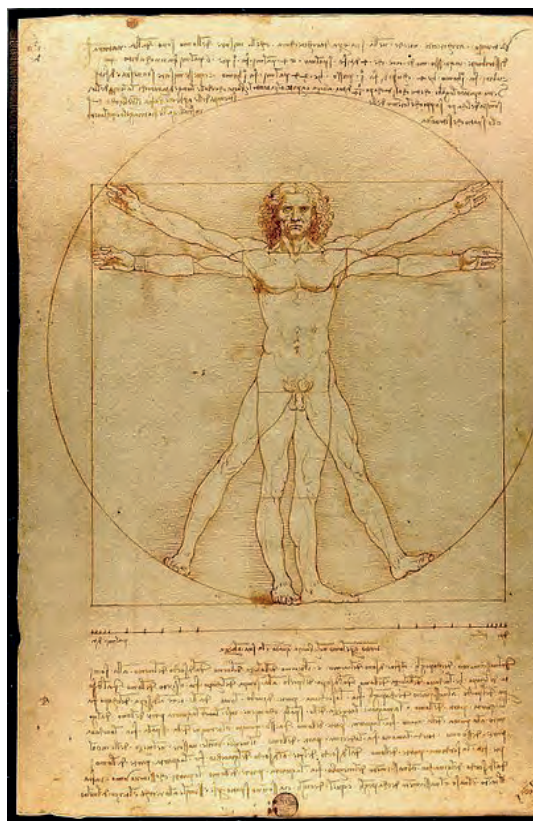
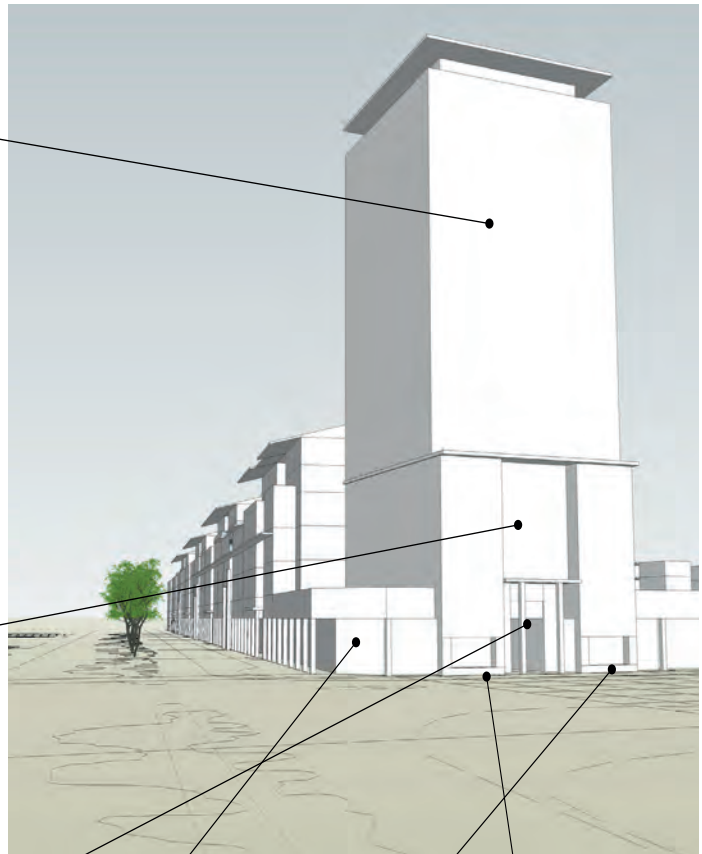


Figure 9.24: Vitruvius Human Scale : Da Vinci's Vitruvian Man is based on the correlations of ideal human proportions with geometry described by the ancient Roman architect Vitruvius.



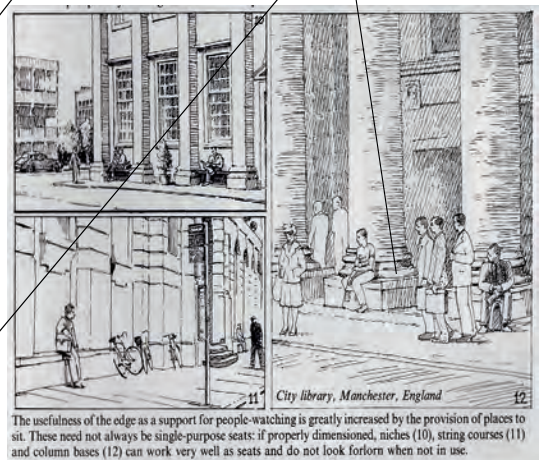
Cloth Hall and Belfry, Bruges

Architectural elements scaled to both the city and pedestrian scale.



Cremona Cathedral

Architectural elements scaled to both the civic scale and also the pedestrian scale.



City library, Manchester, England

Architectural elements providing opportunity for places to sit.



Architectural elements providing opportunity for places to sit.

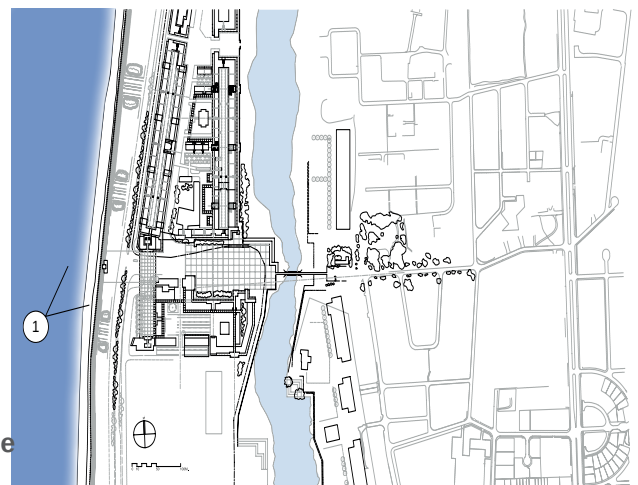
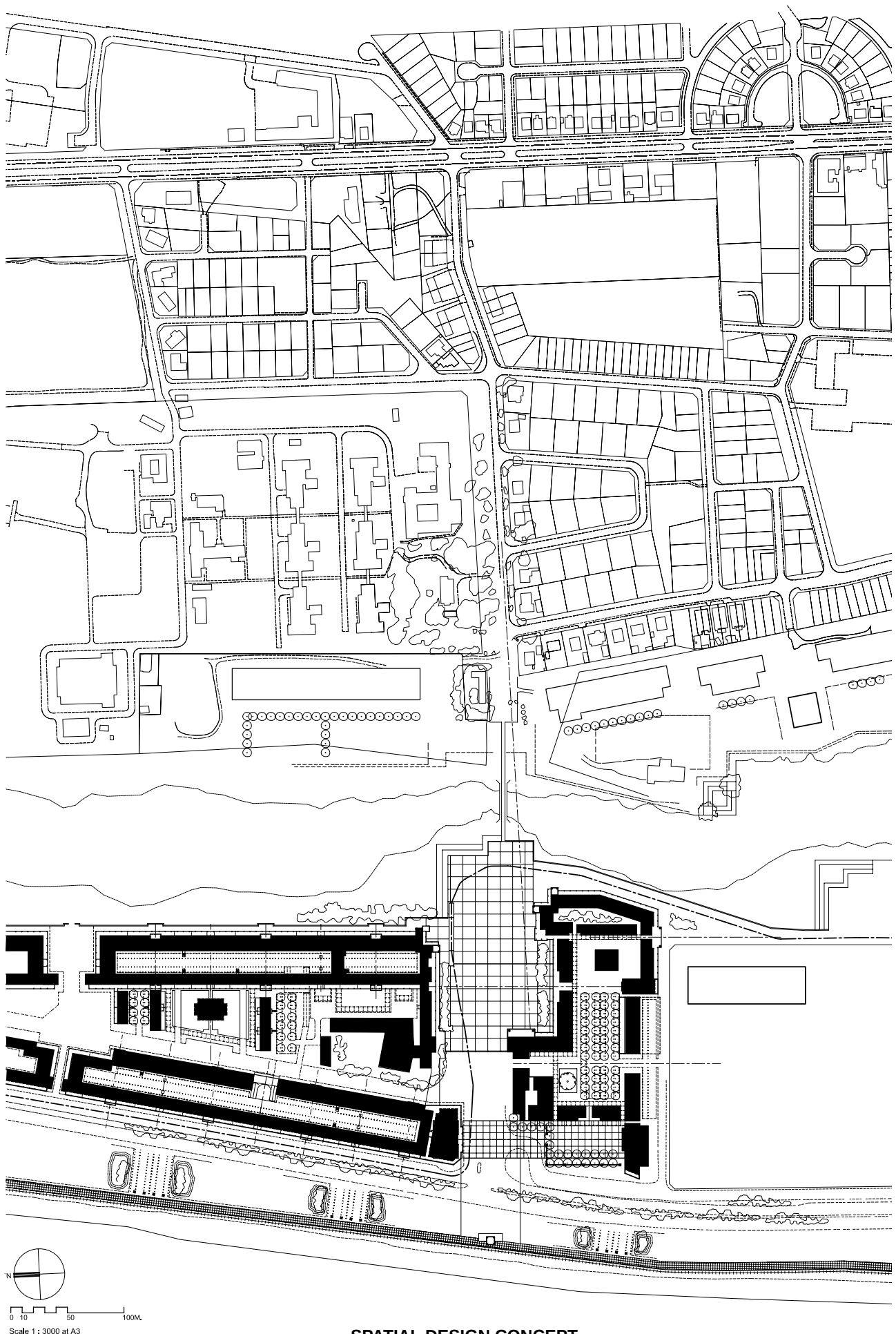
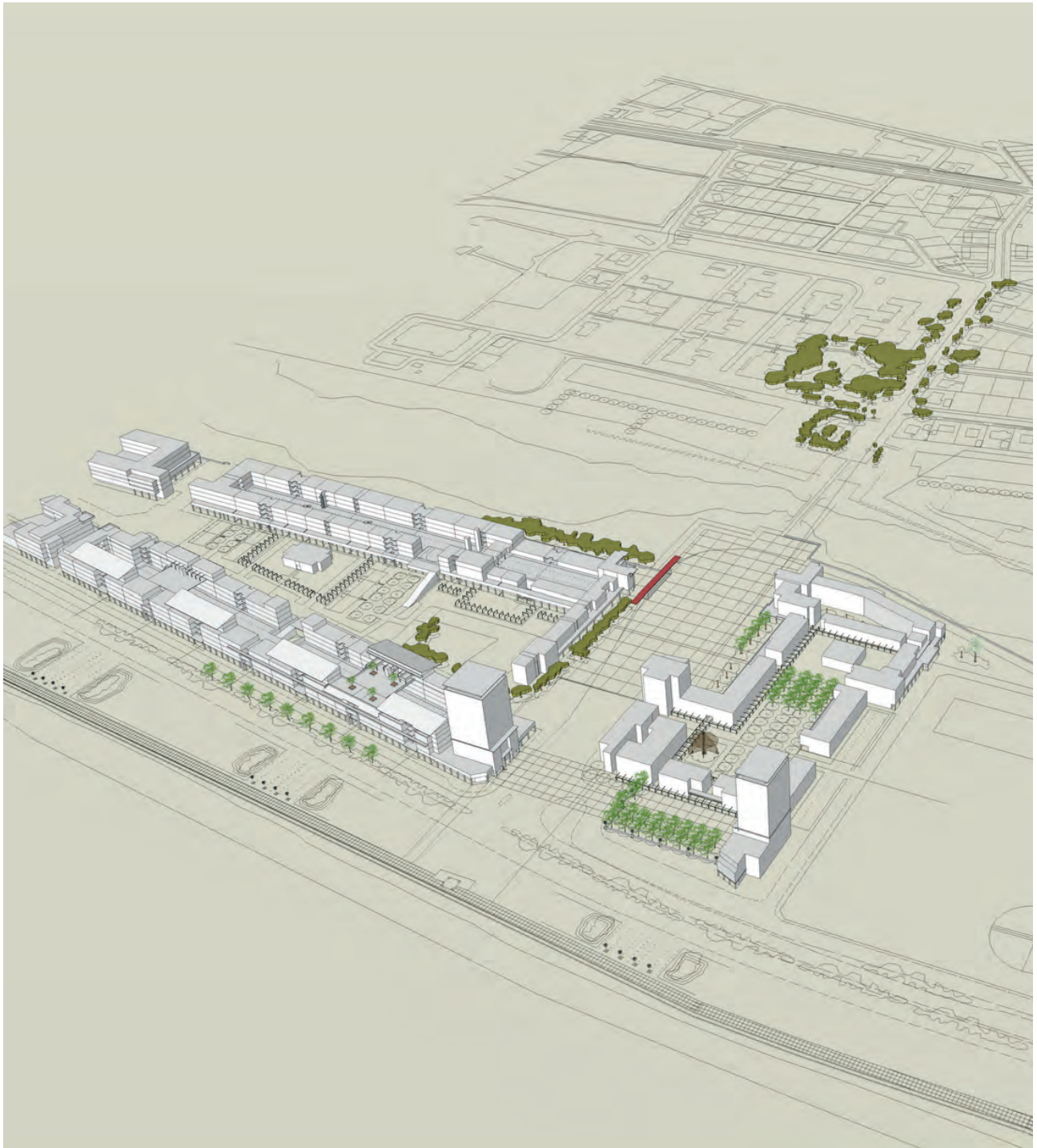


Figure 9.25: Human scale



SPATIAL DESIGN CONCEPT

Figure 9.26: Spatial Design Concept for Zoarvlei IRT Mixed Use Precinct.



ILLUSTRATIVE AND INDICATIVE PROPOSAL

Figure 9.27: Illustrative and indicative example of Zoarvlei IRT Mixed Use Precinct.

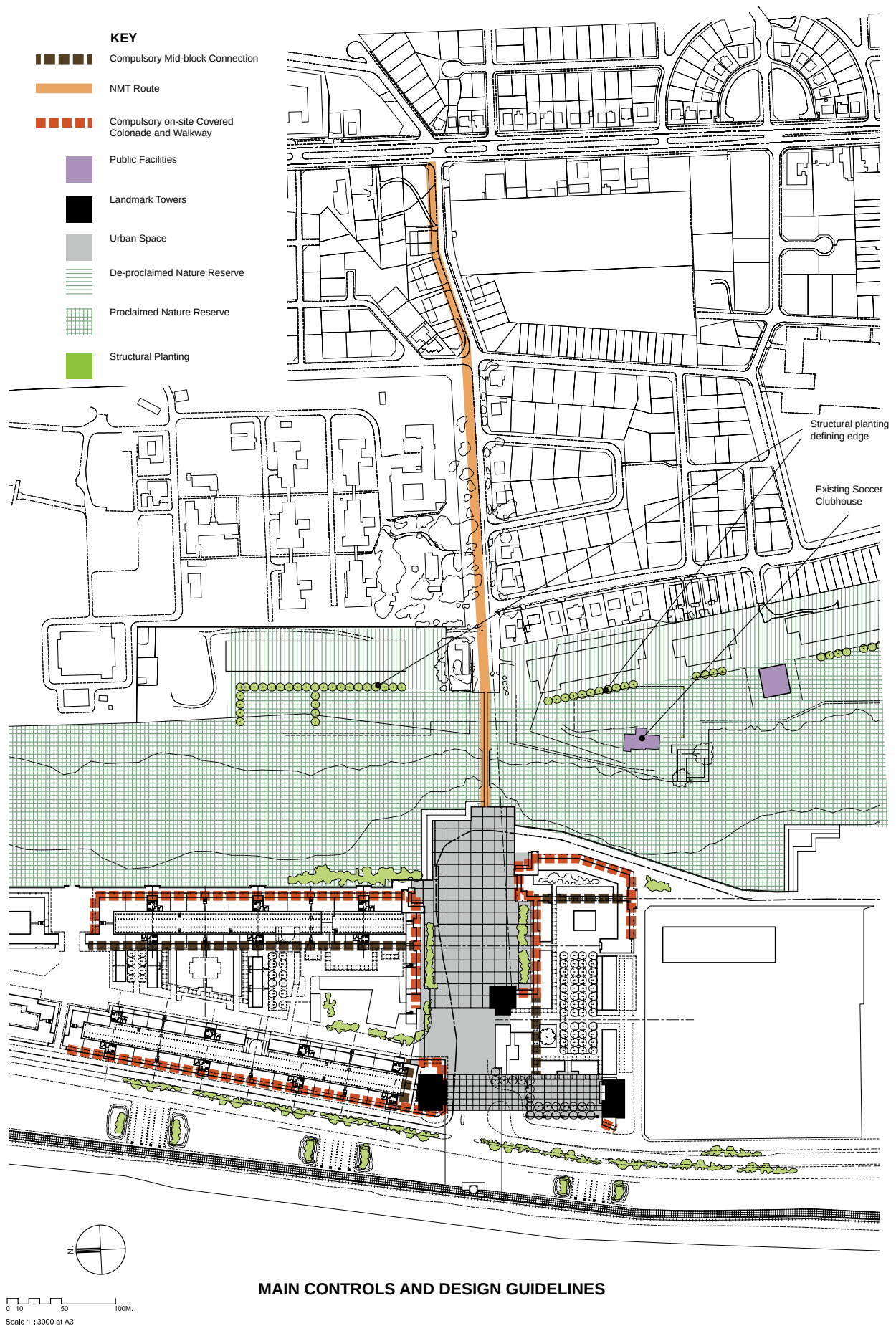
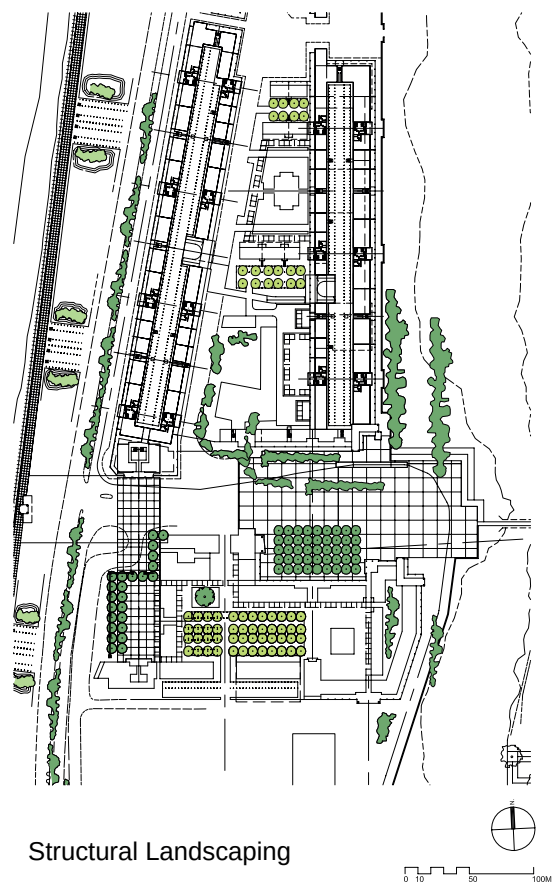
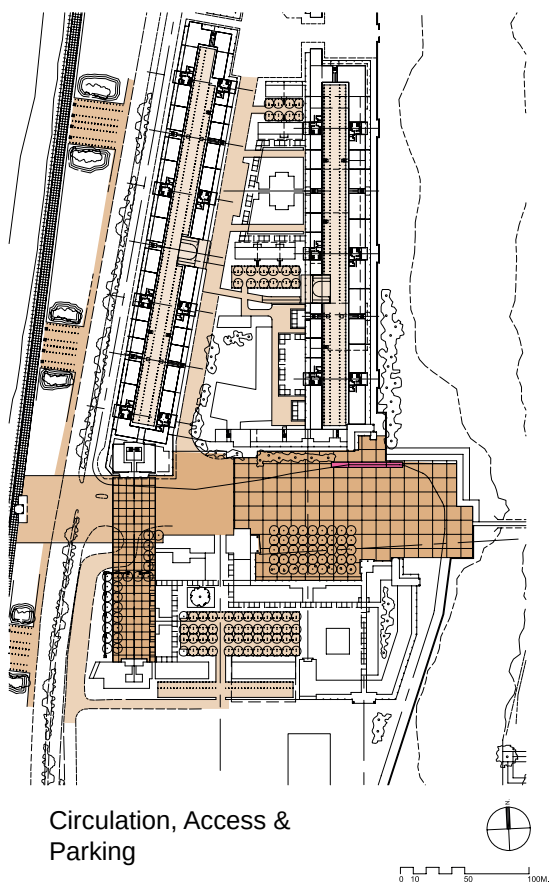
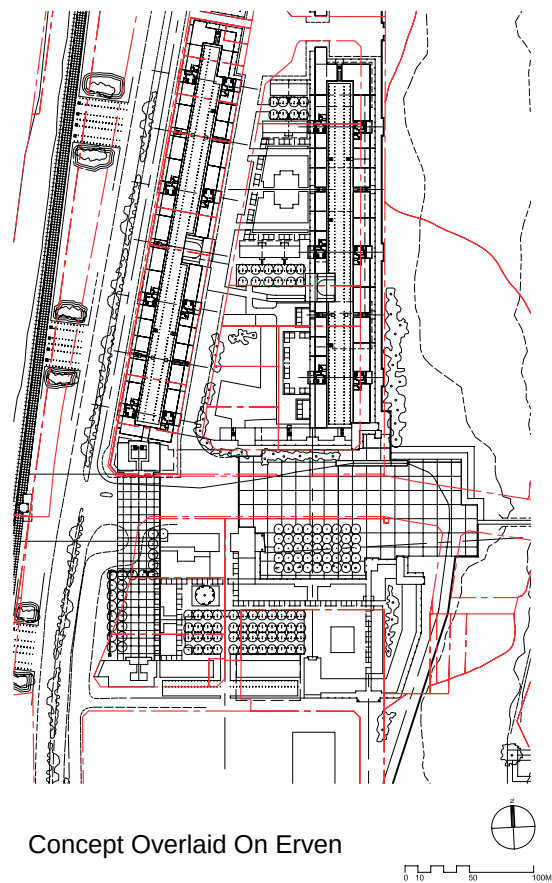


Figure 9.28: Main controls and Design Guidelines



First Actions Applied To Precinct

Figure 9.29: First Actions applied to precinct

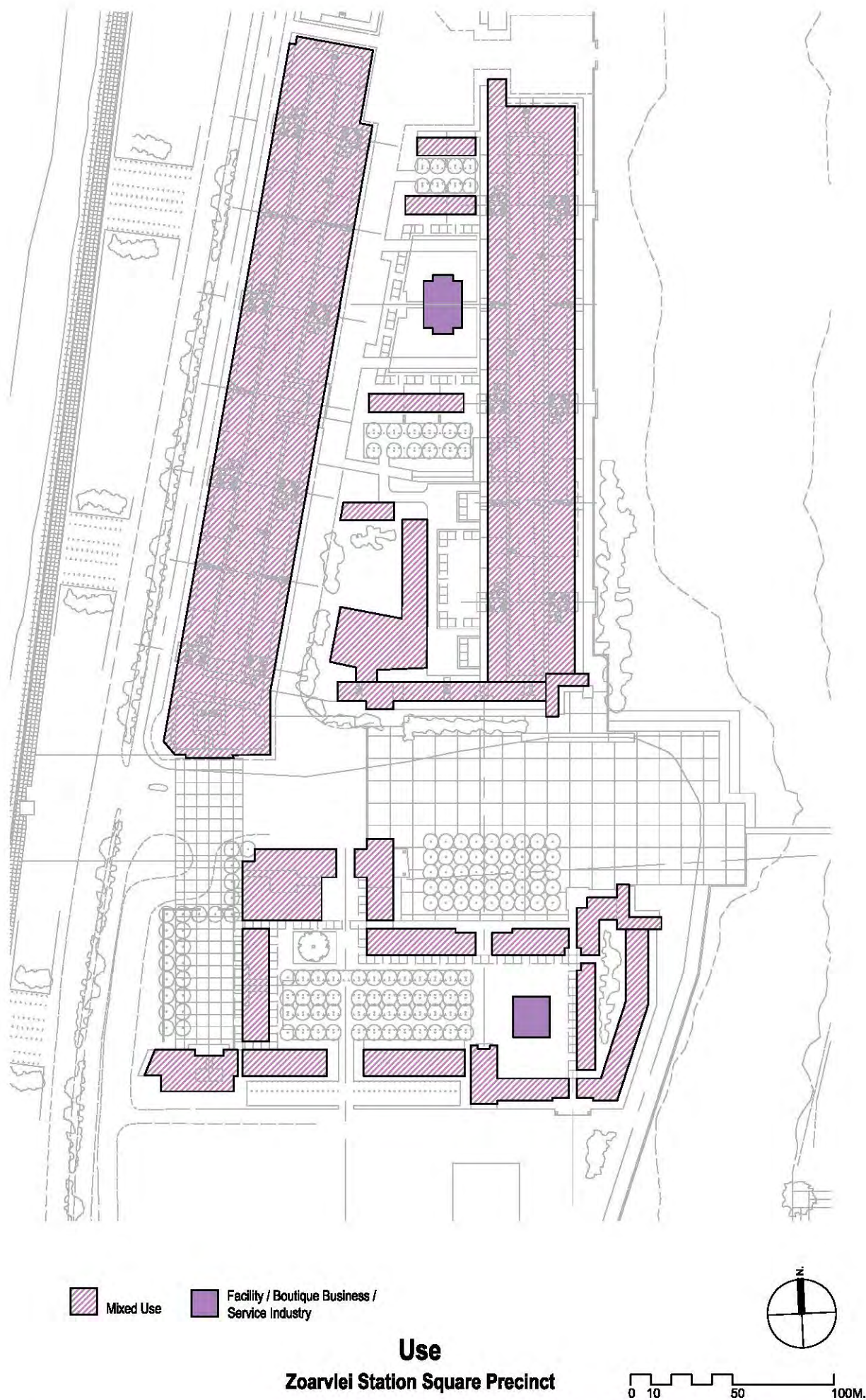


Figure 9.30: Mixed use zone

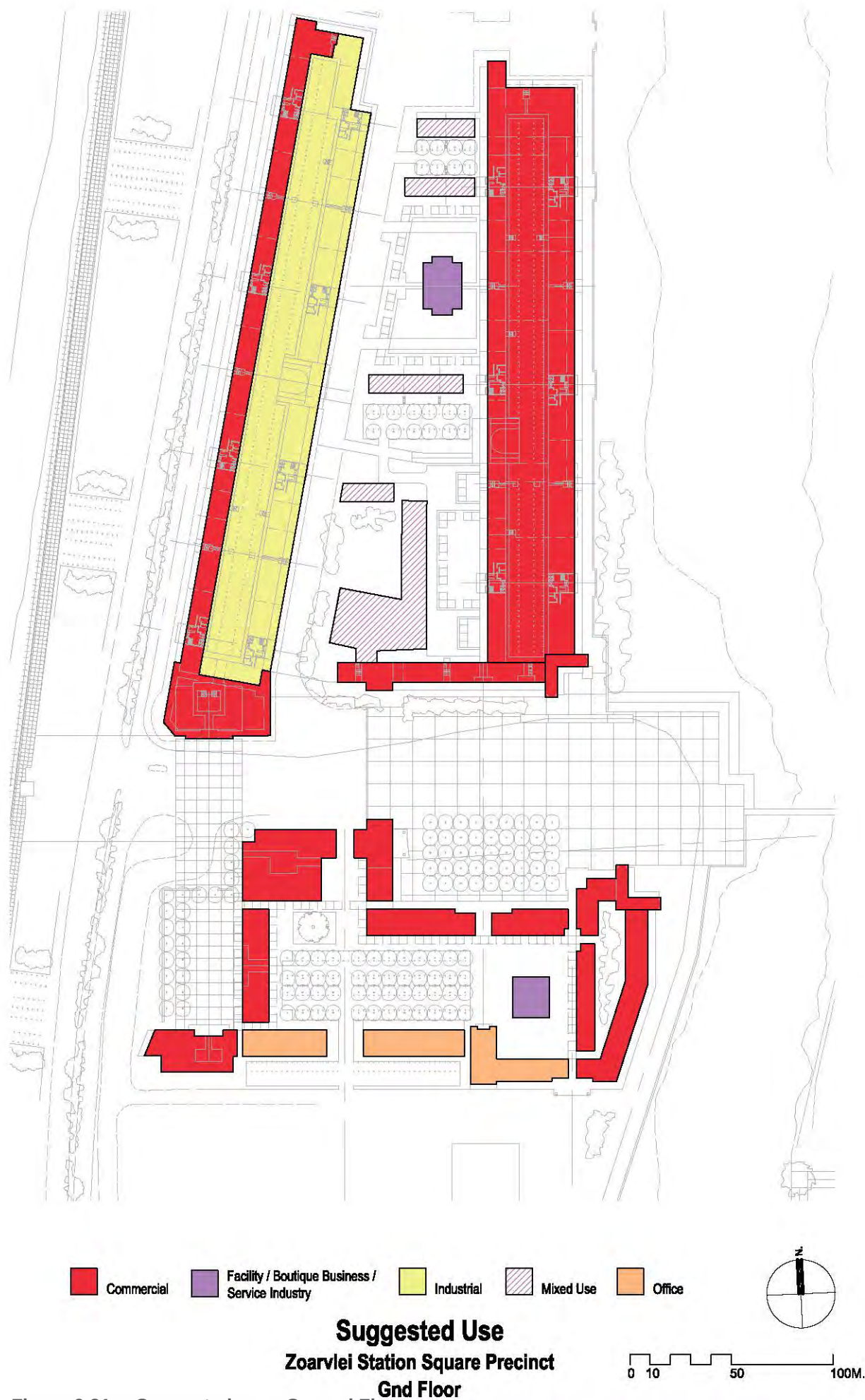


Figure 9.31: Suggested uses Ground Floor

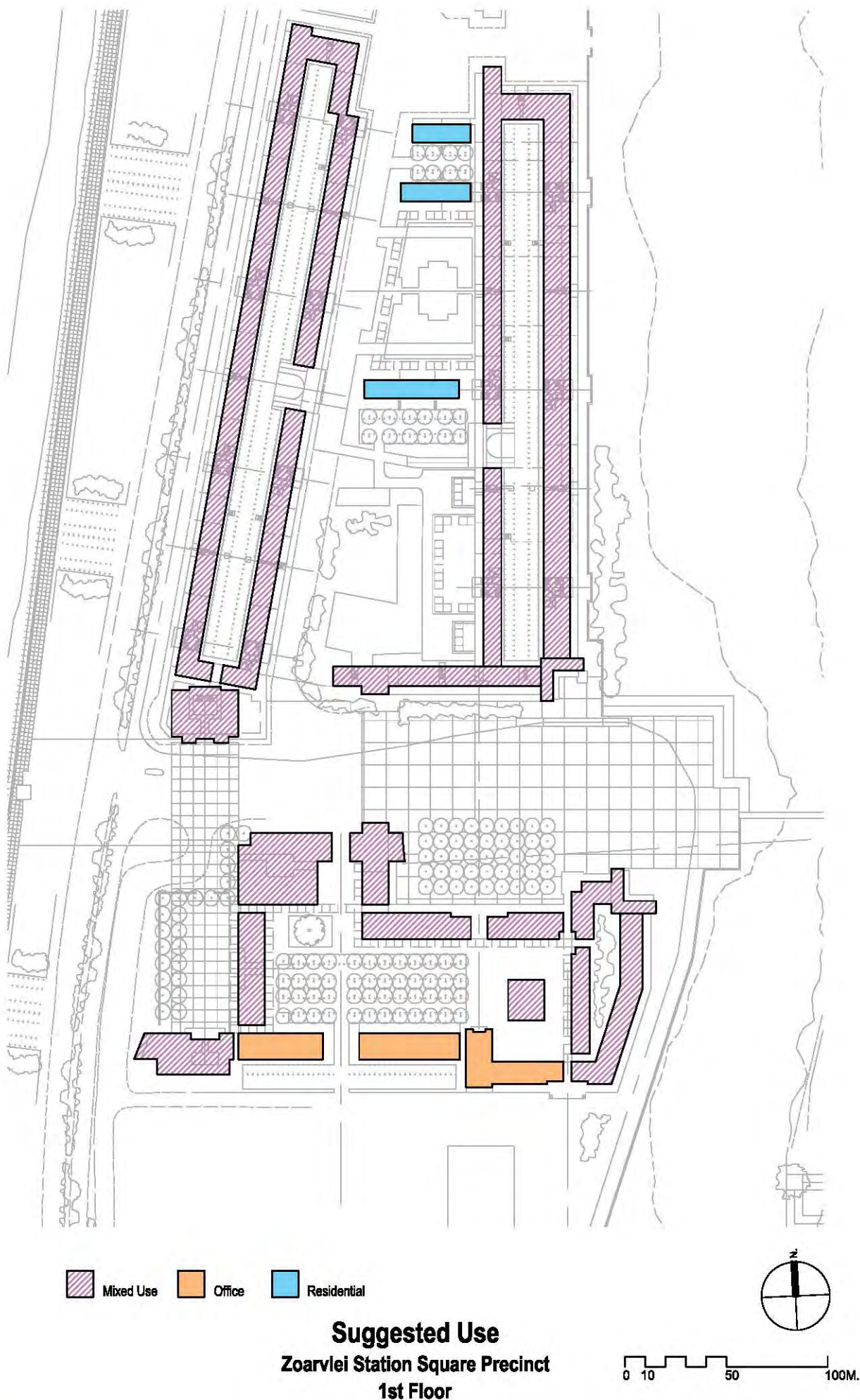


Figure 9.32: Suggested uses first floor

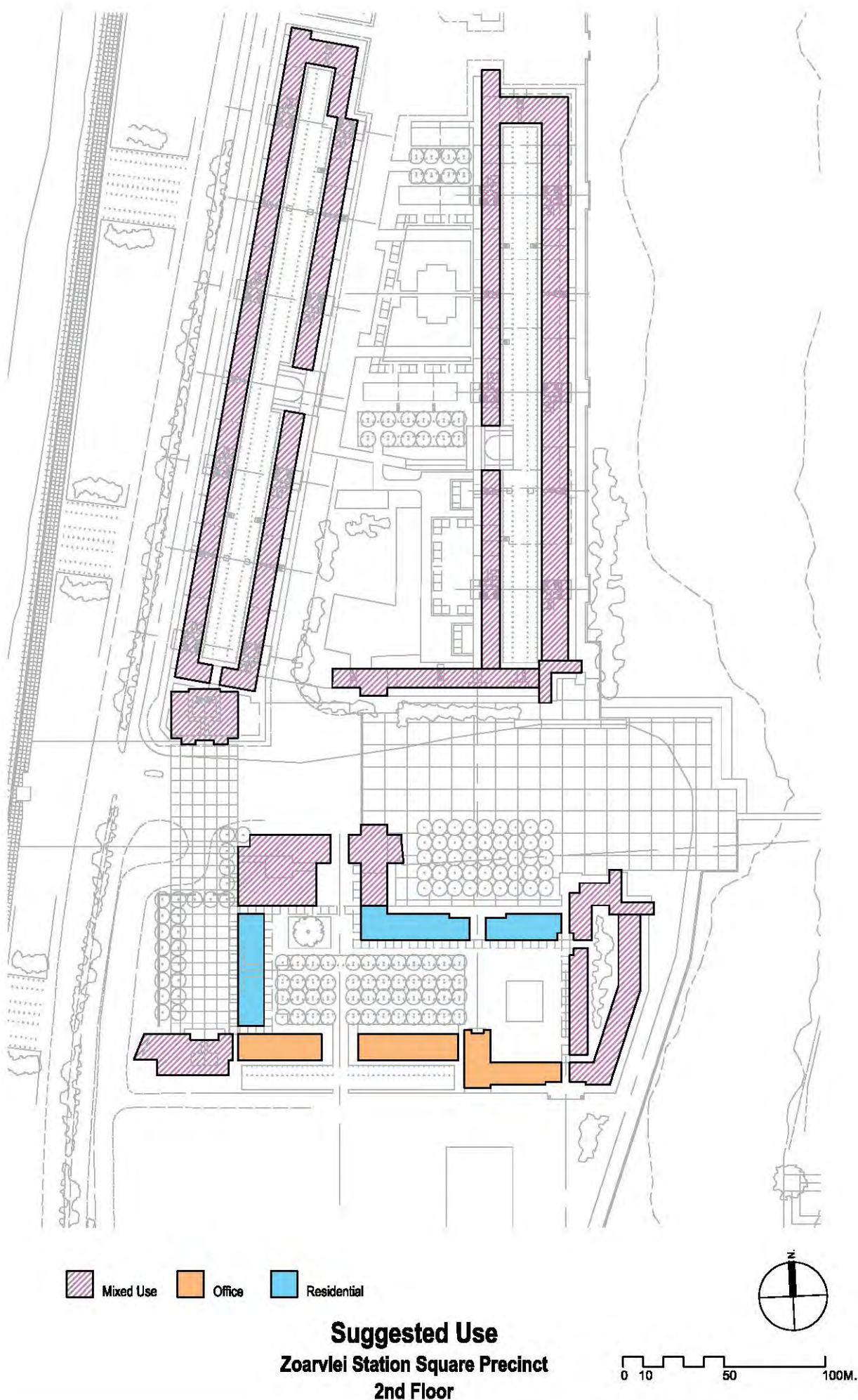


Figure 9.33: Suggested uses Second floor

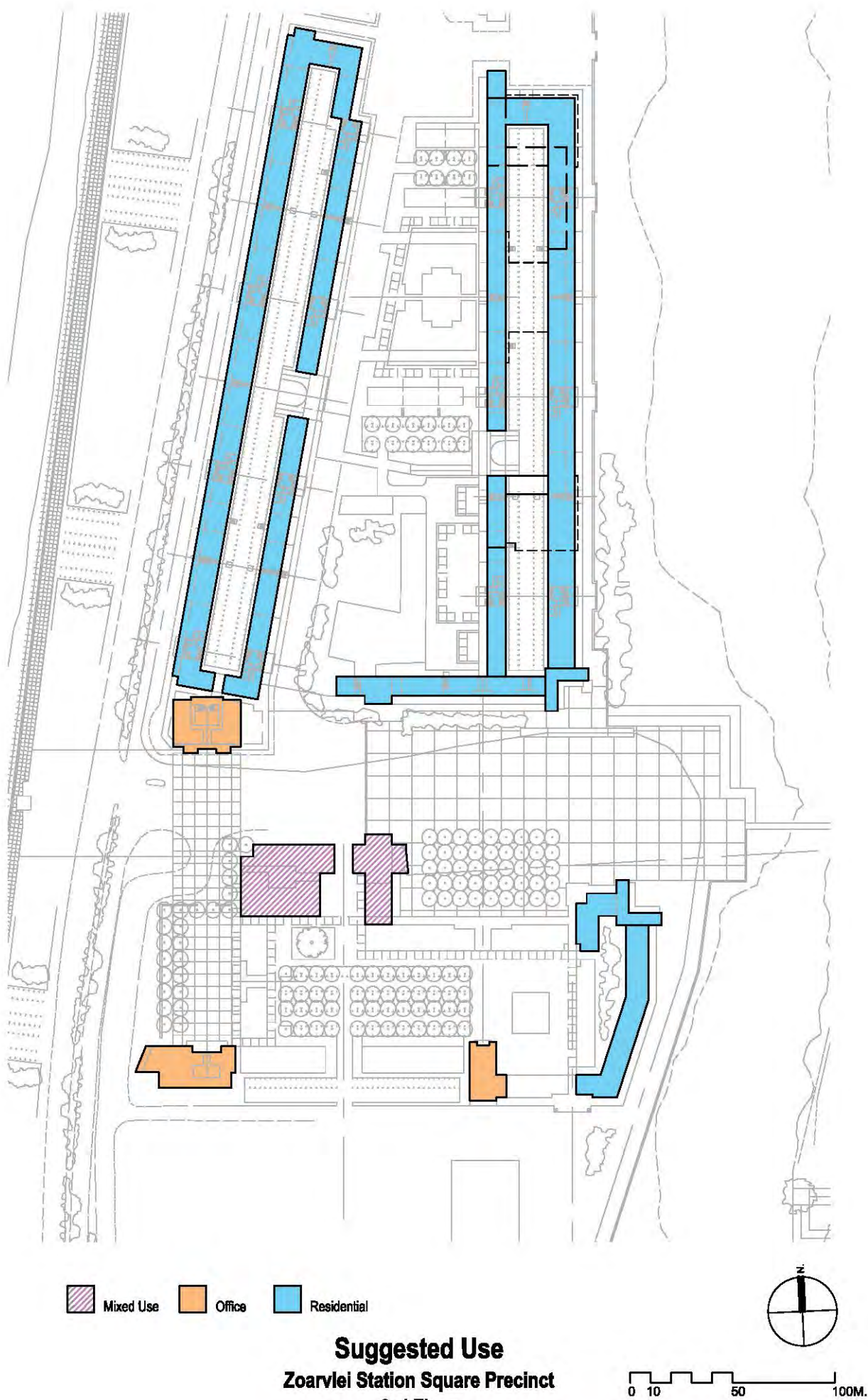


Figure 9.34: Suggested uses third floor

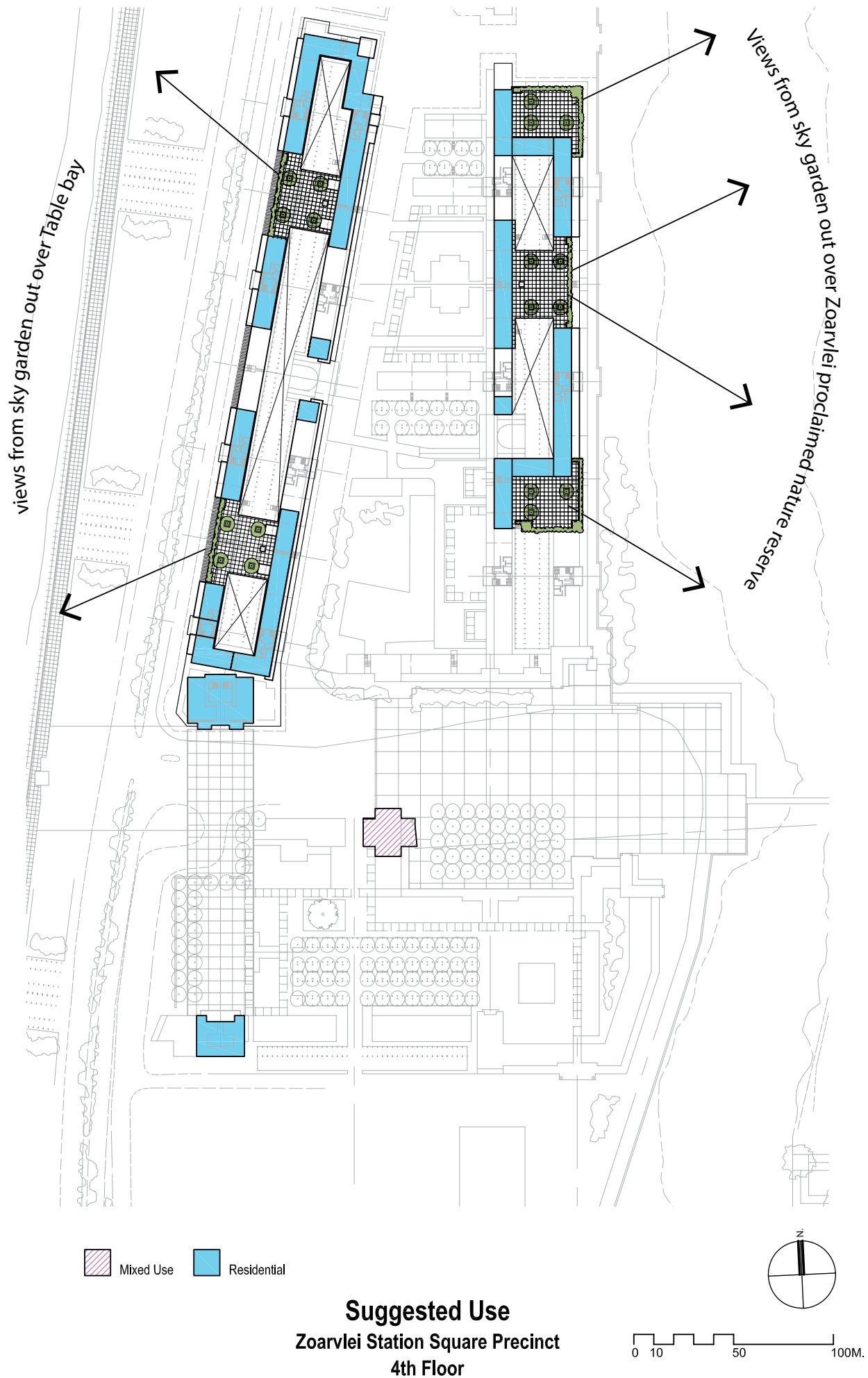


Figure 9.35: Suggested uses 4th floor

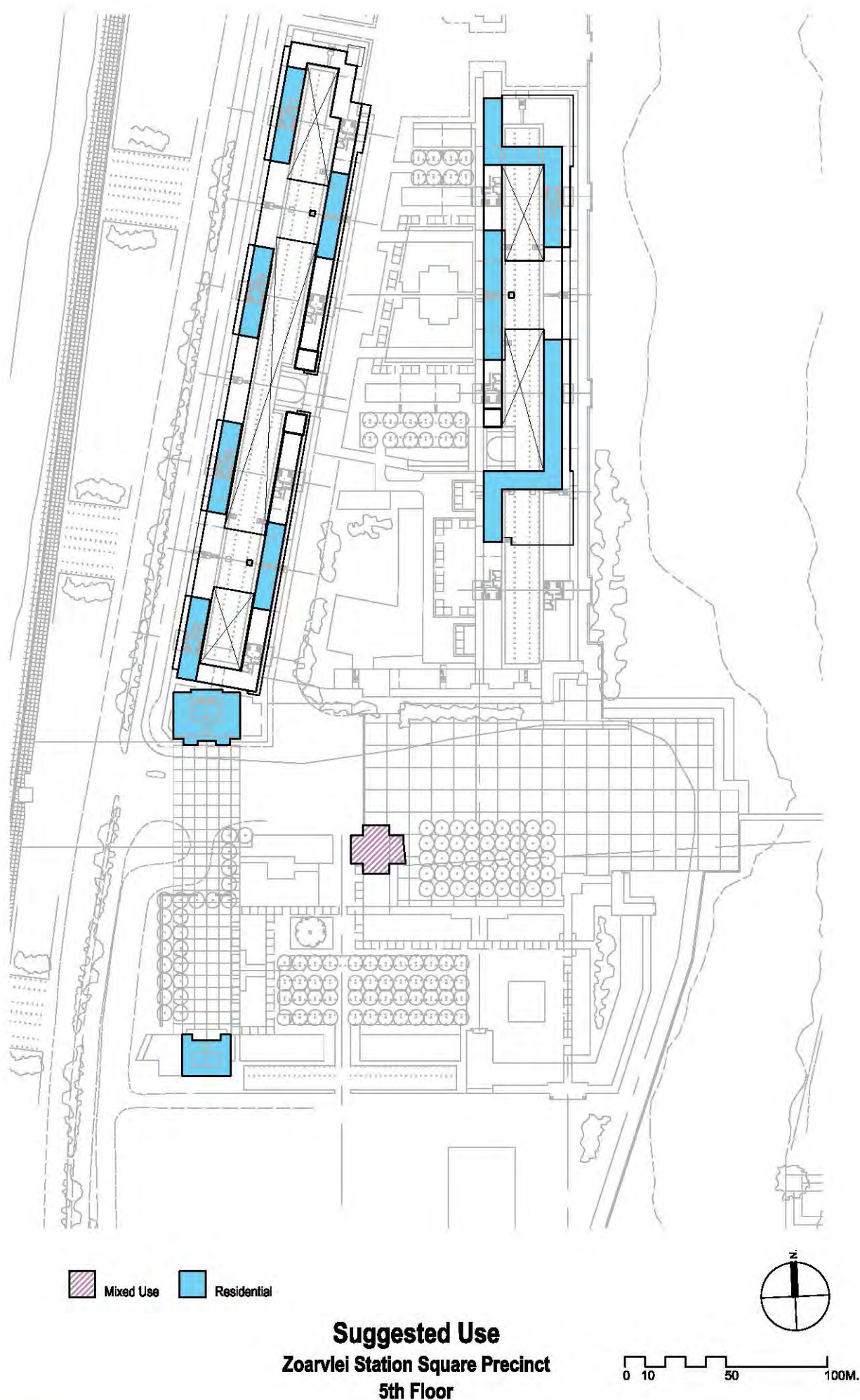


Figure 9.36: Suggested uses 5th floor

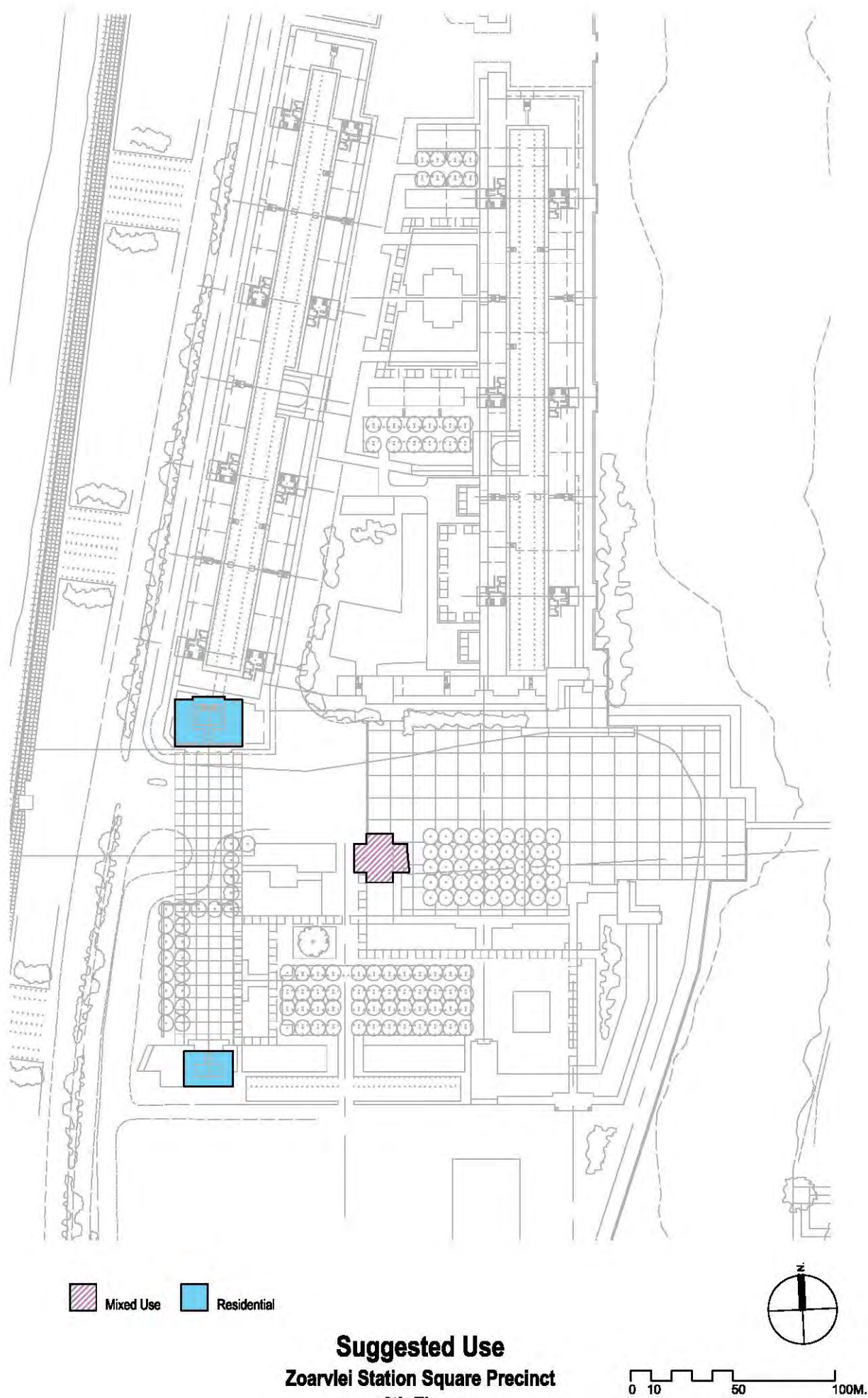


Figure 9.37: Suggested Uses 6th floor

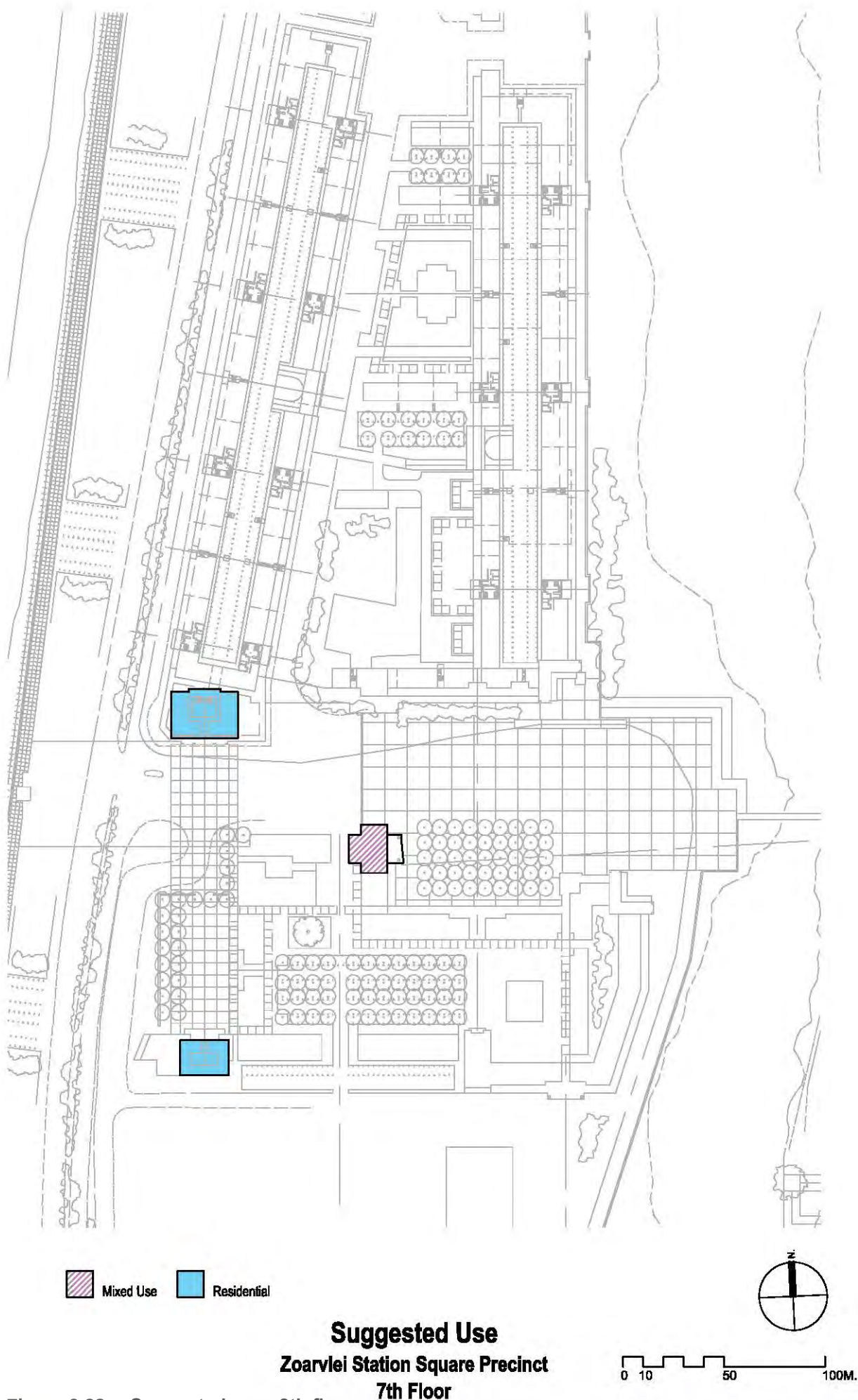


Figure 9.38: Suggested uses 8th floor

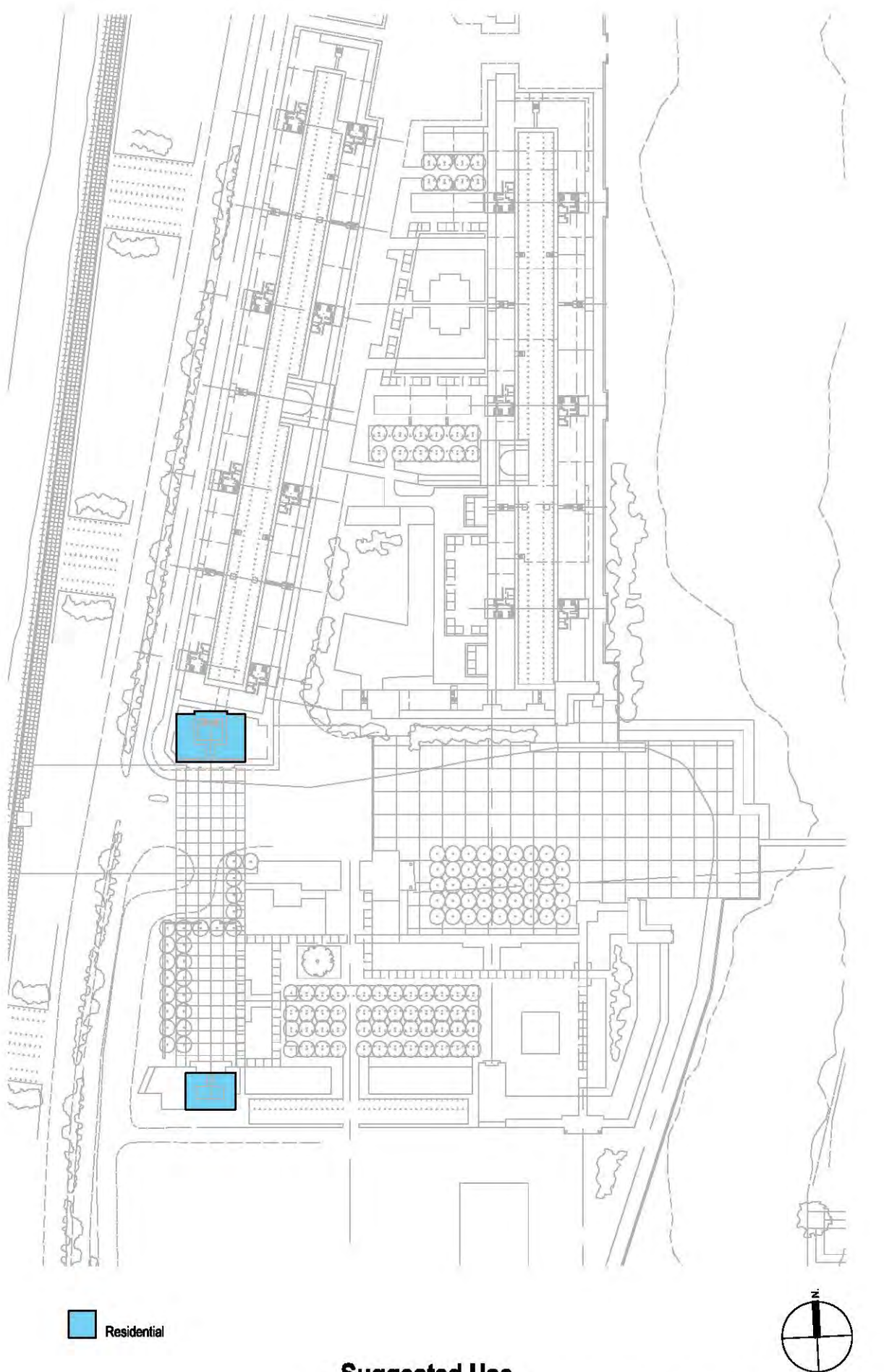


Figure 9.39: Suggested uses 8-14th floor

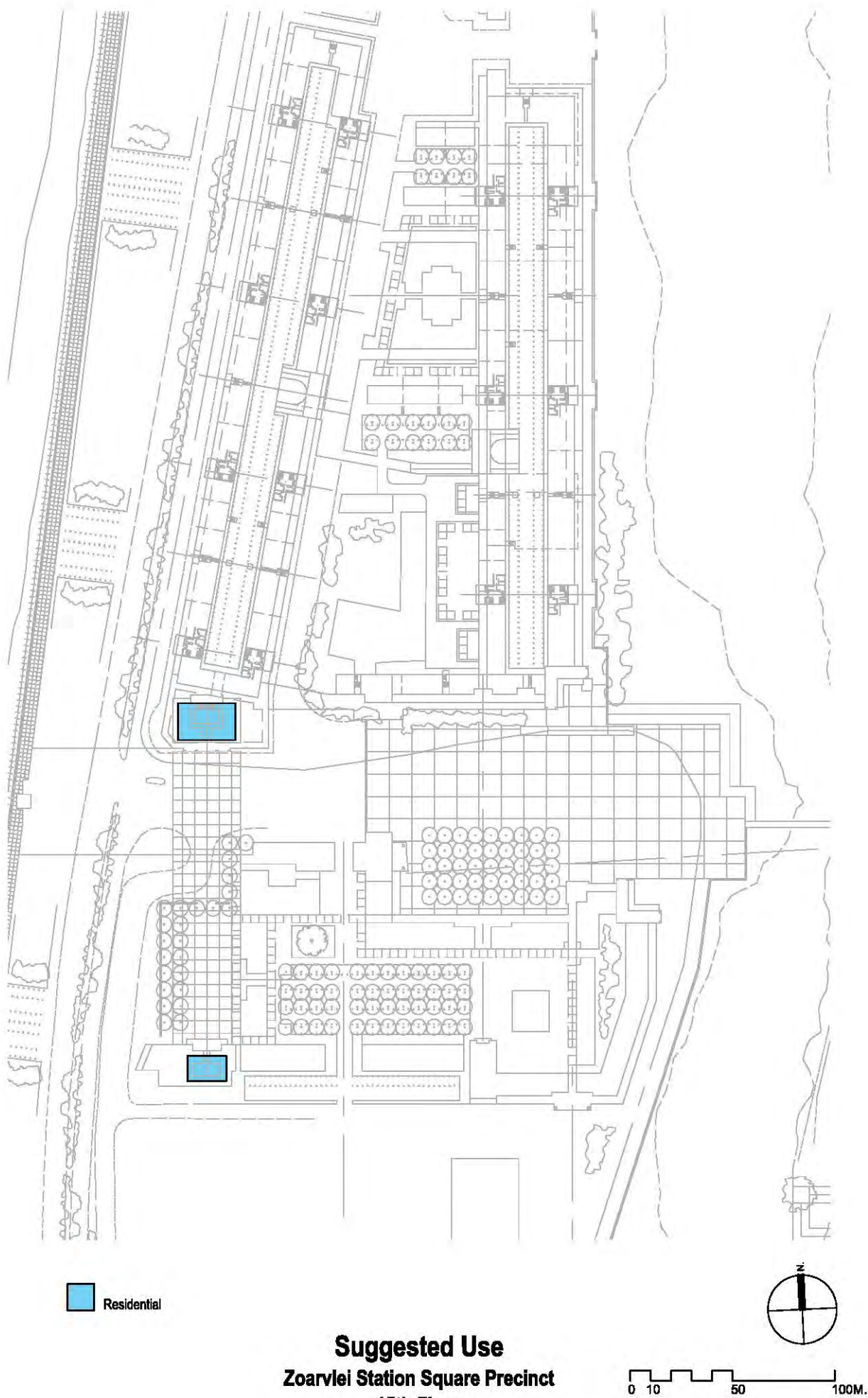
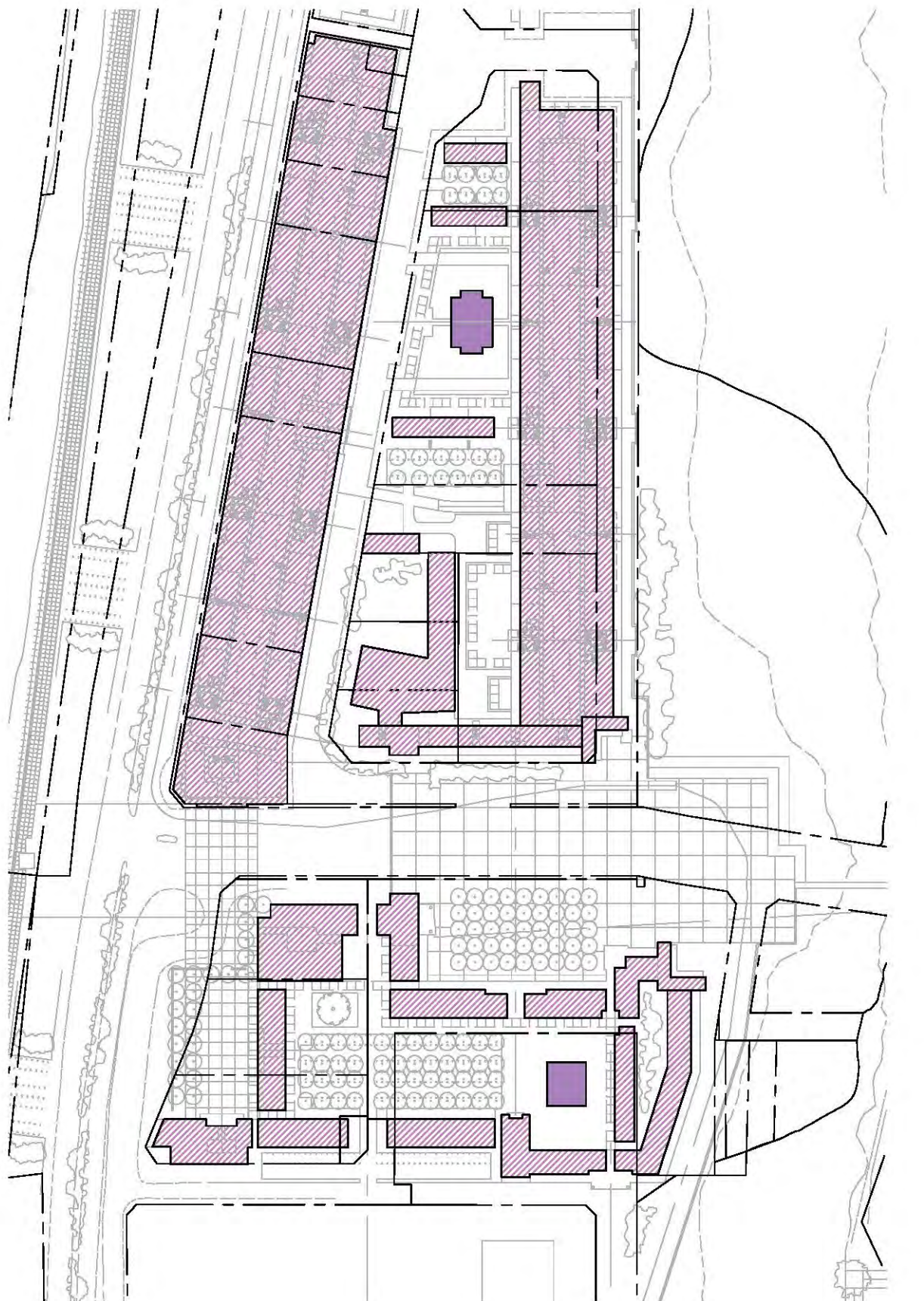


Figure 9.40: Suggested uses 15th floor



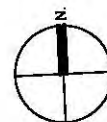
Mixed Use



Facility / Boutique Business /
Service Industry

Use

Zoarvlei Station Square Precinct



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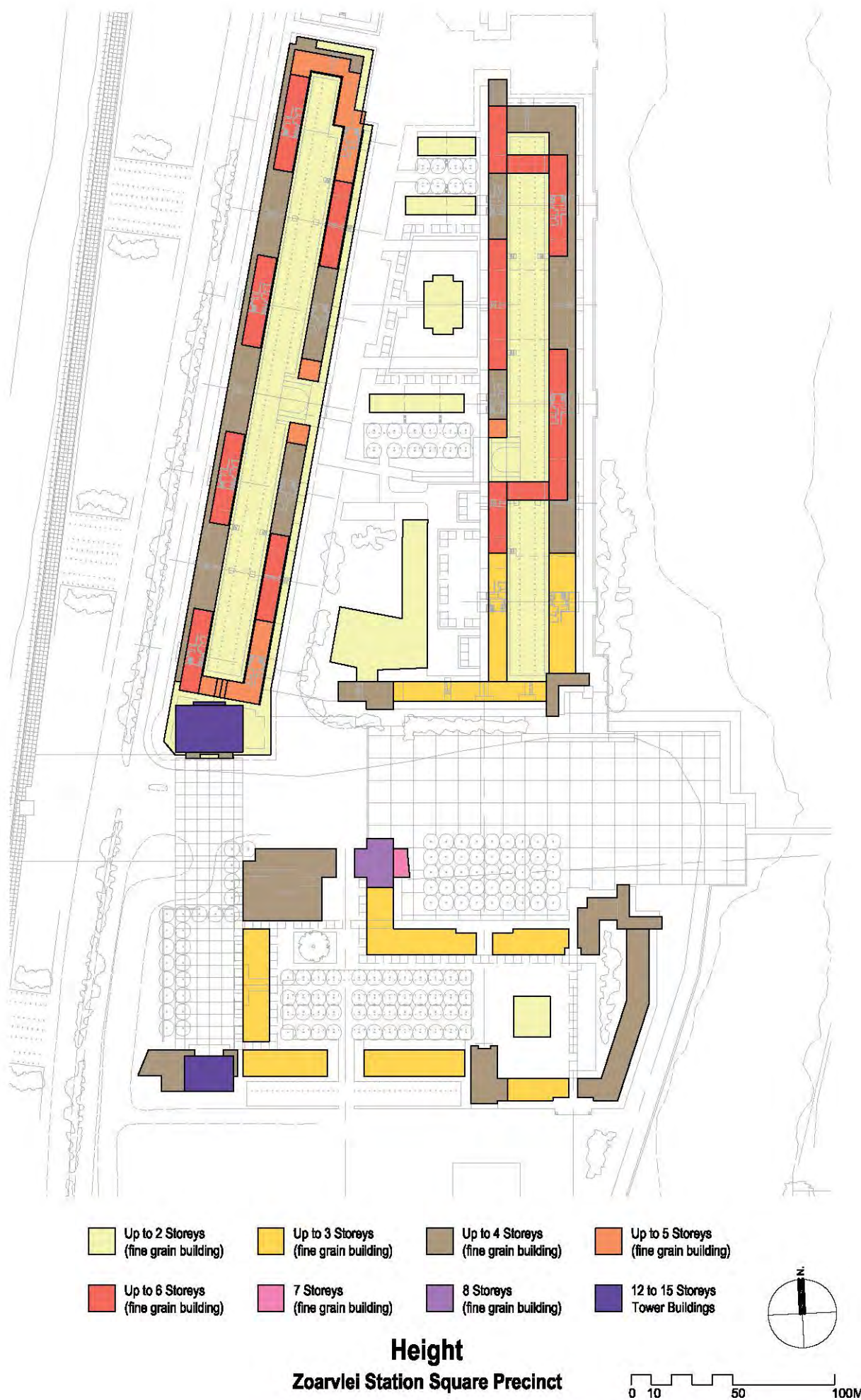


Figure 9.41: Suggested heights

C3.3.15. Urban Design Controls and Guidelines

This is an example for one erf (erf 10585) in order to illustrate how each erf can be built within the guidelines provided.

ERF 10585

1. **Area:** 4832 m²
2. **Uses** Mixed use: residential, office, commercial, industrial (compatible with residential, e.g. large show rooms, electronic assembly and retail, etc.).
3. **Height:** 6 storeys, subject to Height, Coverage, Permissible Floor Area (Table below.)
4. **Coverage:** 100%, subject to Height, Coverage, Permissible Floor Area Table below.

STOREYS HEIGHT	% COVERAGE	PERMISSIBLE FLOOR AREA BY FLOOR
5	16%	773 m ²
4	20%	966 m ²
1 to 3	47%	2 271 m ² (x3)
Gnd (to accomm. mezz. fl. 25% of floor area)	94%	4 542 m ² (+ 1 136 m ² mezz fl.)
OVERALL	100%	14 230 m ²

5. **Bulk (FAR)** 3,0
6. **Permissible Floor Area** 14 230 m²
7. **Building Lines** 3 meter set-back from western cadastral boundary at ground floor level. 3 meter set-back from western and eastern cadastral boundaries from 4th storey floor up. Build-to line for at least 60% of facade as per indicative urban design guideline diagram.
8. **Perimeter Entrances** Compulsory perimeter entry points to building and vertical circulation cores at 20 - 25 meters (every 3rd entry point to provide opportunity for future pedestrian mid-block through connection).
9. **Parking** Allow for on-site parking court on ground floor roof deck when planing for upper floors. Erf to accommodate at least 50% of area of compulsory shared ramp (with other 8 erven in block) to provide access to ground floor roof deck parking.
10. **Special Features:** Compulsory 3 meter wide colonnade on western boundary.

Architectural Guidelines

This erf plays an important role in defining the edge along Marine Drive. The building line along

the western edge is set back 3 meters at ground floor level to allow for a compulsory colonnaded arcade. Currently this is a dead edge. Therefore it is the intention that this colonnaded arcade, in conjunction with the mandatory pedestrian perimeter entry points, will help to activate the edge in order that this street edge is made as vibrant as possible.

Materials

The material should be appropriate to the mixed-use erf. The materials should also acknowledge the language of an essentially industrial area. In addition an awareness, and consideration, for the harsh coastal environment needs to be a consideration in selecting a palette of materials. Nonetheless, a rich palette of materials and textures should be explored which can relate to both the historic industrial nature of the site and to the adjacent harbour area.

Public Interface and Frontage

The main public interface is to be along Marine Drive, however from the first floor up the building needs to respond to the street at both the east and western edges.

Along the west edge the colonnaded arcade can further increase it's efficiency in contributing to a vibrant edge if it acts as a support for people watching by the provision of places sit. These need not be single-purpose seats, but can form part of the architecture. For example, properly sized niches, string courses could fulfil this function. See fig. below.

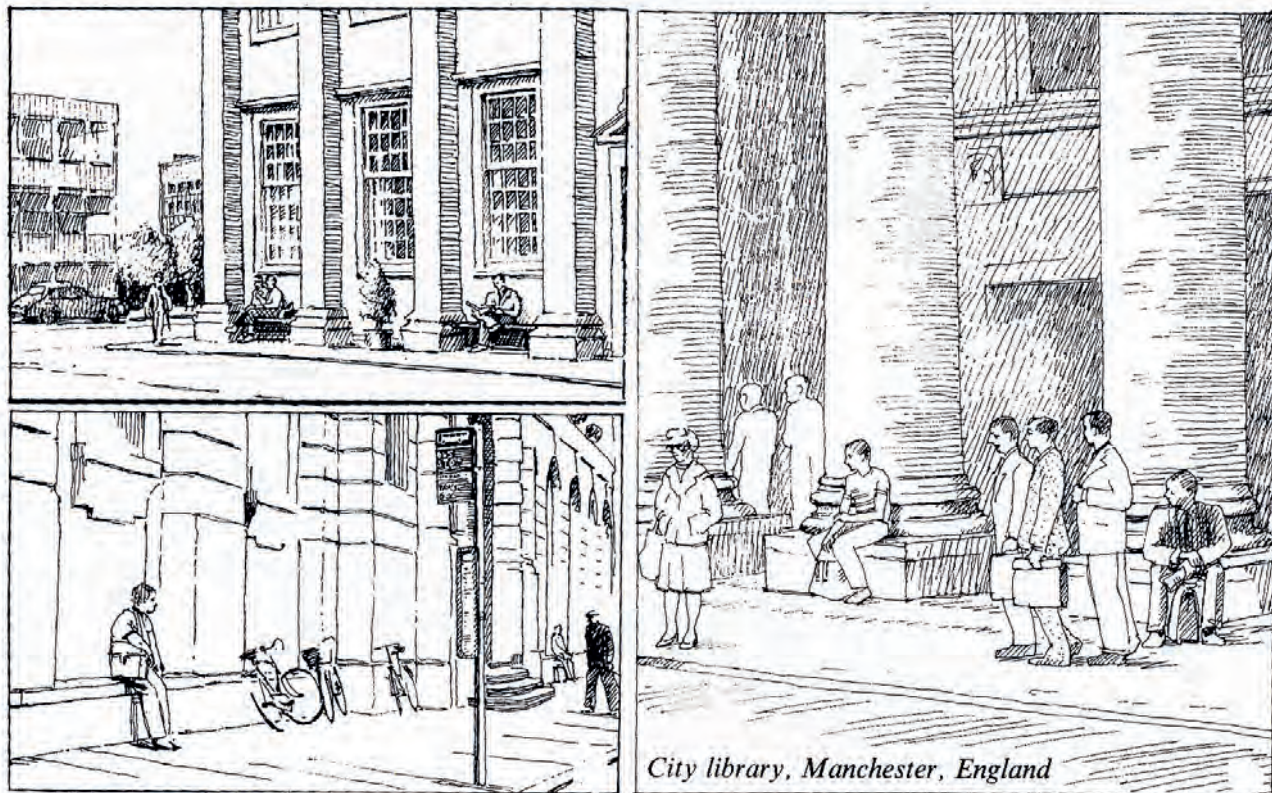


Figure 9.42: Architecture providing seating. Source. Bentley et al, 1985

However, a strong sense of permeability with casual surveillance is to be maintained. In achieving this subtle changes in level should be investigated in creating zones of public and semi-public space. In particular the colonnaded arcade along the western edge can use level changes in defining public and semi-public space. This use of level changes as a spatial device can also be used to contribute towards the effectiveness of the colonnaded arcade in the creation of this as an active edge. See fig. below.

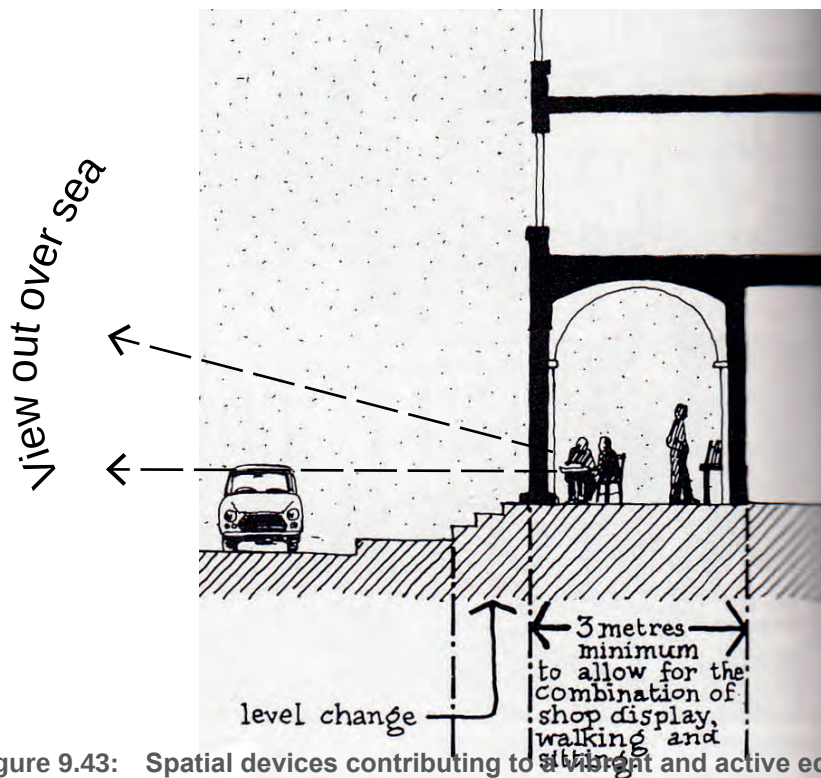


Figure 9.43: Spatial devices contributing to a vibrant and active edge. Source. Bentley et al, 1985

Roofscape

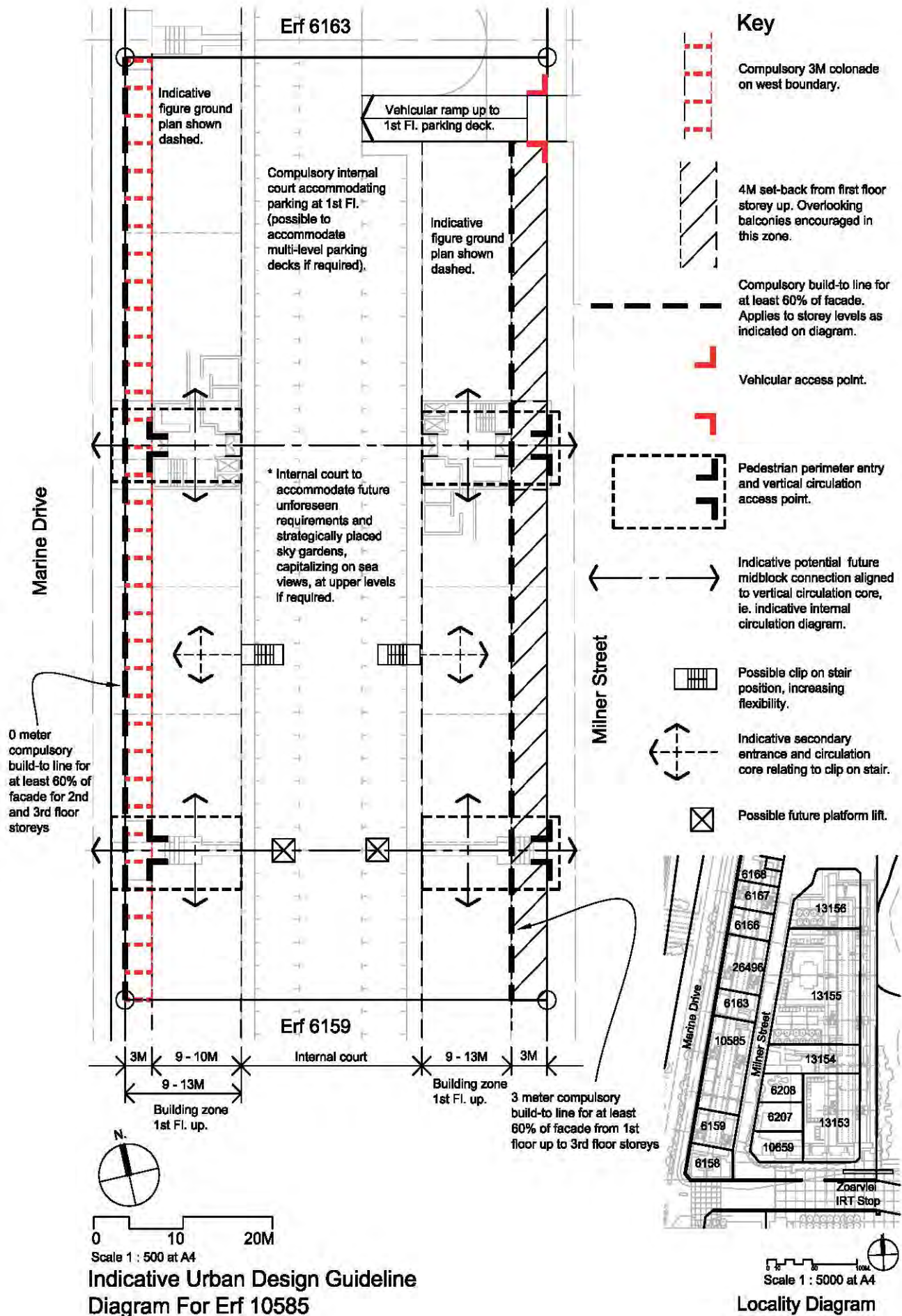
Despite the area historically having a predominantly industrial use the roofscape should have no saw tooth roofs. The roofscape is a device which can be used to break up the extensive massing of the solid edge which the building presents to the east and west sides of it's site.

Walls

Masonry walls are encouraged as strong building and urban elements. However permeability is to be retained with the perimeter entrances strongly identified. The perimeter entrances also provide an architectural design opportunity to break up the solid edge of the facade along the east and west erf boundaries. These entrances should not be designed in such an individualistic way so as to make it difficult or impossible to subordinate them to the larger whole. Rather the shape and design of the perimeter entrance ways should proclaim them to be a fraction of the whole.

Fenestration

Reflective glazing is discouraged. Rather overhanging solar protection and screens, movable or fixed, should be provided to the fenestration. Cross-ventilation is to be utilized to take maximum advantage of the 9 to 13 meter building widths specified from the 1st floor storey up.



ANNEXURE D: SUMMARY OF COMMENTS AND RESPONSES



Milnerton LASDF DEVELOPMENT IMPLEMENTATION FRAMEWORK Report : Summary of Comments and ARG Design Responses

The comments contained in the Table below were received from members of the community of Milnerton South, Rugby, Brooklyn and Ysterplaat, two Civic / Ratepayer Organisations, Three City of Cape Town Departments, Provincial Government health Department, Transnet and Communicare. All the comments have been responded to by ARG Design for consideration by our Client, the Planning Department of Blaauwberg Administration, City of Cape Town, prior to distribution to the commentators.

Who / Organisation	Objections / Comments	Responses
MCRA PO Box 552 Milnerton 7435	Zoarvlei upgrading This is fully supported	Noted
	Koeberg Road: - Oppose a once-size fits all approach to densification and development	Agreed. The LASDF does not propose a blanket approach but different solutions to different situations in the area. The report also offers mechanisms to encourage private land owners to redevelop rather than maintaining that the City will implement the redevelopment.
	- Koeberg Road management strategy affecting CBD on Koeberg road has been controlled. Access and exit roads leading into Koeberg Road from Boundary to Loxton Road are very limited and designed for residential use only and intersections are vulnerable to limited road access visibility. Further densification will also further compound this problem and overload existing infrastructure and services, road use and traffic congestion. -	The LASDF is a concept-driven document that identifies opportunities for better utilisation of the urban environment. The detailed implications of the implementation of the principles cannot be fully developed until the concepts are moved to projects and the solutions tested and modified for localised impacts.
	- Oppose random retail functions and use onto Koeberg Road as creates security issues and the existing commercial nodes should cater for the required retail requirements for the area, control	Koeberg Road is by nature of its connectivity a highly accessible space used by people from outside the local area and this is the ideal location for businesses that require maximum exposure for

	traffic and hazardous vehicles and provide for proper retail mall usage. -	success. The spatial typology of Main Street and Mall both have their place in the urban system but it would be a mistake to try to limit the potential of Koeberg Road as a business space and make more malls.
	Brooklyn & Rugby: - Brooklyn and Rugby have accepted random land use development that has left decay behind it. This has not happened in many urban areas and existing character and quality of life has been preserved.	The LASDF is intended to give guidance to a consistent land use development, rather than a random one, but also one which enables the area to reach its full potential as a vibrant, safe and nurturing place to live, work and play. The character and quality of life of a place is ever evolving and the LASDF aims to direct and enhance this evolution.
	Milnerton South General and uncontrolled public access and random retail and commercial development has been prevented in Milnerton South. Structures have been retained, and changes in the physical appearance has not happened. This means values of properties has been enhanced.	Relatively few changes have been proposed in the Milnerton South area. However, it should be noted that the value of the properties in Milnerton South have less to do with access and commercial development and more to do with historical size of properties, location in relation to and access to the sea.
	Density between Marine Drive and the Lagoon Density is not supported. Creation of a wall will block views. Land values behind Koeberg road and Marine drive would decrease. Densification will increase congestion around Kei RD/ Marine Drive	The Kei Road area between Marine Drive and the Lagoon is ideal for densification as is it close to the MyCiti Trunk routes and Lagoon Station. It is also low lying so even buildings up to three or four stories will not block the views of those homes further up the slope towards Koeberg Road. The access to the open space amenity of the Lagoon and associated greenspace makes it appropriate to accommodate more residents.
	Urban edge: Oppose any drastic changes to our urban edge but encourage positive aspects of the proposed general plan that will retain values and encourage further and appropriate urban growth	There are no drastic changes to the urban edge proposed.

	Commercial zones: Current Milnerton South commercial zones and nodes should remain intact as they do not negatively impact residential areas or values, and enhance amenities and facilities. Similar priorities for land above Zastron Road	Agreed
	Century City connection Do not want blocking off of visual and physical continuity of similar development at Century City. Want linking of seascape and inland projects	We are not entirely clear what this comment refers to but the LASDF does propose improving linkages from sea edge to inland. Some of these are visual and some physical links.
	Walkway along Marine Drive The MCRA executive previously presented an Urban Park concept for the Island across the Loxton Road Lagoon bridge to the CTCC planning authorities for an elevated walkway across Marine Drive, improved beach access, natural landscape views and landscaped indigenous planting with water features, proper traffic and pedestrian flows and expansion of the hospitality and huge tourist potential for this area. This Urban Park concept was challenged by planning authorities as not being viable due to future global warming and sea rise possibilities if not certainty. This proposal was not taken into account in the report	ARG Design will request a copy of the submission and comment thereafter. All proposals related to Transnet land have been removed from the document. This application was not available through the authorities.
	Possibility An historic disused artificial canal linking Black River at Zoar Vlei Urban Park entrance could be used for water taxi route to city and for Milnerton	This was investigated but there is concern about the varying depth of the canal and the economic viability of the proposal. The detail of this proposals would require a detailed
		feasibility assessment
Transport for Cape Town 12 Hertzog Blvd Cape	Transport Oriented Development TCT is yet in a position to comment on the desired	ARG Design agrees that densities along BRT Trunk corridors should be higher than the overall average

Town 8001 Gerhard.Hitge@capetown.gov.za	density and land use mix along BRT corridor, but it is likely to exceed “average” density of 25- 75 du/ha. It is more likely that nett densities exceeding 150 du/ha would be desirable from a Transport perspective.	and exceeding 150du/ha is an understandable target that must also be considered in relation to the new Integrated Zoning scheme and the other constraints along the Trunk route. Additional density will require additional social and community facilities which must be borne in mind.
	The objective should also be to provide trip producers and trip attractors at strategic locations along the corridor to optimise two-directional flows, while also reducing the average trip distance.	Agreed. This is the reason for proposing the likes of the “Biscuit Mill” market, higher density residential and mixed use land uses at various locations along the Trunk route.
	Figure 7.8. Spelling of “Koberg” Road and “Radis	Noted
	Park & Ride Not clear how the need for a P&R has been identified for the specific area and the criteria used to choose this location P&R facility should provide shared parking opportunity between the day time parkers and night time land uses	The recommended Park & Ride is located near the Lagoon Station to enable people wanting use the MyCiti bus and not served by Feeder services to drive from home, park and access the bus. There is no other open space near the station. The P&R is located at a proposed mixed use commercial/residential development so the parking is fully utilised at various times of the day.
	Railway Precinct Don’t agree with the idea that the railway line could be removed and proposing this is misleading. There are concerted efforts to increase freight volumes along this line in the medium and long term.	Understood. Feedback from the Port Authority indicates the same sentiment. This idea was introduced to test the feasibility and it is recognised as an unlikely possibility. We have removed all reference to this proposal.
Paul Spiller Paul.spiller@westerncape.co.za	The proposed framework is seen as positive	
	Development on Brooklyn Chest Hospital Site This site will presumably always remain the property of the Department of Health and will in all likelihood	The management of the road access to the Hospital can be adjusted in accordance with the requirements

	always be a hospital site While access for emergency vehicles at this point is limited, if the nature of the hospital changes emergency vehicles will need regular access. This needs to be taken into account in development proposals. The proposal for East- West roads is not appropriate for use by emergency vehicles.	as they change. There appears to be no requirement for a change at present.
	Node on Koeberg/ Stanberry Road Main entrance to the hospital is at the intersection of Egret & Stanberry Road, therefore it is suggested that the road running parallel to Stanberry, the northern part of Egret road and Stanberry Road be a one- way to facilitate an unhindered path for emergency vehicles	The management of the road access to the Hospital can be adjusted in accordance with the requirements as they change. There appears to be no requirement for a change at present.
Transnet National Ports Authority Lindokuhle Mkhize Lindokuhle.Mkhize@transnet.net	Railway Precinct The railway line will continue to enable TFR to continue servicing the port	Understood and accepted. The report will be adjusted accordingly. Changes made. No more references to removing of railway line
	Seafront Walkway Precinct The port land should be excluded from the LASDF as land use within the port is governed by the National Ports Act.	Agreed The port land has been removed from the proposal.
Economic Environment and Spatial Planning SPUD 12 Hertzog Boulevard Cape Town L Kruger- Fountain 021 400 9443	Agree that work is a critical instrument to facilitate TOD. The opportunity exists to utilise the work to establish the first TOD pilot in terms of overlay Zones.	Noted
	Editing of Document & Structure of Document	
	Document should be edited to be more concise	A further edit will be done. However, it must be

noted that ARG were asked to add in additional annexures and paragraphs by the project planners.

		accepted that this is a concept document and not a strategic implementaton document.
	Document should be titled 'Conceptual Development Framework' and be treated as a visioning document	Agreed
	A concise (15 page) policy document should be extracted from the document	We will assess the allowance in the tender for this additional work and discuss this with the Project Manager.
	A context diagram be created showing the structure of the document	Agreed
	The Mechanisms for Implementation could be reworked as the 'Implementation Strategy' and should be part of the policy document rather than the visioning document.	We will assess the allowance in the tender for this additional work and discuss this with the Project Manager.
	Combine elements within current report with Annexure 1 to give more concise element. This could refer to 1. Overlay zones 2. Class rezoning 3. Waivers 4. Fast tracking 5. Land Value Capturing 6. PPP's	We will discuss this with the Project Manager These have been placed in the annexures as possibilities for future assessment.
	Annexure 1 TOD should be brought into the report to align with the TCT planning comments	This somewhat contradicts the request to make the document more concise but we will see what can be done. The TOD elements have been brought into the report
	Annexure 2 Urban Design Guideline should be incorporated into the overall report	This somewhat contradicts the request to make the document more concise but we will see what can be done. These will remain as annexures.

	Many images are out of focus. High quality images should be used.	The images used were low resolution to keep the document small in size for circulation. Higher resolution images will be inserted into the final report.
	Tables showing the role players should be expanded to include CCT PMT and other role players. Which mechanism works for each section should be added and a budget column should be added referring to those under R200K and over R200K.	
	Whole package should be repackaged to address issues above.	We will assess the allowance in the tender for this additional work and discuss this with the Project Manager.
Land Use Management 12 Hertzog Boulevard Cape Town Vernon Moonsamy 0214001063	General Comments Department supportive of the ideas and development policies but manner of articulation and structure undermines it as a potential policy tool Needs to be simplified and restructured to improve transparency	The Tender called for the production of a Conceptual Report with recommendations towards the production of an Implementation Policy document. We will assess, together with the Project Manager, the scope of work allowed for in the tender.
	Introduction Concept of TOD lost in this section	We will revisit the wording to ensure TOD is given sufficient emphasis. <i>This has been modified.</i>
	In the 'aim of the report' it should include identifying broad locations with development potential and designations for strategic sites linked to TOD	We think it is too early in the document to identify sites. This is clearly shown in the appropriate chapter.
	Chapter 2 Problem Statement Key issues associated with IRT linked to land use patterns should be addressed- e.g. low off- peak ridership and under capacitated bio-directional flows	Agreed. If this does not have sufficient emphasis this will be addressed.

	Chapter 3: Spatial Strategy 3.3.1 Spatial Strategy: Should include strategic parcels of land linked to TOD to illustrate that TOD is an core informant of the policy	Agreed. point.
	Chapter 4: Mechanisms for Development 4.2. Incentive Overlay Zone: Supportive of concept of an overlay zone, however purpose and function of tool is unclear - little detail has been provided.	The purpose of the report is not to write the detailed wording that would frame an overlay zone but to identify the principles it should facilitate. Drafting an overlay zone scheme is a specialist skill for which ARG Design was not appointed.
	Incentives are unmotivated and prescriptive. Needs to be accurately thought-out, justified and well written	As above. The incentives are suggested as possibilities to be included in the legal drafting of the overlay zone regulations. Drafting such regulations is a complex and highly skilled activity best left to experts in that field.
	Need to pull out guidelines from higher level policies such as Cape Town Densification Policy (2012) and Blaauwberg District Plan (2012). This could be tabulated.	These have been included where relevant , also note that there is a Status quo report that highlights these policies.
	4.3. Density Overlay Zones: No rationale is provided for the densities proposed.	We will address this in the final report. Please see additions to this section.
	Recommendation that areas in figure 4.2 are fragmented in the table as they appear to be context specific	We will address this in the final report. Please see additions to this section.
	Chapter 5 5.2. Development of Strategic Precincts: Proposals made have value but level of detail is unnecessary; poor wording and structure of ideas make it difficult to interpret	We will address this in the final report.
	No distinction between land use or urban design	There is a distinction made in the report.

	guidelines and specific development proposals	
	Being too detailed in development projects and specific time frames and budgets may place unrealistic targets on the City	In the past officials have welcomed some specific direction and budgets for inclusion in the annual budgeting cycle. Officials should recommend which projects should be retained and which not as we are not in a position to judge this.
	Longer term proposals could be packaged as vision strategy - should be suggestive rather than prescriptive	We will engage with officials to obtain direction as to how to package such items in the report.
	Guidelines are very rigid which is inconsistent with the purpose of precinct plans	We will assess these in the light of this comment. The problem is that loose guidelines are sometimes of no use to officials who are responsible for managing land use applications etc.
	To realise the potential of the document it needs to be packaged and written strategically.	The Tender called for the production of a Conceptual Report with recommendations towards the production of an Implementation Policy document. We will assess, together with the Project Manager, the scope of work allowed for in the tender.
	Aims, objectives and impact of implementation mechanisms and precinct plan interventions should include policy statements/ principles to strengthen future transport oriented and planning projects.	Agreed. We will ensure this is written consistently if it is not already the case.
City Parks 3 Victoria Road Plumstead Ms. J Pienaar (Fabing) 021 5288102/021	Structure of Document - Report lacks a conceptual framework plan and maps for open spaces with associated transport and movement system, heritage, key natural resources, buildings, interfaces between development and public area. This compromises: - 1. Spatial analysis of existing open space	Noted, the document is not a landscaping masterplan, however and much of the document addresses development around the Zoarvlei. Image quality will be addressed in the final report.

	system and opportunities and constraints in the system - 2. Articulating role of open space - 3. Formulating a hierarchy of open space that meets the standards of open space. Open space standards should be guided by CSIR Report (2008). - 4. Formulation of policy statements/ guidelines for the development of open space - Poor quality of images	
	Zoarvlei - Information on page 22 that Zoarvlei portion of the Table Bay Nature Reserve was promulgated in terms of NEMA - this needs to be double checked as proclamation has not occurred. The site has been handed over to the area Regional Manager EMR Department, Bongani Mnisi. - Department not opposed to the creation of an urban park providing it has limited, low impact uses associated with conservation.	Noted. The Proclamation status will be checked and report adjusted accordingly. The urban park concept definitely envisages low impact, conservation oriented activities that enhance the functioning of the Zoarvlei as a healthy wetland.
	Landscaping The cost of the capital development for hard and soft landscaping be generated by the developments/ developer.	It is possible to derive some input from developers but it is also the responsibility of the City to look after the open spaces under its management.
	Choice of plant material be carefully selected	Agreed. The document is not a Landscape Plan. This will follow as one of the identified projects.
	Department supports PPP for management and maintenance of hard and soft landscaping.	For this to happen there must be some significant projects around which PPP can be structured. We have identified a few but there is no consensus about them.

Residents Association Brooklyn, Ysterplaat & Rugby Association Kyle Mason- Jones byrract@gmail.com		
	Oppose blocks of flats in the area General feeling of opposition to building flats in the area	Higher densities do not have to be in the form of flats only. Cluster homes and terrace houses can achieve significantly higher densities than single dwellings.
	Zoarvlei Objection to building flats on the vlei	See above response regarding typology of buildings. The report will be adjusted to encourage a range of possible typologies.
	Planning for investors vs. planning for residents Draft LASDF views investment as an end in itself rather than a mechanism that can act for the benefit of the community. Proposals should be revisited to ensure that only those motivated by the needs of the community are retained. They are in favour of investment in the area as long as it serves the community.	There will always be contention as to what serves the community and what does not. The LASDF as an instrument in the hands of the City of Cape Town to balance the needs of the community with the broader needs of the City. Local residents are an important stakeholder but some of the resources like Koeberg Road, Zoarvlei and the MyCiti Trunk are city scale assets and must benefit the broader community as well.
	Draft LASDF based on the belief that all development is good and more is better. They call for a more cautious approach that does not expose community to undue risks and keeps options open for the future.	The developments proposed will not all take place at once but over many decades. The community will always have the opportunity to make their concerns known as various developments are proposed. The LASDF is a long term view which will be developed in steps through time.
	The document doesn't acknowledge that development can have negative impacts on the community.	The fact that a planning and design process has been commissioned by the City is acknowledgement that development, if random and incoherent, can have negative consequences. The LASDF is intended to frame development such that most of the negative impacts are mitigated and many positive features are emphasised.
	Many aspects of the LASDF are supported, however it could be revisited to ensure the benefit of the BYR	Planning of this nature is intended to maximise the benefits as broadly as possible but can never satisfy

	The 'tower' proposal at the Section Street node is unsuited to the area and will have negative impacts on the intersection and community. We call for all recommendation of high- rise development on this side be completely removed. Construction of the tower will block mountain views and is out of keeping with the structure of the area.	Acknowledged. This proposal has been removed from the document.
	Densification proposal for Good Hope Village Densification in Good Hope Village will destroy the unique character of the area	Densification will certainly change the existing character of Good hope Village but not destroy it. Well-located urban areas such as Brooklyn are continually changing over time.
	The Brooklyn area is already more dense than the City target and is an existing model of how good densification can be achieved	It is true that Brooklyn is more dense than many other parts of Cape Town already but its good location in relation to the N1, MyCiti routes etc. make it desirable to be used more intensively and the evolution can be beneficial for the area which has not seen much investment over the past few decades.
	Good Hope Village is not located near quality public transport so densification on this basis cannot be justified. The development of feeder IRT routes is not a justification either as virtually all areas of Cape Town will eventually be provided with feeder systems once the IRT system is fully developed.	This is not an accurate statement. The whole of Good Hope Village is within 500m of Vrystaat Station, making it located very near a high quality Public Transport route. In addition, the IRT feeder route is operating along Koeberg Road.
	Creating a market for retail development is a poor justification for densification.	Increased retail is a consequence of densification not a reason for it.
	Densification will reduce property values for existing owners. Development of flats will only raise value of land for developers who can buy and build on	Densification will certainly change the property market dynamic in the area and almost certainly will increase property values. As said before, this does

	multiple erven. The average owner will find their property value decreased by the erection of a block of flats next door as it will block their sunlight, interrupt skyline and diminish privacy of the property.	not have to be flats but could also be higher density row houses, etc. Consideration will be given to issues of views but the existing arrangement of houses do not maximise views anyway.
	Draft LASDF does not explain how densification in Good Hope Village is to be achieved- not clear that proposed development can be permitted by a density overlay zone.	The overlay zone does not rezone it provides for additional rights to be given to land owners should they wish to take them up.
	Densification proposal for the crescent created by Steenbras, Justin, Shaddock and Plover Streets Densification of the crescent for the above mentioned streets, and for Good Hope Village will degrade a distinctive neighbourhood character and devalue properties of individual home owners	Densification will not happen overnight and the area will gradually evolve to higher density as properties are upgraded. The character may change but this is not necessarily negative. Good Hope Village, with the Zoarvlei Urban Park, Vrystaat Station and other features will be a desirable place to live.
	Densification of the crescent will block mountain view of all properties further away from the vlei	The mountain is extremely high. Whilst the views may be modified by higher buildings the mountain views will not be completely blocked.
	Draft LASDF does not adequately justify the targeting of this area for densification- Report states that densification is to increase surveillance of the vlei however existing houses already face onto the vlei and this is the cleanest, safest part of the vlei system	Surveillance is only one role. (Agreed this is best part of vlei which proves assertion that having properties facing vlei is beneficial.) its it the good location in relation to transport, places of work, the potential urban park and the rest of the city that justifies densification.
	LASDF should not suggest that maintaining the shape of the streets will preserve the character of the neighbourhood.	Agreed. The shape of the streets is only one aspect of the area.
	Appropriate location for densification The area zoned Gen Res 2 between King Road and	This will be investigated and the report modified

	Koeberg Road is a better location for densification and has more than enough development space. Low rise flats could be constructed in the area without an overlay zone or other changes to existing development rights.	accordingly.
	Pedestrian Routes and the 'Woonerf' concept Support the application of the 'woonerf' concept in the BYR area	Noted
	Woonerf streets should provide a minimum level of on- street parking	That is the intention.
	The selection of east- west linkages does not provide for direct routes to the Vrystaat IRT station or to Paarden Eiland.	Access to Zoarvlei Station via Wemyss St and to Vrystaat via Justin are the most direct routes possible.
	The proposed pedestrian crossing from Ysterplaat train station into Maitland are critically important and should be given more attention in the LASDF. Proposals indicated in figure 5,74 should be more explicitly highlighted.	Noted
	The Draft LASDF does not acknowledge the importance of the Maitland- Koeberg Road pedestrian route. The significance of this route should be taken into account in the designs for the Section Street Node and should be indicated in figure 5.74.	Noted. This will be addressed. This has been highlighted in the document.
	Salt River & Zoarvlei development concept Do not object to the concept of developing unused land around Salt River/ Section St bridge	Noted

	The development proposals for the Salt River and Zoarvlei are far too extensive and expose the community to risk if they fail. The LASDF should propose a more cautious approach that targets the Section St area for development. If the concept is successful here over the coming years, appropriate expansion can be considered in future revisions of the LASDF.	Noted. A phased approach is definitely most practical and likely. However, it is the purpose for the LASDF to indicate longer term possibilities as well as short term actions.
	Plans for the Salt River area should be adjusted to improve what exists without the enormous costs envisaged in river widening, pump systems and reed beds. To spend R60 million has not been justified in the report nor shown that the money could not be better spent elsewhere.	The various City departments will assess the viability of the proposals. The primary motivation is to make better use of the amenity of the water continually flowing out of the Black/Salt River canal to improve the stagnant quality of the Zoarvlei to closer to what it was before human intervention destroyed that wetland system.
	Proposal for rejuvenation of the Zoarvlei protected area Agree with the general priority of the rejuvenation of Zoarvlei and support the broad principles of investing in the public space and improving safety by increasing the level of public surveillance	Noted
	The proposal to rejuvenate the vlei by encouraging new development along the perimeter is a simplistic view of vlei- suburb interactions and should be reconsidered. Stating that the solution to insecurity around Zoarvlei is to ensure that houses don't turn their backs on the vlei by creating a new row of houses misinterprets the cause- effect relationship. City will not be able to prevent new developments doing the same.	This is not accurate. Justin Street compared with King Street relationships to the park proves the point

	Proposed developments along the vlei perimeter would have severe impacts on existing residents of the area.	Not necessarily. It will improve property values.
	The LASDF does not appear to have considered more holistic alternatives for the rejuvenation of the vlei- no indication of how vagrancy will be addressed, no acknowledgement of the vibercrete wall, the dilapidated houses (Council – owned) in Festival Road not addressed and no other means of enhancing surveillance has been indicated such as policing and lighting.	All of the concerns mentioned are addressed in the rejuvenation proposals, with the exception of the Festival Street houses
	Draft LASDF does not acknowledge conservation value of Zoarvlei wetland.	It does, which is why so much emphasis is being placed on having its functionality enhanced rather than retaining its degraded current state due to having been severed from its source of water by the construction of the Salt River canal.
	Opposed to the de- proclamation of the nature reserve, as such a decision is inappropriate for the LASDF. If it is in the best interests of the area/ reserve as a whole for it to be de- proclaimed, a separate process is needed by qualified authorities- an EIA process will not be adequate, need a conservation planning mechanism.	The de-proclamation of a VERY limited are of the vlei is proposed, in the interests of improving the overall vlei. Due process will be followed for this de-proclamation.
	Loss of community infrastructure Proposed development of flats on the vlei will reduce the size of the soccer field on Wemyss street, undermining an important social asset in the area.	The full field will be retained as its value is acknowledged. The clubhouse may have to be rebuilt next to the Wemyss public space as it is inappropriately located in the middle of the park/vlei.
	Martin Adams Hall is an important community asset and as such are opposed to the conversion of the	The Martin Adams Hall is a privately owned building owned by Communicare. There are other community halls in the area. The is one next to the Library on

	hall into a residential and commercial space.	Koeberg Road and one in Justin Street. It is agreed that further publicly owned hall is required.
	The development of flats on the open space in front of the library and clinic should be reconsidered. If Stanberry node is to develop the space should be used to maintain the connection between the library, clinic and Koeberg Road.	The connection can be maintained while some of the area is developed to better utilise the space.
	Mechanisms of Implementation (Appendix 1) Oppose the unilateral zoning of properties by the CoCT	Noted. The overlay zone does not rezone it provides for additional rights to be given to land owners should they wish to take them up. ..
	Opposed to the waiver of developer contribution levies, administrative fees or security fees, as waivers are unjustifiable subsidies.	The City has very few incentive mechanisms and the waiver of levies and fees is one of them which can be used to encourage certain desirable development. However, it is noted that this is not the most desirable mechanism from the City's perspective.
	Recommendation that IRT station should be located to maximise development opportunity (including locating near vacant land) should be removed.	This is a globally accepted principle and will be retained as a recommendation.
	Revised Plan Request that revised LASDF be made available for further public comment	City of Cape Town will follow due process.
Communicare Gavin Wiseman 2 Roggebaai Square Cape Town 0214216008	Martin Adams Hall Communicare intend to redevelop the site for higher density residential use than proposed in LASDF-250du/ha	The average density can only be achieved if some properties are developed to a higher density. The intention is not to limit higher density. The Incentive overlay zone will be modified to include the sites in

gavinwiseman@communicare.org.za	Martin Adams Hall Communicare intend to redevelop the site for higher density residential use than proposed in LASDF-250du/ha	the vicinity of Dromedaris.
	Density Overlay Zone Brooklyn Supports density overlay zone, but does not support proposed density of 45-75du/ha. Densification policy guidelines for such areas are 80-300du/ha. For future regeneration and upgrading to be feasible, the maximum density for the overlay zone should be increased to 190 du/ha. Parking ratio should be reduced to 0.5-0.8 for overlay zones. Lower density would not make it possible for Communicare to effectively contribute to regeneration of the area.	Agreed. Report will be changed accordingly.
	Development of strategic parcels of land Development strategy strongly supported, however there is an objection that certain parcels of land be sold to developers. Certain parcels should be reserved for social housing purposes in terms of existing PPP.	Where such opportunities exist these will be encouraged but not all available space should be for Social Housing as a mix of affordable and middle income development would also be desirable.
Kyle Mason-Jones kylemasonjones@gmail.com	Objection to densification in Ysterplaat/ Good Hope Village Objection to proposed densification in Ysterplaat/ Good Hope Village. Proposed flats would block sunlight, destroy privacy and change feel of the neighbourhood. It would also decrease property value for current residents	Objection noted. Densification will result in changes to the neighbourhood but these changes need not be negative.
Matt Weisse 0824824006 mattweise@mweb.co.za	Zoar Vlei & Paarden Eiland Wetland The following problems of Zoar Vlei and the Paarden Eiland Wetlands needs to be considered: 1. Pollution control, sewer discharge into the river, illegal dumping and law enforcement	This is acknowledged and will be dealt with in the detailed management plan for the Proposed Urban

		Park.
	2. Vagrants, squatters, displaced people, access control, fencing and patrols	This is acknowledged and will be dealt with in the detailed management plan for the Proposed Urban Park.
	3. The bulrushes, alien vegetation, water flow, salt marsh estuarine and salt river	This is acknowledged and will be dealt with in the detailed management plan for the Proposed Urban Park.
	4. Stormwater, damage, blockages and human influences	This is acknowledged and will be dealt with in the detailed management plan for the Proposed Urban Park.
	5. Fauna & flora, mammals, fish, birdlife etc	This is acknowledged and will be dealt with in the detailed management plan for the Proposed Urban Park.
	6. Public environment, walkways, bridges, viewing platforms	This is acknowledged and will be dealt with in the detailed management plan for the Proposed Urban Park.
	7. Public transport, BRT, Cart Horses, Bicycles	This is acknowledged and will be dealt with in the detailed management plan for the Proposed Urban Park.
	8. Tourism, bird hides, hiking, mountain biking, cycling, canoeing, fishing, fitness course	This is acknowledged and will be dealt with in the detailed management plan for the Proposed Urban Park.
	9. Heritage, Klein Zoar, fishing cottages, villages around the water ways and defence	This is acknowledged and will be dealt with in the detailed management plan for the Proposed Urban Park.
R.O. Browne 1 Diaz Street Ysterplaat russel@airmove.co.za	Ysterplaat As Ysterplaat is the sole operational base in the Cape Peninsula, restricting changes their operational duties.	There are no proposals that impact on the operation of Ysterplaat.
	Regeneration of the wetland and creation of urban park Ecoli count is currently very high and swimming is	This is acknowledged and will be dealt with in the

	prohibited, samples taken showed typhoid and hepatitis in the river, this needs to be taken into consideration	detailed management plan for the Proposed Urban Park.
	Increased visibility along the vlei would not work as residents living along the vlei don't want every passer by looking into their property.	See situation along Justin Street for example.
	Deepening of Zoar Vlei will affect area negatively as increase in water mass will increase water borne rubbish in the stormwater system	This will be dealt with in the detailed management plan for the Proposed Urban Park.
	Incentive overlay zone Objection to the incentive overlay zone as allowing more developers in the area will lead to shoddy developments	Not necessarily – Dromedaris is not shoddy.
	Height High rise development will mean neighbouring properties will lose their view and sunlight and privacy will be infringed on. Additional noise pollution will occur and increased vermin is a risk	The proposals are not for high-rise apartments. Three to four stories for the most part with a few higher ones at strategic locations.
	Floor Factor Objects to a floor factor of 7 as most units have a floor factor of less than 1. In LASDF is little or no comment on increased need for bulk services.	The Floor Factor of 7 is only for the Incentive Overlay Zone along Koeberg Road, not for the Density Overlay zone in Good Hope Village and Justin Street where the Floor Factor is proposed as 1. The only bulk service which could be a constraint is the Sewer system. This will be addressed in detail as each proposed development is assessed.
	Density Overlay Zone	

	Object to increase in density as area already exceeds CoCT density norm. Increased density will change beauty and heritage of Good Hope Village.	Noted. See comments above regarding density and Good Hope Village.
	Exclusion from the Nature Reserve No proof that building housing or retail in this area will increase safety and security	A clear indication is the difference between the Justin Street area and the King Street area of the Zoarvlei.
	Salt River Canal and public square Need to consider what measures will be put in place to deal with the pollution of Salt/ Black River. There is no mention of managing the water quality in the existing canal	Agreed. That is why there is a reed bed filtering the water before it flows into Zoarvlei AND water quality in Black River is constantly monitored.
	Market Hub Precinct Supports the development of the industrial area but concern around pictorals and artistic impressions from around the world. Seems as though the City wants to incorporate all of these into one development and this area is the guinea pigs.	There are plenty precedents for this type of development in Cape Town as well, eg. Biscuit Mill, other parts fo Woodstock and Salt River.
	Fire Station Precinct Object to not keeping to the minimum height restriction currently in place in the area. Building tall buildings on the site will block views of Table Mountain for most residents in Good Hope Village	Tall building over the road will be removed but site is appropriate for buildings up to 10 storeys.
	East- West Linkages Using Woonerf concept to calm traffic doesn't make sense. The current dwellings in will have to be demolished to enable road widening and to allow building of obstacles. This idea does not work in Summer Greens. Lack of reliable public transport prohibits this type of development as there is little/no parking available for residents.	No demolition required. High quality public transport is in fact very close by but the perception that it is far is partly due to negative experience of Zoarvlei in its current state.

	Good Hope Village Densification from Princess Alice Street to Piet Grobler Road Consolidation of properties will cause property values to plummet, most units are privately owned and du/ha in the area already exceeds CoCT requirements.	This is a moot point. In fact densification may lead to higher property values.
Lavinia Crawford- Browne E105 Sandown Crescent Grand National Blvd Milnerton Lavinia.Browne@hiv-research.org.za	Approves of the improvement and upgrade of Zoar Vlei and the surrounds. Approves of the proposed promenade	Noted
	Confident that development proposals will lead to vast improvements in the South Milnerton area and will be of advantage to current residents and attract people to the area	Noted
	Approves of "Biscuit Mill" idea in Paarden Eiland	Noted
	Proposed plan has full support	Noted
Rashieda Rossouw admin@krazyboyz.co.za	Additional housing on Kings Road Strong objection to additional housing units in Kings Road- it would block views of Table Mountain and Vlei, block sunlight and lead to decrease in property value	The additional units facing the vlei could be double storey row houses rather than flats. The importance of surveillance to the vlei must not be underestimated. Current units with ugly walls facing vlei is not acceptable.
	Proposed that City sell reclaimed land to existing property owners to develop their houses into 2-3 storey units.	This is entirely possible.
	Infilling could ruin character of this location and would diminish view of the mountain for residents of Kings Road.	The mountain is very high. Two or three storey buildings may reduce the view but not substantially.



	Other areas in Brooklyn can be considered for development -	All areas have been considered.
	Houses with their backs on the Vlei Houses turn their backs on the vlei due to its derelict state. This has been brought to the Council's attention but no action has been seen as yet.	The LASDF strongly proposes improvements to the vlei and one of the means is to have properties facing the vlei. (As along Justin Street)

Milnerton South-Paarden Eiland Local SDF Market Research Report



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Milnerton South-Paarden Eiland Local SDF: Market Research Report

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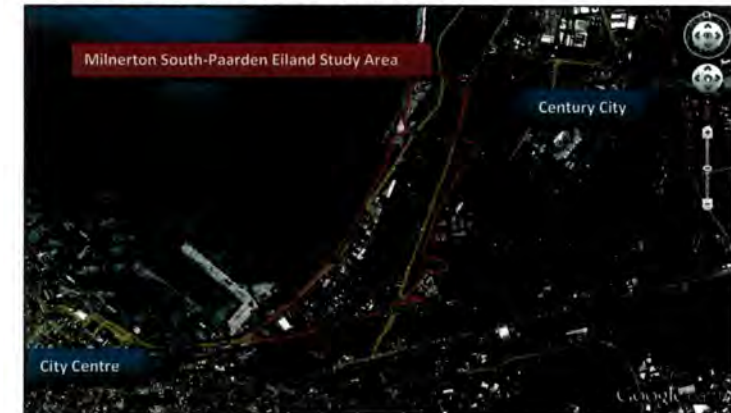
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Section 1: Introduction

1.1 Introduction

The Milnerton South-Paarden Eiland study area is illustrated in **Map 1.1** below.

MAP 1.1: MILNERTON SOUTH-PAARDEN EILAND STUDY AREA



1.2 Methodology

In order to successfully complete the above mentioned market research for each of the proposed property markets as mentioned above, a certain system logic has been applied. The study approach is based on the framework of a **demand and supply market potential analysis**. This approach relates the *supply* of the relevant market in which a development will compete, relative to the effective *demand* for the specific market, which can be sustained by the local market. The *net effective demand (gap)* for each of the proposed development concepts in the local market area is then calculated based on the residual analysis technique:

Residual Analysis Equation

Total Demand
- Total Supply
Net Effective Demand

Figure 1.1 shows the generic methodology used, variations to which apply for the various land uses.

FIGURE 1.1: MARKET DEMAND METHODOLOGY



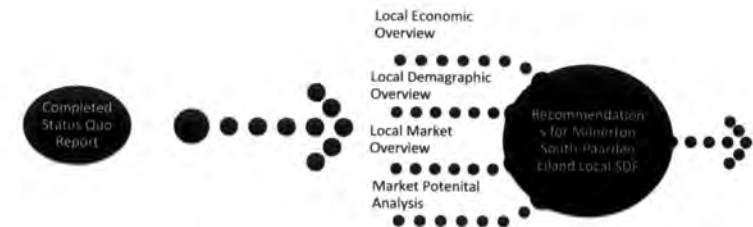
It is important to note that the methodology used for each of the land-uses may vary. This is due to that market demand is a function of various demand variables, which differ for each land-use. The various land-uses and their variables are identified in **Table 1.1**.

TABLE 1.1: LAND-USE AND DEMAND VARIABLE

Land Use	Demand Variable
Office Market	Economic Growth Rate of various sectors Growth in employment by sector Office space demand parameters per employee
Residential Market Low, Gap/Social Housing, Middle, High	Population Growth Rates (natural and migration) Income bracket profiles and income bracket creep Age Profiles
Retail Market	Income Profiles Household Expenditure Profiles Trading Densities Leakage & Injections
Industrial Market	Economic Growth Rate of various sectors Growth in employment by sector Industrial space demand parameters per employee Population growth

Figure 1.2 illustrates the methodology used to conduct the study

FIGURE 1.2: METHODOLOGY



1.3 Report Outline

Section 2:	Situational Analysis
Section 3:	Land Use and Public Transport Analysis
Section 4:	Residential Market Analysis
Section 5:	Retail Market Analysis
Section 6:	Office Market Analysis
Section 7:	Industrial Market Analysis
Section 8:	Conclusion and Recommendations

Section 2: Situational Analysis

2.1 Introduction

The purpose of this section is to provide valuable insight into the dynamics and nature of the local market in terms of the local economy, the key population characteristics and social status quo. This information will be utilised for demand calculations purposes, as well as to inform the recommendations and guidelines for each of markets proposed for the development site. This section is structured as follows:

1. Market Area Delineation
2. Social and Demographic Overview
3. Economic Overview

2.2 Market Area Delineation

For the purposes of this study, a primary and secondary study area has been identified, where:

- The **primary market area** typically represents a 75% or higher probability of conducting commercial business/activities at the proposed development.
- The **secondary market area** typically represents between 40% and 60% probability of conducting commercial business/activities at the proposed development.

For the purposes of this study, the **primary market area** includes the following areas:

Milnerton Central	Lagoon Beach
Woodbridge Island	Paarden Eiland
Rugby	Metro Industria
Brooklyn	

For the purposes of this study, the **secondary market area** includes the following areas:

Milnerton Main Place	Maitland
Woodstock	Kensington

2.3 Social and Demographic Overview

The purpose of this sub-section is to establish a market area profile that will provide an overview of the characteristics of the consumer market population. To a certain extent these characteristics will indicate the capacity of the market population to sustain consumer related developments. The following aspects were considered:

- Population and household profile
- Age profile
- Education profile
- Employment and occupation profile
- Household income and expenditure profile
- Household Dwelling Information

2.3.1 Population and Household Profile

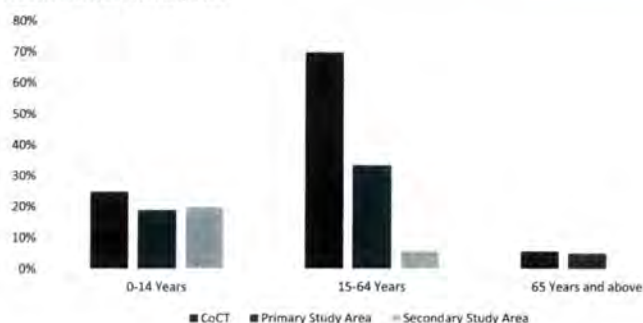
The population dynamic is essential to gaining an accurate understanding of potential market for the Milnerton South-Paarden Eiland area. **Table 2.1** shows the population and household estimates for the CoCT, primary study area and secondary study area.

TABLE 2.1: POPULATION AND HOUSEHOLD DATA

	CoCT	Primary Study Area	Secondary Study Area
Population Totals			
Population 2001	2,892,243	13,764	89,656
Population 2011	3,740,026	15,681	127,307
Growth Rate (2001-2011)	2.6%	6.4%	3.6%
Household Totals			
Households 2001	777,890	3,572	35,946
Households 2011	1,068,571	4,510	41,488
Average Household Size (2011)	3.5	5.6	3.1

2.3.2 Age Profile

The age profile provides valuable insight into the composition of the market population and will help establish the Potential Economically Active population (PEA). The PEA comprises everyone between the age of 15 and 64 who is willing and able to work. **Figure 2.1** illustrates the age profile for the CoCT.

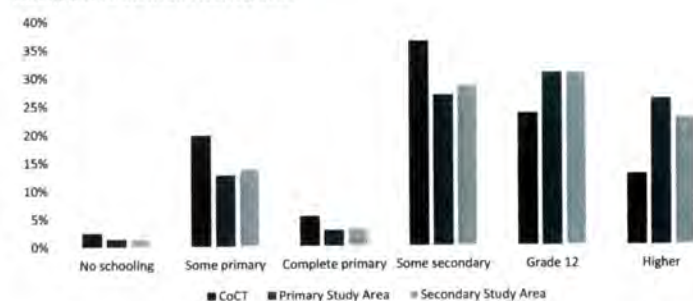
FIGURE 2.1: AGE PROFILE, 2012


Source: Census 2011

Figure 2.1 shows that within the CoCT roughly 70% of the population falls within the PEA population. Whereas 25% of the population is under the age of 14 and about 5% is above the age of 65, which means that approximately 30% of the population is dependent on the PEA population.

2.3.3 Education Profile

The education profile provides an indication of the literacy levels in the study area. A Population with high levels of education has a higher potential to earn higher incomes and as a result are also able to obtain higher levels goods and services. High levels of education could potentially also result in the expansion of the economy. Figure 2.2 below depicts the education profile for the CoCT.

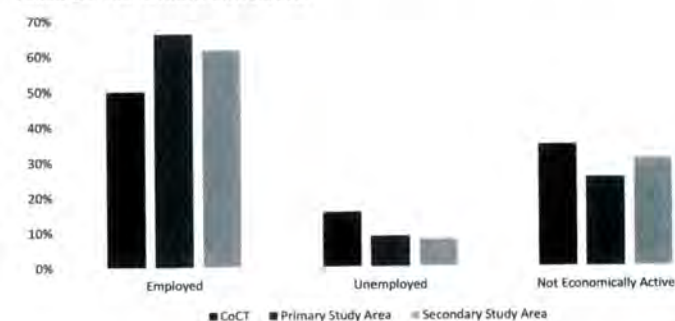
FIGURE 2.2: EDUCATION PROFILE, 2012


Source: Census 2011

Figure 2.2 indicates that the majority of the population has completed some form of primary and secondary education, but only a small percentage has completed any higher education (13%) (tertiary education). The high percentage of the population that only have primary and some secondary education indicates that population would typically fall within the low to middle income groups.

2.3.4 Employment and Skills Profile

The employment profile is an important indication of the total number of employees in the market area and the skills profile indicates the levels of skilled employees. Employment status provides an indication of the level of disposable income and subsequently the expenditure capacity of the study area. Figure 2.3 illustrates the employment status for the CoCT.

FIGURE 2.3: EMPLOYMENT STATUS, 2012


Source: Census 2011

Figure 2.3 illustrates that approximately half the population of the CoCT are employed (49.8%), 15.6% are unemployed and 34.6% are not economically active (this includes discouraged work seekers).

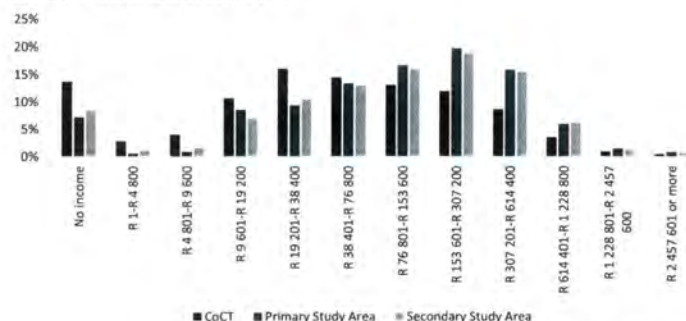
2.3.5 Household Income and Expenditure Profile

Disposable income is a key indicator of socio-economic well-being in that it is a primary means by which people are able to satisfy their needs. Disposable income refers to the total income (after deductions) per household and indicates how much money is available to spend. Figure 2.4 illustrates the annual household income of the CoCT.

Additionally, the income levels of a particular area provide some insight into the economic behaviour of a particular community, i.e. the purchasing power of that community, the potential poverty levels that a community might be experiencing and vulnerability to changes in the economy.

Households that have either no income or a low-income fall within the poverty level (R0 – R38,400 per annum); indicating that they experience difficulty in meeting their basic needs. A high poverty level results in a social dependency on the government and could lead to great strain on the government budget. A middle-income is classified as earning R38,401 – R307,200 per annum whereas a high-income is classified as earning R307,201 or more per annum.

FIGURE 2.4: HOUSEHOLD INCOME, 2012



Source: Census 2011

2.3.6 Household Dwelling Profile

Dwelling type is an indicator of the development status of a particular area. Table 2.2 depicts the percentage of household by dwelling type for the CoCT and the primary and secondary study areas.

TABLE 2.2: DWELLING TYPE, 2012

	CoCT	Primary Study Area	Secondary Study Area
House or brick/concrete block structure on a separate stand or yard or on a farm	56.3%	39.6%	58.4%
Traditional dwelling/hut/structure made of traditional materials	0.4%	37.7%	17.6%
Flat or apartment in a block of flats	9.9%	5.6%	2.0%
Cluster house in complex	1.2%	6.1%	2.3%
Townhouse (semi-detached house in a complex)	1.4%	6.5%	6.7%
Semi-detached house	7.0%	1.5%	2.1%
House/flat/room in backyard	1.5%	1.4%	1.2%
Informal dwelling (shack, in backyard)	7.0%	0.3%	0.3%
Informal dwelling (shack, not in backyard, e.g. in an informal/squatter settlement or on a farm)	13.5%	0.8%	6.6%
Room/flatlet on a property or larger dwelling/servants quarters/granny flat	1.0%	0.3%	2.4%
Caravan/tent	0.1%	0.1%	0.1%
Other	0.74%	0.6%	0.3%

Table 2.2 illustrates that the majority (56.3%) of houses with the CoCT consist of a house or brick structure on a separate stand or yard; followed by 14% of houses in the form of an informal dwelling (shack, not in backyard, e.g. in an informal/squatter settlement or on a farm) and 10% of the population lives in a flat or apartment in a block of flats.

2.4 Economic Overview

2.4.1 National Economic Environment

South Africa's economic outlook is deteriorating rapidly, as the effects of the recent labour market turmoil and sluggish manufacturing sector have begun to unfold. According to Nedbank Group's Economic Commentary, economic outlook for 2013 still remains rather uncertain. Real GDP grew merely at an annual rate of 1.2%, the slower pace was mainly due to a reduction in mining production caused by the violent labour market unrest in the platinum and gold mining industries in August and September this year.

The pace of the economic activity in the services industry has also slackened considerably as households have become more cautious. Slow income growth led to increased indebtedness in the second quarter of 2012, the ratio of household debt to disposable income rose to 76.3% in the second

quarter and as a result all other sectors reliant on consumer demand (such as wholesalers, retailers, bankers as well as realtors) experienced slower growth rate in real value added.

2.4.2 Local Economic Environment

The following sub-section provides an economic analysis of the economic situation of the region. Understanding the economy of the market area within the broader context provides insight into the driving forces behind its economic growth, its impact on the economy of the larger area and vice versa, and it indicates where there is potential for further growth and development.

The classification of all of the economic activities enables a comparative analysis of different areas. The economic structure of the CoCT, primary study area and secondary study area is discussed through an investigation into:

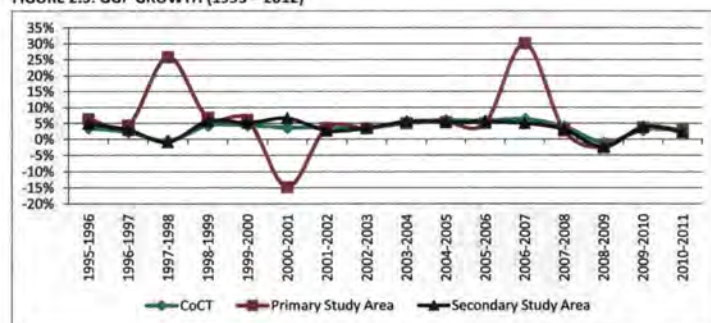
- Gross Geographic Product (GDP) growth rates
- GDP sectoral contribution
- Sectoral employment contribution

2.4.2.1 GDP Growth Rates

The Gross Geographic Product (GDP) is a widely accepted measure used to portray the profile of the economy and it is defined as: "the total value of the final goods and services produced in the specific geographic area".

Figure 2.5 illustrates the historic growth rates for the CoCT, primary study area and the secondary study area.

FIGURE 2.5: GDP GROWTH (1995 – 2012)



CoCT had an average GDP growth rate of 3.6% between 1995 and 2012, the primary study area had an average GDP growth rate of 5.9% for the same period and the secondary study area had an average GDP growth rate of 3.6% also for the same period. The negative GDP growth from 2008 – 2009 can

be attributed to the global economic recession. As indicated above the primary study area experienced three abnormal growth trends between 1995 and 2012. The economy of the primary study is focused on the same economic sectors (refer to Section 2.4.2.2 below) as the CoCT and the secondary study area. It is important to note that due to the size of the primary study area, in comparison to the other area, one businesses could have a dramatic impact on the economy of the area (i.e. if one business closes it could result in low to negative GDP growth rates and/or if one business open in the area it could potentially lead to high positive growth in the area.

2.4.2.2 GDP Sectoral Contribution

Figure 2.6 illustrates the sectoral contribution to GDP in 2012 for CoCT, the primary study area and the secondary study area.

A frequently asked question for example, relates to into which sector tourism is represented. The tourism industry generally spans across the economic sectors, ranging from accommodation and catering retail and wholesale trade, manufacturing (e.g. arts and craft), finance and business services (including real estate, and thus as a spin-off, the construction sector), transport and communication and social services. It is important to note that the region has been experiencing growth in tourism and, as tourism is not classified as a sector on its own, this growth is reflected in the strength of the other economic sectors.

FIGURE 2.6: GDP SECTORAL CONTRIBUTION, 2012

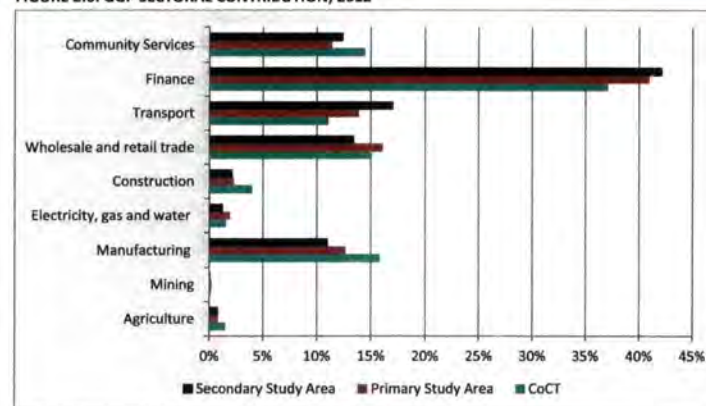


Figure 2.6 illustrates an economy focused on tertiary economic sectors, which is a sign of strength in terms of economic resilience. The following is evident from Figure 2.5:

Main sector contributing to GGP are as follows:

1. CoCT
 - a. Finance, insurance, real estate and business services – 37%
 - b. Manufacturing – 15.8%
 - c. Wholesale and retail trade, catering and accommodation – 15%
 - d. Community Services (including Government Services) – 14.4%
 - e. Transport and Communication – 11%
2. Primary Study Area
 - a. Finance, insurance, real estate and business services – 40.9%
 - b. Wholesale and retail trade, catering and accommodation – 16.1%
 - c. Transport and Communication – 13.9%
 - d. Manufacturing – 12.7%
 - e. Community Services (including Government Services) – 11.4%
3. Secondary Study Area
 - a. Finance, insurance, real estate and business services – 42.1%
 - b. Transport and Communication – 17%
 - c. Wholesale and retail trade, catering and accommodation – 13.4%
 - d. Community Services (including Government Services) – 12.4%
 - e. Manufacturing – 11%

2.4.2.3 Sectoral Employment Contribution

Changes in the growth of the employed population provide an indication of underlying changes in economic activity. Employment is essentially demand driven; therefore an increase in employment is an indication of an increase in economic activity caused by an increased demand for commodities.

Figure 2.7 illustrates the contribution that each sector in the CoCT, primary study area and secondary study area makes towards total formal employment.

FIGURE 2.7: SECTORAL EMPLOYMENT CONTRIBUTION, 2012

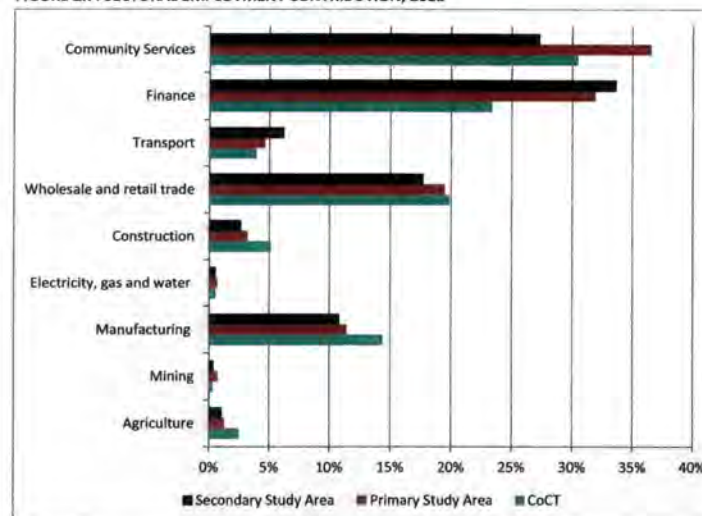


Figure 2.7 indicates that the following economic sectors contribute greatest to the total formal employment in the CoCT, primary study area and the secondary study area.

1. CoCT
 - a. Community Services (including Government Services) – 30.4%
 - b. Finance, insurance, real estate and business services – 23.3%
 - c. Wholesale and retail trade, catering and accommodation – 19.8%
 - d. Manufacturing – each contributing 14.3%
2. Primary Study Area
 - a. Community Services (including Government Services) – 36.5%
 - b. Finance, insurance, real estate and business services – 31.9%
 - c. Wholesale and retail trade, catering and accommodation – 19.5%
 - d. Manufacturing – 11.4%
3. Secondary Study Area
 - a. Finance, insurance, real estate and business services – 33.6%
 - b. Community Services (including Government Services) – 27.3%
 - c. Wholesale and retail trade, catering and accommodation – 17.7%
 - d. Manufacturing – 10.8%

As part of this study the project team have already completed a Status Quo Report which addressed the following aspects relevant to the Market Research Report:

- Policies impacting on the area
- Benefits of Transit orientated development
- Regeneration vs. Gentrification
- Land value capture
- Sub Metro Major economic activities
 - City Centre
 - Decentralised Nodes
 - Cape Town Port
- Local Economic Activities
 - Location and nature of economic activities
- Local Planning Context
 - Land use profile
 - Vacant Land

The Market Research Report therefore needs to be read in conjunction with the Status Quo Report.

Section 3: Land Use and Public Transport Analysis

3.1 Introduction

The purpose of this section is to provide an overview of the current land use distribution as well as the location and routes within the public transport system. The aim is to determine whether the current land use distribution support the sustainable use of the public transport system.

3.2 Public Transport Systems

The Milnerton South –Paarden Eiland study area has three major public transport systems namely:

1. Newly implemented Integrated Rapid Transport (IRT) System (MyCiti Rapid Bus Network)
2. Golden Arrow Bus Routes
3. Taxi Routes
4. Rail Routes

3.2.1 IRT System

The MyCiti Rapid Bus Network was launched in May 2011 as part of the CoCT's long term goal to provide safe and efficient public transport within the greater Metropolitan area. The current main service route of the MyCiti Rapid Bus Network runs from Table View to the Civic Centre (along the R27 Marine Drive and through Paarden Eiland. **Map 3.1** shows the routes of the MyCiti Rapid Bus Network and **Map 3.2** indicates the IRT stations located within the Milnerton South-Paarden Eiland area.

The main route running through the Milnerton South-Paarden Eiland area is the T01 route (Civic Centre Station to Table View Station). The route is mainly along the R27 Marine Drive and a dedicated bus-way through Paarden Eiland. Busses primarily travel on dedicated median bus lanes and only stop at purpose built closed median stations. The dedicated bus-way through Paarden Eiland is located on the abandoned railway siding.

Other Routes include:

- T02 – Civic Centre Station to Cape Town International Airport
- F01 - Gardens Centre to Civic Centre Station to V&A Waterfront
- F14 – Big Bay to Table View Station to Parklands East
- F16 – Marine Circle to Table View Station to Blouberg Sands



The Stations within the Milnerton South-Paarden Eiland area includes, Paarden Eiland, Neptune, Section, Vrystaat, Zoarvlei, Lagoon Beach and Woodbridge Island. Future IRT services within and around the Milnerton South-Paarden Eiland include the following:

- Phase 1A – A connection route is planned from the existing T01 route along Marine Drive to Century City via Racecourse and Omuramba roads, north east of the Milnerton South-Paarden Eiland area. This phase is approved and not subject to any further revisions and is planned for implementation in 2013.
- Phase 1B – A feeder route is planned along Koeberg Road to Montague Gardens. The route will become an extension of the inner-city feeder route between the CBD (Civic Centre) and the Salt River Station. This phase is still subject to review, however, the implementation is due in December 2012. The stations included for the Milnerton South-Paarden Eiland area is Loxton, Tijgerhof, Boundary Road, Rugby, Aerodrome, Wemyss, Dreyer, Piet Grobler, Brooklyn and North Gate.

The completed Status Quo Report provides detailed map of the IRT stations within the Milnerton South-Paarden Eiland area. For the purposes of this report it is important to note that the main activity routes based on the IRT routes is the R27 Marine Drive and the M5 Koeberg Road.

3.2.2 Golden Arrow Bus Services

The Golden Arrow busses operate scheduled services along these primary routes:

- R27 Marine Drive – Between the CBD and Atlantis
- M5 Koeberg Road – Between Dunoon and the Southern Suburbs

It is indicated that some of these serviced may be rationalised with increased popularity of the IRT as well as the planned expansion as indicated above.

3.2.3 Taxi Routes

The Milnerton South-Paarden Eiland area is serviced by the following approved taxi routes:

1. North South
 - a. R27 Marine Drive – Between the CBD and Table View towards Atlantis
 - b. M5 Koeberg Road – Between Dunoon and the Southern Suburbs
 - c. King Road – Between Section and Wemyss Streets
 - d. Along Nahum/Albow/Zalkin/Gluckman/Iona – Between Wemyss/Koeberg intersection and Sable Road
2. East West
 - a. Paarden Eiland Road – Between Marine Drive and Section Street
 - b. Neptune Street – Between Marine Drive and Paarden Eiland Road
 - c. Section Street – Between Marine Drive and Koeberg Road
 - d. Wemyss Street – Between Kings Road and Koeberg Road

- e. Boundary Road – Between Marine Drive and Koeberg Road
3. Other
 - a. Parallel loop east of Koeberg along Clarendon Crescent, Princess Alice Avenue and Piet Grobler Street

3.2.4 Rail Routes

No passenger rail services operate within the study area, and the origin-destinations pairs of the freight rail systems fall outside of the study area.

3.2.5 Synthesis

The above indicated that the Milnerton South-Paarden Eiland area is well connected in terms of public transport systems and the main routes identified include the following:

1. R27 Marine Drive
2. M5 Koeberg Road

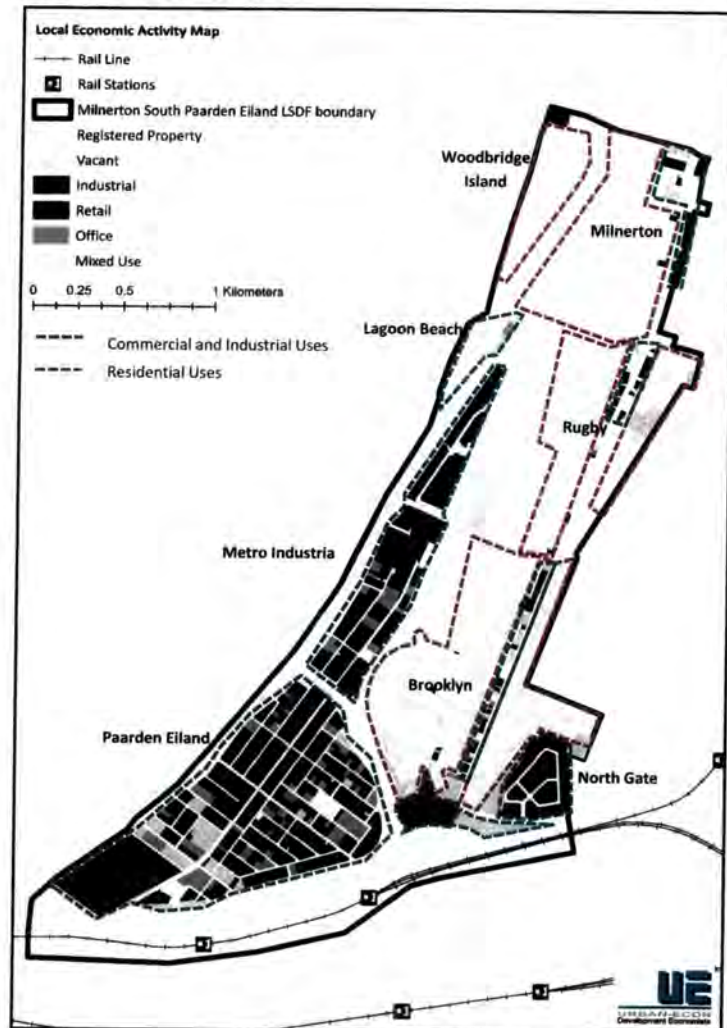
The following section will provide an overview of the land use distribution within the Milnerton South-Paarden Eiland area. This will provide an indication of types of land uses concentrated along the public transport routes as well as at the established stations.

3.3 Land Use Distribution Analysis

Map 3.2 provides an overview of the land uses within the Milnerton South-Paarden Eiland area. The main land uses identified include:

1. Residential
2. Retail
3. Office
4. Industrial
5. Vacant Land

MAP 3.2: LAND USE DISTRIBUTION



Industrial

Industrial uses are mainly located within the Paarden Eiland and Metro Industria areas. The industrial uses located here provides strong supporting industries for the Ports harbor operations. The highest level of industrial uses are located in Paarden Eiland, however research has indicated that only approximately 40% of the businesses located within Paarden Eiland are linked to the port (either directly or providing complementary services).

Retail

Retail activities are mainly located along Koeberg Road with destination type neighbourhood centres located in the north of the study area and convenience orientated linear type retail located more towards the south of the study area. Major retail destination centres in the north of the study area include Centre Point Mall (currently in the process of being redeveloped), Milnerton Mall and the Shoprite Development.

Increasingly there has also been a trend toward retail and warehousing developments within the Paarden Eiland area. This is in response to opportunities identified due to passing trade. This is mainly taking place along the main roads within Paarden Eiland.

Office

Office uses within the Milnerton South-Paarden Eiland area is mainly clustered within Lagoon Beach, North Gate Island and Milnerton CBD. The only major office buildings in the study area is located within North Gate Island and Lagoon Beach. Smaller office locations (mainly as part of other land uses such as retail and industrial) are spread throughout the study area.

Vacant Land

There are very limited vacant land parcels available for development (not being used for conservation purposes or for parks) within the study area. The vacant land owned by the government is mainly Zoarvlei Conservation Area. There are four main vacant land parcels located within the area. There are also a number of underutilized erven within the study area, these will be further investigated.

Residential

Residential areas are mainly within Milnerton, Woodbridge Island, Rugby and Brooklyn.

- Milnerton and Woodbridge Island offers freestanding high income residential units. Milnerton area has very low densities due to the large erven allocated to each unit. Although erven are smaller than that of the Milnerton area, densities are still low.
- Rugby and Brooklyn offer low income residential units. These units are much smaller than within Milnerton and Woodbridge Island. Brooklyn and Rugby also offer much higher densities residential developments with a number of affordable housing development taking place within the area (main developers being Communicare).

3.4 Land Values

The review of the property valuation roll of the CoCT has revealed that the study area has on average experienced capital growth of between 7% and 13%. This is in line with national and regional growth achieved for property values. The following provides a breakdown of property value increase for each of the economic activities:

1. Residential properties grew on average 7% per annum between 2006 and 2012
2. Retail properties grew on average 11% per annum between 2006 and 2012
3. Office properties grew on average 13% per annum between 2006 and 2012
4. Mixed use properties grew on average 12% per annum between 2006 and 2012
5. Industrial properties grew on average 9% per annum between 2006 and 2012

The above indicates that office and mixed use properties provided the greatest growth in capital value between 2006 and 2012.

Based on the review of the property valuation rolls, the properties adjacent to the IRT station did not grow at a faster pace or increased with higher percentages than the overall average. One could thus conclude that the expectation of higher property values along the IRT route was not realized in this case. There could be a number of reasons for this, namely:

1. Current market conditions that are not leading to significant market growth
2. The IRT route mainly runs along an industrial area (within the study area) of which all the buildings are facing with their backs to the IRT route.
3. There are not significant activities centered around the IRT stations
4. People are mainly using the IRT service to travel from Table View to the Civic Centre and back. Thus not stopping at the other stations
5. There are no existing feeder routes within the study area
6. Overall the area is run down and in need of investment, which is not taking place.

Based on the above it is evident that under the current conditions there are possibilities for land value capture¹ to take place. However, as part of the current Local Area Spatial Development Framework there is a need to create Transit-Orientated Development (TOD) Nodes. TOD policies typically make use of public rail-based mass transit to leverage mixed-use private and institutional development. In the case of Milnerton LSDF the TOD would be in walking distance from the IRT stations. Although land availability is limited there is potential to create mixed-use nodes along Koeberg Road (which is still within walking distance from the established IRT stations). TOD property development is orientated to, and maximized at, public transit nodes. TOD not only helps alleviate issues related to sprawl and low densities, but can also dramatically increase ridership and utilization of public transport. TOD provides more housing and jobs, and thus more potential commuters, within walking distance of a transport interchange and in doing so, can help establish a captured "market" for public transport and increase revenue streams.

¹ Refer to the Status Quo Report for Definition, Legislative Framework, and Mechanisms for Land Value Capture.

Other mechanisms that could be implemented in future to ensure that property values along IRT routes gain the expected values (in order to implement value capture mechanisms for the CoCT) include, but are not limited to:

1. Ensure that IRT stations are located along routes where the existing developments provide opportunity for creating high density mixed-use developments
 - a. In the case of vacant land ensure that the zoning on the vacant land allows for high density mixed-use developments
 - b. This is important since this will attract investment to the area as well as create jobs and housing to support the usage of the public transport systems.
2. The development of high density mixed-use developments will appeal to a wide range of consumers. Therefore the CoCT need to create inclusionary zonings within these areas surrounding the stations. The developer will thus be required to provide mixed-income housing and be able to cross-subsidise the value of the development through other development gains (commercial property, high income housing, etc.)
3. Identify vacant land parcels or underutilized land parcels around future IRT stations. These land parcels could be purchased by the CoCT in order to sell and/or lease when the IRT stations is developed and the value of the land is increased due to the need for high-density mixed-use developments.
4. Ensure that developments along future IRT routes are not all facing away from the stations, and rather create open and inviting environments surrounding the stations. One needs to establish the stations at activity nodes, or create activity nodes around the station. It is important that the area surrounding the stations becomes an area where people want to be and thus creating a market for the public transport system.

3.5 Conclusion

The above indicates that the public transport system within the Milnerton South-Paarden Eiland area consists of the IRT Rapid Bus Network, Golden Arrow Bus Network, and Taxis. The main routes serviced by these public transport systems are the R27 (Marine Drive) and the M5 (Koeberg Road).

In terms of land use distribution, it is evident that the Milnerton South-Paarden Eiland area has a mixture of land use activities distributed throughout the area. The main issues identified in terms of land distribution around the established and future IRT stations are as follows (within the Milnerton South-Paarden Eiland area):

1. The existing IRT route mainly runs through an industrial area (Paarden Eiland) which does not provide a high number of potential users for the system.
2. The current infrastructure does not allow for feeder routes to transport individuals to the existing stations
3. Currently the IRT system is regarded as very expensive (there is a set price for travelling on the busses. Thus if one travels from Lagoon Beach Station to Zoarvlei Station you will pay the same

price as someone travelling from Table View Station to the Civic Centre Station). A number of individuals are therefore not using the system due to the unfair cost of travelling between one or two stations (this is being addressed by the CoCT). This therefore has an impact on the number of individuals travelling on the system. Currently the majority of users travel from Table View to the Civic Centre and back, but do not use it for shorter distances. The impact of this is that the main route's capacity is reached (in peak times); however, travel during the day is to a minimum due to it being too expensive to just travel to the next station.

4. As indicated above the IRT system is experiencing low usage during the day due to the pricing system of the IRT system. One of the other reasons is also that there are very little to no activities located in close proximity to the stations (specifically the stations between Table View and the Civic Centre which provide a wide variety of activities).
5. A permanent residential base around the station is required for the IRT system to be used on a sustainable manner. However, residential developments around the stations are very low densities. The IRT system also mainly operates within Paarden Eiland which is an industrial area, and with the lack of a permanent residential base as well as a lack of sufficient infrastructure (feeder routes) the stations are not being used sufficiently.
6. The development and implementation of the IRT route has not resulted in significant land value increases as expected. Some of the potential reasons for this include, but are not limited to:
 - a. Current market conditions that are not leading to significant market growth
 - b. The IRT route mainly runs along an industrial area (within the study area) of which all the buildings are facing with their backs to the IRT route.
 - c. There are not significant activities centered around the IRT stations
 - d. People are mainly using the IRT service to travel from Table View to the Civic Centre and back. Thus not stopping at the other stations
 - e. There are no existing feeder routes within the study area
 - f. Overall the area is run down and in need of investment, which is not taking place.

Section 4: Residential Market Analysis

4.1 Introduction

This section analyses the residential market within the Milnerton South-Paarden Eiland area and provides a brief overview of the current residential property trends. The development potential of any given market is influenced by a combination of both endogenous and exogenous factors within that market; these include such things as site size and locality, surrounding land use, emerging development dynamics, the population growth rate in the market, the income profile of the consumer market and interest rates.

4.2 Residential Market Trends

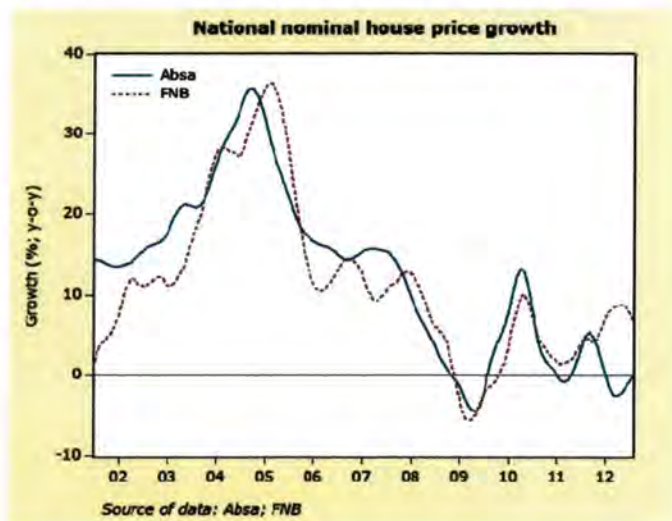
The residential market refers to land uses associated with human habitation, including housing or dwelling units. Residential use can vary in typology, density, tenure, structure, layout and affordability. It should however be noted that "residential" does not include hotels or guesthouses, which are defined as "short-stay" accommodation.

When evaluating the residential property market it is of utmost importance to carefully consider the state of the national economy as well as the major economic growth indicators as these have a key influence on local markets. Since the very beginning of this year there were high expectations of a decline in the domestic growth rates, from an estimated 3% in 2011 to 2.8% in 2012 and these were merely based on the slow development of the global economy. Given all that according to the ABSA housing review, the country's real economic growth is expected to rise to 3% in 2013.

There's been some activity happening within the domestic economy during the second and third quarters of 2012 affecting both the regional as well as local property prices and trends. Some of the factors that currently affect property price affordability in South Africa include the current rise in the inflation rate, presently standing at 5.5% (after slowing down to 4.9% year-on-year (y/y) in July 2012, headline consumer price inflation edged up to 5.5% (y/y) in August and 5.5% (y/y) in September 2012) but which is still below the 3%-6% inflation target¹. Secondly are the interest rates which were kept unchanged well into the fourth quarter of this year after being cut in July to levels last seen in the mid 1970's, and although interest rates have been on a downward spiral since 2008, consumers can still feel the pinch in their pockets in terms of higher debt repayment costs. In the midst of all this, South African property markets have been, and still are doing considerably well, with property prices fairly declining year on year.

¹ Inflation targeting is a monetary policy framework in which the central bank announces an explicit inflation target and implements policy to achieve this target directly.

According to Rode Property Consultants, there are still some more hopeful signs of life in the housing market brought about by the positive change in the mortgage market. The graph below illustrates the national nominal house price growth over a ten year period. Over the past ten years there has been a significant fluctuation in nominal house prices, looking at the ABSA prices there was an upward trend where house prices continued to increase up until the fourth quarter of 2004 followed by a decline in house price growth until 2009 and continued to fluctuate further. The FNB house-price index showed the same trend.



Housing affordability can be attributed to factors such as the ratio of house prices and mortgage repayments to household disposable income. The Milnerton South-Paarden Eiland is a very diverse area with residents from different races, income levels and standards of living. The diversity is also evident in the various types of housing units in the area. These houses range from affordable, middle income and luxury homes.

Affordable housing refers to housing of approximately 40m² to 79m² and priced at up to R500,000 in 2012. The average price of affordable housing went up by R336,900 during the third quarter of 2012 after rising by 6.8% (y/y) in the second quarter. These houses mostly offer two to three bedrooms with one bathroom shared by the family and in some cases a garage, they are mostly found within the lower income areas of the Milnerton South-Paarden Eiland area such as Brooklyn and Rugby. According to an article by Financial Mail, essential and affordability will remain important in 2012. This is expected to translate into primary residential demand-driven areas outperforming holiday

property-driven markets, as well as the affordable housing segment mildly outperforming the higher priced echelons.

Middle income housing includes houses of roughly 80m² to 400m² and priced at around R3.6 million in 2012 in areas like Milnerton Central. The average nominal price growth in the middle-segment housing totaled 0.4% (y/y) in the third quarter of this year, following a price reduction of 1.9% in the second quarter. These are your typical four bedroom houses with two bathrooms, a double garage, garden and swimming in a serene and secure environment. Finally, the luxury housing segment refers to houses valued at about R3.6 million and R13.4 million in 2012 these are the areas where you will find many of the elite groups. This segment showed a nominal growth of 0.8% (y/y) during the third quarter of 2012 following price increase of 2.1% (y/y) in the second quarter.

The Milnerton area as a whole (including the Milnerton South-Paarden Eiland area) is centrally located within the CoCT. It is located only 9 kilometers from the City Centre and also serves as the gateway to the West Coast. The recent establishment of the IRT systems has also provided the area as a whole with a good public transport system, increasing the popularity of the area for residents wanting to be located in close proximity to public transport.

Estate agents in the Milnerton and surrounding areas are of the view that the residential property market is slow if not stagnant as compared to the boom in property prices that were achieved prior to the global financial crisis. Since the global economic crisis properties stay longer on the market and further constraints such as stricter bank lending criteria have resulted in very little sales in the market. The main buyers in the market are young professionals each having specific needs for residential units, which include space for parking (more likely to be single or double garage). However, features such as proximity to public transport and other amenities have also become very important. Industry players have indicated that the current market conditions are positive for buyers (not for sellers). A variety of residential stock is available within the Milnerton South-Paarden Eiland area. Table 3.1 provides a summary of the type of housing available as well as the average price ranges.

TABLE 3.1: MILNERTON SOUTH-PAARDEN EILAND AREA RESIDENTIAL STOCK

Suburb	Residential Type	Value for Money	Sale	Rental
Milnerton	House	3 Bedrooms, 2 bathrooms, garden, swimming pool, home in the street	R3 million - R3.5 million	R14,000 - R15,000
	Apartment	1 Bedroom, 1 Bathroom, Kitchen, parking, balcony	R600,000 - R900,000	R4,000 - R5,000
Brooklyn	House	3 Bedrooms, 2 bathrooms, double garage, fireplace & front garden	R400,000 - R450,000	R3,000 - R3,500

Suburb	Residential Type	Value for Money	Sale	Rental
Rugby	Apartment	2 Bedroom, 1 Bathroom, 1 Carport, Communal Swimming pool & Braai area	R500,000 – R650,000	R2,500 – R4,000
	House	3 Bedroom, 1 Bathroom, Single garage & close to public transport	R450,000 – R750,000	R3,000 – R5,000
	Apartment	1 Bedroom, 1 Bathroom, Balcony & 1 parking bay	R400,000 – R600,000	R2,500 – R4,000
Lagoon Beach	Apartment	2 Bedroom, 2 Bathroom & Garage, Gated, Enclosed patio, Built in braai area, 2 parking bays	R1.3 million – R1.7 million	R6,000 – R12,000

Communicare is a social housing non-profit company within South Africa. Since its inception the organisation has left a deep imprint on the landscape of the Cape Peninsula. For many the company offered the only opportunity they had to own a house of their own. For others it was the rare chance of gaining access to affordable, quality, accessible rental accommodation where they could raise a family with dignity. In addition to social and market rentals, Communicare also offer Life Rights tenure options and Property sales. However, Communicare's core focus remains social housing³. Communicare is very active in the Milnerton South-Paarden Eiland area (specifically the Brooklyn and Rugby areas) and have provided somewhat 1,131 rental units in the Brooklyn area alone. It is important to note that although Communicare are providing social housing units in the area, there are a number of constraints within the Gap/Social housing market which are experienced in all areas:

- The limited availability of well located, suitable land for residential development of all types and the scarcity of funding to supply bulk infrastructure services to these sites remain a key challenge in this sector.
- Land ownership is one of the most important processes in the identification of land for affordable housing. Traditionally the fastest way of selecting land for affordable housing development would be to identify which land plots or tracts are owned by the state or local municipality. It is therefore essential that affordable housing beneficiaries and communities maintain good relations with local authorities as the land identification process normally requires co-operation from both parties.

³ <http://www.communicare.org.za/history.asp>

- Privately owned land that has been identified and zoned for future residential purposes is normally quite expensive and land owners who are aware of the inherent value of their land become reluctant sellers.
- Net migration of people into the metropolises of Johannesburg and Cape Town places further strain on housing budget provisions for these major cities. As the demand for affordable housing increases in these cities, the affordability of these housing units increases as rising inflation and associated building costs erode the ability of both government and private sector to deliver housing for those falling within the income category of R 3,500 and R 10,000 per month.
- Areas of concern that require urgent attention include matters related to subsidy fraud and mal-administration.
- Some of the housing problems experienced by households relate to the overall quality of the units built, especially the size mainly because the 'subsidy is not enough to provide a freestanding house of proper size and quality'; 'poor workmanship, inappropriate material and construction details'.
- Limited access to funding - Access to development and end user finance are crucial for a development to be successful. Developers state that in the current environment financial institutions have become extremely conservative in their lending practices and that is suffocating the development market as a result
- Developers indicate that the current subsidy system works only for those households who fall into the income category of R 3,500 and below. For those individuals or households who earn above this rate the subsidy system does not work. The current FLISP subsidy should be increased to accommodate those earning between R 3,500 – R 10,000 per month.
- Developers sight social ills and problems associated with low cost housing projects as being the biggest problem to achieving the level of presales for the market related units.
- Rising property rates, taxes, levies and electricity prices somehow have an impact on household finances and affordability.
- Consumer over indebtedness and poor credit scoring thereby affecting their affordability.
- There is also an increasing awareness that current housing programmes do not meet the human settlement requirements of all households. The inability of a 'one size fits all' subsidy policy to meet the required diversity of affordable accommodation demand is clear.
- A further constraint in the South African affordable housing market is the fact that households who qualify for a subsidy but have not yet accessed it are effectively penalised if they take the initiative and build their own houses. These households would rather wait for subsidised housing than commit private resources to rational alternatives in the interim.
- In addition is the limitation the shortfall in the production of affordable rental accommodation.

4.3 Residential Market Supply and Demand Analysis

The **supply analysis** entails research into the existing, as well as the future planned, residential units within the Milnerton South-Paarden Eiland area. The existing supply and possible future extensions

are indicative of *effective competitive supply* of residential units within the market. The current supply of residential units in the Milnerton South-Paarden Eiland area is estimated at 4,300 (Refer to Map 3.2 for the location of residential areas within the study area).

The **demand analysis** is based on a number of factors influencing the demand for housing, including, *inter alia*, the following:

- The household growth rate
- The household income levels
- The growth in the Consumer Price Index (CPI) and/or the growth in the Wage Rate
- The location of proposed residential development
- The attraction of the proposed residential development
- The level of investment confidence in the particular area
- The interest/bonds rates for financing purposes.

The first step in calculating the demand for residential units in the Milnerton South-Paarden Eiland area is to determine the *current and future total number of households* in this region. The total number of households in 2012 is **4,616** and **42,087** for the primary and secondary study areas respectively. It is estimated that the households in the primary study area will grow to **5,187** in 2017 and **5,828** in 2022. The households in the secondary study area are estimated to grow to **45,215** in 2017 and **48,575** in 2022.

Table 3.2 indicates the demand for residential units in the primary study area for high, middle, Gap/Social housing and low income households. It is important to note that this demand does include an injection from the secondary market, mainly based on the fact that a number of affordable housing units are being developed in the area, the areas access to public transport, etc.

TABLE 3.2: DEMAND FOR RESIDENTIAL UNITS (PRIMARY STUDY AREA)

	Demand 2012 (units)	Demand 2017 (units)	Demand 2022 (units)
High (> R 41,101/month)	200	177	100
Middle (R 10,300 – R 41,100 / month)	1,418	1,584	1,770
Gap/Social Housing (R 2,601 – R 10,300 / month)	1,894	2,112	2,317
Low (< R 2,600/month)	1,952	2,189	2,454
Total	5,464	6,063	6,770

Table 3.2 illustrates that the total demand for residential units will increase from 2012 to 2022. The demand is however much higher within the middle, Gap/social housing and low income categories.

5.4 Residential Market Potential

The total demand for residential units should however be translated into the *net effective demand* or *market gap*, which takes both the total supply and the total demand into consideration. The net

effective demand thus indicates the *gap* within the market and is based on the *residual analysis technique* where the total supply of residential units is related the total demand for residential units.

Table 3.3 indicates the net effective demand (market gap) as calculated for the primary study area.

TABLE 3.3: RESIDENTIAL MARKET GAP

	Market Gap 2012 (units)	Market Gap 2017 (units)	Market Gap 2022 (units)
High (> R 41,101/month)	-297	-368	-336
Middle (R 10,300 – R 41,100 / month)	-87	79	265
Gap/Social Housing (R 2,601 – R 10,300 / month)	1,594	1,741	1,981
Low (< R 2,600/month)	1,092	1,329	1,594
Total	1,382	1,763	2,470

Table 3.3 shows that currently there is an oversupply of high and middle income housing. The oversupply of high income housing units remains until after 2022. However, the oversupply in middle income housing will be recovered by 2017 which indicates a market gap of 79 units in 2017 and grows to 265 units in 2022. As indicated in **Table 3.3** there is currently a large market gap for both Gap/Social housing units and low income units.

The above indicates that the developments within the study area should focus on middle, Gap/Social housing and low income units. The market gap within the Gap/Social housing market is very high mainly due to the lack of supply of this type of housing (it is not the most profitable type of housing development and therefore needs government intervention to feasibly provide this type of housing development). One of the strong characteristics of the study area is that it provides a large number of Gap/Social housing units (mainly provided by Communicare). This should be seen as an attractive characteristic of the study area since there is a great demand for this type of housing as well as it being an objective of the City of Cape Town to provide more affordable housing option closer to the CBD (bringing the labour force closer to job opportunities). The strategic location of the study area in terms of proximity to the CBD lends itself to achieve this objective (especially since public transport in the area effectively links the study area to the CBD).

The development framework for the Milnerton South-Paarden Eiland SDF provides a number of development opportunities as well as specific guidelines to improving the area as a whole to make it more attractive for investment as well as for people relocating to the area. A detailed list of these guidelines is discussed in the Development Framework Report of the Milnerton South-Paarden Eiland LSDF. If all these proposed projects are implemented the image of the area will be improved and will have a positive impact on the market potential of the study area since people from other areas will be attracted to the study area due to:

1. Investment into the area
2. Upliftment of the area (crime reduction, natural resources being rehabilitated, job opportunities, social issues being addressed, illegal dumping being minimized, etc)
3. Connectivity of the area (public transport)

4. Proximity to the CBD
5. Strategic location within the CoCT Metro (the study area is centrally located within the greater metropolitan area)
6. Providing for the market needs (middle and Gap market housing).

Based on the above the market gap within the study area will increase by 2,113 units by 2022. This means that the total market gap by 2022 is 4,583 units. It is important to note that the increase will mainly be within the middle and gap market. The higher income residential market will only be feasible after 2022.

It is important to note the main risks with regards to the above are as follows:

1. If all the projects listed within the Development Framework of the Milnerton South-Paarden Eiland LSDF are not implemented the above market gap of 4,583 units by 2022 will not be achieved since the area will not become more attractive and uplifted. The market gap would therefore remain 2,470 units by 2022.
2. The above is based on current market conditions if the market should experience a major change (positive or negative) this will have an impact on the market gap.
3. The above does not take into account any future planned developments within the study area
4. From the Development Framework Report it is evident that the projects identified take up the majority of the market gap, which means that if any other developments were to come on line this would negatively impact on the feasibility of the planned projects in the Development Framework.

Section 5: Retail Market Analysis

5.1 Introduction

This section focuses on the retail market, with the objective of estimating the development potential within the primary study area. In order to reach this objective, the supply and demand for retail development within the primary study area was identified and assessed in light of current trends. This section also focuses on general trends within the retail market, current and future retail supply and the overall demand for new retail facilities, considering consumer behavior and expenditure patterns of the consumer market in the primary area.

5.2 Retail Market Trends

The trade sector, formally the wholesale and retail trade sector, is one of the ten major economic divisions that contribute to the South African GDP and by implication the entire national economy. This sector embodies all establishments engaged in retailing merchandise (generally without alteration to products), and rendering services associated with the buying or selling of merchandise. As one of the most indicative economic indicators, the performance of this sector and its subsequent analysis will essentially provide an overview of the favorability of the market to sustain additional retail development. Retail is influenced by consumer demand and the associated expenditure behavior. Although the trade sector in its entirety is accounted for by a range of consumers including businesses and government, the household consumption market is by far the most significant, especially in the retail sub-sector. Due to the nature of the trade sector and its reliance on the household consumer market, it has been proven to be particularly sensitive to business cycle fluctuations and economic instability. However, the performance of this sector is an ultimate and direct reflection of consumer demand for retail products and services.

During the second quarter of 2012 retail sales continued to grow while consumer confidence declined indicating worsening conditions in the retail sector. National trends in retail reveal that in the midst of the turbulent global and domestic economic conditions, retail sales growth moderated to 4.3% (y/y) in September 2012 from 6.7% in August pulled down by a decline in sales by most categories. Sales by general dealers jumped the trend having risen by 4.9% (y/y), up from 3.6% in the previous month. In the final quarter of 2012 it is expected that the low interest rates, high wage settlements as well as unsecured credit extensions to households will boost consumer spending. Nonetheless, consumers are also less likely to over spend on non-essential items since debt remains high and consumer confidence is still flimsy due to the sluggish economic conditions.

The primary study area is characterised by a variety of retail facilities which range from formal neighbourhood centres in the North of the primary study area to convenience type linear shops in the south of the primary study area.

One of the major plans for the area is the redevelopment of the Centre Point Mall and it is estimated that this will improve the image of the suburb. Plans were initially to start construction at the beginning of 2012 and in 2013 or the beginning of 2014. However, a number of constraints have resulted in no construction being undertaken as of date.

The plans for the redevelopment include three levels of secure basement parking space and two floors of retail space that will total approximately 10,000 m². Tenants will include Pick n' Pay, Clicks and Mugg & Bean, a range of restaurants and coffee shops, a banking mall and other stores completing the mix. The development also includes an apartment block (66 units) for a later phase in the development. Rentals within the Milnerton South-Paarden Eiland area range between R40m² to R200m². Milnerton Central achieves much higher rental incomes than the other areas within the study area.

5.3 Retail Market Supply and Demand Analysis

The **supply analysis** entails research into the existing as well as the future planned retail supply within the primary study area. The existing retail supply and possible future extensions are indicative of *effective competitive supply* of retail floor space within the market. The current supply of retail space in the primary study area is 47,010m² (Refer to **Map 3.2** for the location of retail activities within the study area).

The **demand** in terms of retail GLA is derived from the households within the primary and secondary study area's purchasing power. Retail market demand calculation is thus a function of households' annual income and expenditure patterns. This includes the following factors:

- Total households within the study area
- Projected annual household growth rate
- Household average income within the study area
- Projected household income growth rate
- Household retail expenditure patterns
- Disposable income

The current (2012) total households within the primary study area amount to 4,616. It is estimated that the households in the primary study area will grow to 5,187 in 2017 and 5,828 in 2022. The average monthly income for households in the primary study area is R 14,033.

Apart from the above average income within the primary study area, the expenditure profile should be taken into consideration for each of the relevant retail categories. **Table 4.1** indicates the expenditure factors as utilised for the demand calculations.

TABLE 4.1: EXPENDITURE PATTERNS

Retail Expenditure Category	% of Expenditure
Durable Goods (i.e. furniture & entertainment goods)	15.1%
Semi-Durable Goods (i.e. clothing, footwear, household textiles)	7.1%
Non-Durable Goods (i.e. food, beverages, medical products)	18.5%
Services (i.e. recreational and entertainment services)	14.4%
Total Expenditure	55.1%

Retail Expenditure Category	% of Expenditure ¹
Semi-Durable Goods (i.e. clothing, footwear, household textiles)	7.1%
Non-Durable Goods (i.e. food, beverages, medical products)	18.5%
Services (i.e. recreational and entertainment services)	14.4%
Total Expenditure	55.4%

Although it is evident that households spend approximately 55.4% of their disposable income on the above identified retail categories, it should be taken into consideration that the primary study area is an open economic system with linkages to surrounding economies, representing interaction across boundaries. This translates into leakages and injections out of or into the study area.

Leakages represent the net outflow of purchasing power within the primary study area, where households residing in the primary study area purchase goods outside of their study area. *Injections* represent the opposite of leakages, where households residing within the secondary study area purchases goods within the primary study area. Injection and leakage percentages can be categorised in terms of the different retail categories, as identified in the **Table 4.2** below. These leakages and injections are applied in order to determine the demand for retail GLA within the primary study area.

TABLE 4.2: MARKET LEAKAGES AND INJECTIONS

Retail Category	Primary - Leakages	Secondary - Injections
Durable Goods	15%	10%
Semi-Durable Goods	55%	3%
Non-Durable Goods	18%	8%
Services	15%	3%

From the above average household expenditure together with the leakages and injections, the following total annual retail expenditure is recorded.

TABLE 4.3: TOTAL ANNUAL RETAIL EXPENDITURE (RAND/ANNUM)

Retail Category	Total Annual Retail Expenditure
Durable Goods	R 13,000,000
Semi-Durable Goods	R 48,660,710
Non-Durable Goods	R 51,300,000
Services	R 143,001,830

Apart from the above annual expenditure per retail category, effective demand (demand in terms of floor space-GLA) is also derived from the market purchase power. This is done by means of applying trading densities to the equation, that is, the *annual turnover per square meter* that a typical enterprise should receive to remain viable. **Table 4.4** indicates the annual trading densities applied.

TABLE 4.4: ANNUAL TRADING DENSITIES

Retail Category	Rand/m ²
Durable Goods	R 17,823
Semi-Durable Goods	R 29,853
Non-Durable Goods	R 20,241
Services	R 5,981

Table 4.5 shows the demand for retail space in the primary study area.

TABLE 4.5: RETAIL MARKET DEMAND

	Demand (m ²)
2012	47,442
2017	52,323
2022	57,735

Table 4.5 shows that there is currently a demand of 47,442m² for retail space in the primary study area. This demand will increase to 52,323m² in 2017 and 57,735m² in 2022.

5.4 Retail Market Potential

The total demand for retail space should however be translated into the *net effective demand* or *market gap*, which takes both the total supply and the total demand into consideration. The net effective demand thus indicates the *gap* within the market and is based on the *residual analysis technique* where the total supply of retail space is related the total demand for retail space.

Table 4.6 indicates the retail market gap as calculated for the primary study area.

TABLE 4.6: RETAIL MARKET GAP

	Demand (m ²)	Market Gap (m ²)
2012	47,442	43,200
2017	52,323	5,313
2022	57,735	10,725

Table 4.6 shows that currently there is only a limited market gap for retail space in the primary study area of 432m². This demand grows to 5,313m² in 2017 and 10,725m² in 2022.

The development framework for the Milnerton South-Paarden Eiland SDF provides a number of development opportunities as well as specific guidelines to improving the area as a whole to make it more attractive for investment as well as for people relocating to the area. A detailed list of these guidelines is discussed in the Development Framework Report of the Milnerton South-Paarden Eiland LSDF. If all these proposed projects are implemented the image of the area will be improved and will have a positive impact on the market potential of the study area since people from other areas will be attracted to the study area due to:

1. Investment into the area

2. Upliftment of the area (crime reduction, natural resources being rehabilitated, job opportunities, social issues being addressed, illegal dumping being minimized, etc.)
3. Connectivity of the area (public transport)
4. Proximity to the CBD
5. Strategic location within the CoCT Metro (the study area is centrally located within the greater metropolitan area)
6. Providing space for people to visit between the Table View and Civic Centre IRT stations. Currently people are only traveling between these two stations and the aim of the Milnerton South-Paarden Eiland LSDF is to create more activities along the route in order to promote the usage of the other stations. A number of activity nodes are planned along Koeberg Road (M5) and linking this to activities on Marine Drive (R27).

Based on the above the market gap within the study area will increase by 25,000m² of retail space by 2022. This means that the total market gap by 2022 is 35,725m² of retail space. It is important to note that this increase includes derived demand from the proposed office and residential developments. The market gap for retail space within the study area is focused at convenience retail as well as providing niche retail activities which would attract people to the area.

It is important to note the main risks with regards to the above are as follows:

1. If all the projects listed within the Development Framework of the Milnerton South-Paarden Eiland LSDF are not implemented the above market gap of 35,725m² of retail space by 2022 will not be achieved since the area will not become more attractive and uplifted. The market gap would therefore remain 10,725m² by 2022.
2. The above is based on current market conditions if the market should experience a major change (positive or negative) this will have an impact on the market gap.
3. The above does not take into account any future planned developments within the study area
4. From the Development Framework Report it is evident that the projects identified take up the majority of the market gap, which means that if any other developments were to come on line this would negatively impact on the feasibility of the planned projects in the Development Framework.

Section 6: Office Market Analysis

6.1 Introduction

This section focuses on the office market, with the objective of estimating the development potential within the primary study area. In order to reach this objective, the supply and demand for office development within the market was identified and assessed in light of current trends. This section also focuses on general trends within the office market, current and future office supply and the overall demand for new office facilities.

6.2 Office Market Trends

Offices are defined by the functions performed in them, the type of premises occupied and the occupational sector accommodated within them. The function of offices can be described as personal services, administration and the management of social and economic systems.

The office market in general is divided into different office categories as described in the following table. These categories relate to the quality of the office space provided. The market generally distinguishes between the following grades of office space:

Grade A+	Top quality offices with modern space that is generally a pace-setter in establishing rentals and which includes the latest or a recent generation of building services, ample parking, a prestige lobby finish and good views, or good environment.
Grade A	Generally new and not older than 10 years, unless renovated. These offices are located in prime locations and provide high quality finishes, on-site parking and air-conditioning. Grade A offices typically accommodate financial service activities and rely on agglomeration provided by large retail nodes.
Grade B	Generally 10 to 20 years old, unless renovated. Accommodation is modern, situated in good locations and provides on-site parking and air-conditioning. B grade offices typically accommodate government institutional and small businesses. These offices are usually located in the vicinity of smaller retail centres and in CBDs.
Grade C and D	Generally 20 to 30 years old. Buildings are in fairly good condition, although finishes are not to modern standards. These offices generally accommodate government institutions, small businesses and activities related to industrial uses, and are typically located in older CBDs.

It appears that the office market in general is not performing very well across all the provinces; this is due to a number of factors that ultimately have an influence on the sector's performance. Such factors include the economic performance of the domestic economy which currently is being plagued by the dark cloud of economic and political uncertainty together with declining business confidence which is

threatening the take up of office space since businesses are unlikely to expand premises or hire new employees while confidence levels are low.

There exists a positive correlation between economic growth and commercial property such that when the going gets tough in the economy companies generally tend to shy away from taking up further office space, they sometimes go as far as downsizing or in very unfortunate circumstances will even shutdown. As a result property owners tend to feel the brunt more as this puts them under a great deal of pressure in terms of having to fight tooth and nail in order to retain their current tenants so as to safeguard their revenues while at the same time battling with defaulting tenants as well as escalating operating and administrative costs in order to keep their businesses afloat.

According to property economist, Erwin Rode of Rode & Associates, as expected office vacancy rates in the first quarter of 2012 remained unchanged leading to unimpressive rental performances. In the reporting quarter, the only rentals that could muster any growth at all were those in Pretoria decentralized (+0,5%). Market rentals in Johannesburg decentralized remained at the same level they were a year ago, while those in Cape Town (-1%) and Durban decentralized (-2%) contracted slightly. Office market rentals in the Milnerton South-Paarden Eiland area range between R45m² and R100m², with Paarden Eiland achieving lower rental than that of Milnerton Central.

6.3 Office Market Supply and Demand Analysis

The **supply analysis** entails research into the existing as well as the future planned office supply within the primary study area. The existing office supply and possible future extensions are indicative of *effective competitive supply* of office floor space within the market. The current supply of office space in the primary study area is 149,200m² (Refer to **Map 3.2** for the location of office activities within the study area).

The **demand** for office space is complex since it consists of derived demand for many sectors, which in turn, are stimulated by a number of independent factors. Generally, the major demand sectors for office space include public administration, retailing and wholesaling, social and personal services (medical, social welfare, etc.), manufacturing and financial/business services. The demand for offices can be derived by applying generally accepted parameters, regarding required floor area per office worker in different economic sectors, to the estimated economically active population in the market area, as indicated in **Table 5.1**.

TABLE 5.1: OFFICE DEMAND PARAMETERS

Type of Development	m ² per capita
Agriculture	15
Mining	15
Manufacturing	16
Electricity	16
Construction	16
Wholesale and retail trade	16

Type of Development	m ² per capita
Transport & Communication	16
Financial and business service	18
Community and social services	15

Table 5.2 shows the demand for office space in the primary study area.

TABLE 5.2: OFFICE MARKET DEMAND

	Demand (m ²)
2012	169,539
2017	195,016
2022	226,974

Table 5.2 shows that there is currently 169,539m² of office space demanded within the primary study area. This demand grows to 195,016m² in 2017 and 226,974m² in 2022.

6.4 Office Market Potential

The total demand for office space should however be translated into the *net effective demand or market gap*, which takes both the total supply and the total demand into consideration. The net effective demand thus indicates the *gap* within the market and is based on the *residual analysis technique* where the total supply of office space is related the total demand for office space.

Table 5.3 indicates the market gap for office space in the primary study area.

TABLE 5.3: OFFICE MARKET GAP

Year	Demand (m ²)	Market Gap (m ²)
2012	169,539	-20,339
2017	195,016	-45,816
2022	226,974	-77,774

Table 5.3 shows that there is a current market gap of 20,339m² in the primary study area, which grows to 45,816m² in 2017 and 77,774m² in 2022.

The development framework for the Milnerton South-Paarden Eiland SDF provides a number of development opportunities as well as specific guidelines to improving the area as a whole to make it more attractive for investment as well as for people relocating to the area. A detailed list of these guidelines is discussed in the Development Framework Report of the Milnerton South-Paarden Eiland LSDF. If all these proposed projects are implemented the image of the area will be improved and will have a positive impact on the market potential of the study area since people from other areas will be attracted to the study area due to:

1. Investment into the area

2. Upliftment of the area (crime reduction, natural resources being rehabilitated, job opportunities, social issues being addressed, illegal dumping being minimized, etc.)
3. Connectivity of the area (public transport)
4. Proximity to the CBD
5. Strategic location within the CoCT Metro (the study area is centrally located within the greater metropolitan area)
6. The upliftment of the area as well as the improvement of the linkage to the CBD as well as other areas (i.e. public transport) creates the opportunity to market the area as an extension to the CBD. The aim is to attract businesses that cannot afford the high rentals within the CBD and Century City, but still want to be in close proximity to the CBD. With the public transport being improved as well as the Development Framework being implemented to create transit orientated developments the study area becomes attractive for businesses to have offices within the area (The business will be located close to its labour force in terms of residential units within the area as well as people having better access to the area due to public transport. The businesses also benefit from being located in close proximity to the CBD as well as other areas within the CoCT).

Based on the above the market gap within the study area will increase by 45,000m² of office space by 2022. This means that the total market gap by 2022 is 122,774m² of office space. It is important that the proposed office space provide for the market needs which include provide flexibility in design (having big office spaces and/or smaller office pace. This would attract a larger market due to smaller businesses (i.e. as small as 2 to 3 employees also being able to get convenient and appropriate office space).

It is important to note the main risks with regards to the above are as follows:

1. If all the projects listed within the Development Framework of the Milnerton South-Paarden Eiland LSDF are not implemented the above market gap of 122,774m² of office space by 2022 will not be achieved since the area will not become more attractive and uplifted. The market gap would therefore remain 77,774m² by 2022.
2. The above is based on current market conditions if the market should experience a major change (positive or negative) this will have an impact on the market gap.
3. The above does not take into account any future planned developments within the study area
4. From the Development Framework Report it is evident that the projects identified take up the majority of the market gap, which means that if any other developments were to come on line this would negatively impact on the feasibility of the planned projects in the Development Framework.

Section 7: Industrial Market Analysis

7.1 Introduction

This section focuses on the industrial market, with the objective of estimating the development potential within the primary study area. In order to reach this objective, the supply and demand for industrial development within the market was identified and assessed in light of current trends. This section also focuses on general trends within the industrial market, current and future industrial supply and the overall demand for new industrial facilities.

7.2 Industrial Market Trends

The manufacturing sector is the main driver behind industrial development in the country. In terms of national industrial trends, South Africa has developed a strong and well-diversified manufacturing base which has shown resilience and indicated the ability to compete on a global level. Industries within the manufacturing sector are the primary stimuli for growth and development of an economy as these industries provide linkages to various services and additional economic activities.

The South African Government has implemented various policies and strategies which should strengthen the manufacturing sector within South Africa. Some of these policies and strategies include, among others:

- Regional Industrial Development Strategy, 2006
- Industrial Policy and Action Plan, 2010-2013
- New Growth Path Plan, 2010
- Integrated Manufacturing Strategy, 2003
- Advance Manufacturing Technology Strategy, 2003
- Motor Industry Development Plan, 1995
- National Industrial Policy Framework, 2006

Activity in the domestic industrial sector has been highly influenced by what is happening in the global economy, in light of the recent Eurozone crisis and the weakening of the global economy South African manufacturing and consequently industrial sector has not been doing very well. Business as well as consumer confidence levels still remain weak, thus leading to the high number of industrial vacancies. Industrial rentals showed moderate growth as the domestic economy succumbed to the global economic pressures. In the second quarter of 2012, industrial rentals on the Central Witwatersrand and in Durban were up by a modest 3 percent. In Port Elizabeth they stayed at roughly the same level as a year ago, and in the Cape Peninsula (-2 percent) they were marginally lower. In the reporting quarter, East Rand rentals recorded the highest growth rate of just below 7 percent.

Nonetheless, according to a report by Sapoa the domestic industrial sector was the best performer of the three main commercial property sectors. The current state of the manufacturing industry, though,

does not promise well for the sector. Certain dynamics of industrial property, however, make it more flexible and robust to adverse market conditions, quicker construction periods and a development tap that can be stopped and started relatively easily. If the government's planned interventions for the manufacturing industry materialise, they will have the potential to provide a significant boost to industrial property. These interventions would do much good for the competitiveness of our manufacturers and perhaps also be a catalyst for new manufacturing ventures, all of which would lead to increased demand for space as well as development opportunities. At the moment, anecdotal evidence is suggesting improved demand in and around Cape Town. Overall industrial property has been a solid performer, due in part to the sector's ability to start and stop development much more easily than in the office and retail sector.

The industrial market in the primary study area is mainly concentrated in Paarden Eiland and Metro Industria areas. There is always high demand for industrial space in these areas, specifically businesses involved in port activities and who are reliant on the port; however there is very limited land available for development within these areas which will have an impact on the attractiveness of the area for investment purposes. The current owners have resorted to redevelopment of sites in order to address business needs. Paarden Eiland specifically has very high land values in comparison to other industrial areas in the CoCT. This is mainly due to the strategic location of Paarden Eiland as well as the limited space available in the area. The preferences of tenants are buildings offering between 500m² and 1,000 m² and range between R45/m² and R70/m². Currently rentals range between R25m² to R45m² and there are very low vacancy rates (close to zero) in the area.

7.3 Industrial Market Supply and Demand Analysis

The **supply analysis** entails research into the existing as well as the future planned industrial supply within the primary study area. The existing industrial supply and possible future extensions are indicative of *effective competitive supply* of industrial floor space within the market. The current supply of industrial space in the primary study area is 656,277m² (65.5 ha) (Refer to **Map 3.2** for the location of industrial activities within the study area).

The demand for industrial space in the primary study area is derived from a number of variables which include:

- Current supply within the primary study area
- Growth in population
- Vacancy rates
- Growth in manufacturing sub-sectors

Table 6.1 shows the total industrial space demanded in the primary study area.

TABLE 6.1: INDUSTRIAL MARKET DEMAND

	Demand (m ²)	Demand (ha)
2012	669,456	6.69
2017	724,643	72.3
2022	784,379	78.4

Table 6.1 shows that there is currently 669,456m² of industrial space demanded within the primary study area. This demand grows to 724,643m² in 2017 and 784,379m² in 2022.

7.4 Industrial Market Potential

The total demand for industrial space should however be translated into the *net effective demand* or *market gap*, which takes both the total supply and the total demand into consideration. The net effective demand thus indicates the *gap* within the market and is based on the *residual analysis technique* where the total supply of industrial space is related the total demand for industrial space.

Table 6.2 indicates the market gap for industrial space in the primary study area.

TABLE 6.2: INDUSTRIAL MARKET GAP

Year	Demand (m ²)	Market Gap (m ²)	Market Gap (ha)
2012	669,456	13,779	1.3
2017	724,643	68,365	6.8
2022	784,379	122,144	12.2

Table 6.2 shows that there is current market gap of 1.3ha within the primary study area, which is projected to grow to 6.8ha in 2017 and 12.8ha in 2022.

The above shows that the market gap for industrial space is high in the study area. However, it is important to note that the character of Paarden Eiland is slowly changing. The majority of businesses within Paarden Eiland are classified as retail activities and light industrial. Along the R27 (across from the Milnerton market area) within the area referred to as metro-Industrial the trend is to redevelop the units to accommodate office space and show rooms. This indicates that the heavy industry character of an industrial space is not the norm within Paarden Eiland. This trend indicates that providing additional industrial space would not be the optimal usage of the land (since the market is demanding a different land use). Therefore the Development Framework has provided for mixed use development to take place on the land referred to as Metro Industria.

Section 8: Conclusion and Recommendations

The above has indicated the following issues that need to be addressed through planning and development within the Milnerton South-Paarden Eiland area:

1. The existing IRT route mainly runs through an industrial area (Paarden Eiland) which does not provide a high number of potential users for the system.
2. The current infrastructure does not allow for feeder routes to transport individuals to the existing stations (Phase 1B does address the issue)
3. Currently the IRT system is regarded as very expensive (there is a set price for travelling on the busses. Thus if one travels from Lagoon Beach Station to Zoarvlei Station you will pay the same price as someone travelling from Table View Station to the Civic Center Station). A number of individuals are therefore not using the system due to the unfair cost of travelling between one or two stations (this is being addressed by the CoCT). This therefore has an impact on the number of individuals travelling on the system. Currently the majority of users travel from Table View to the Civic Centre and back, but do not use it for shorter distances. The impact of this is that the main route's capacity is reached (in peak times); however, travel during the day is to a minimum due to it being too expensive to just travel to the next station.
4. As indicated above the IRT system is experiencing low usage during the day due to the pricing system of the IRT system. One of the other reasons is also that there are very little to no activities located in close proximity to the stations (specifically the stations between Table View and the Civic Centre which provide a wide variety of activities).
5. A permanent residential base around the station is required for the IRT system to be used on a sustainable manner. However, residential developments around the stations are very low densities. The IRT system also mainly operates within Paarden Eiland which is an industrial area, and with the lack of a permanent residential base as well as a lack of sufficient infrastructure (feeder routes) the stations are not being used sufficiently.
6. The development and implementation of the IRT route has not resulted in significant land value increases as expected. Some of the potential reasons for this include, but are not limited to:
 - a. Current market conditions that are not leading to significant market growth
 - b. The IRT route mainly runs along an industrial area (within the study area) of which all the buildings are facing with their backs to the IRT route.
 - c. There are not significant activities centered around the IRT stations
 - d. People are mainly using the IRT service to travel from Table View to the Civic Centre and back. Thus not stopping at the other stations
 - e. There are no existing feeder routes within the study area
 - f. Overall the area is run down and in need of investment, which is not taking place

Table 7.1 provides a summary of the market potential within the Milnerton South-Paarden Eiland area (primary study area).

TABLE 7.1: PRIMARY STUDY AREA MARKET POTENTIAL SUMMARY

	Market Gap 2012	Market Gap 2017 ¹	Market Gap 2022	Market Gap 2022 (if LSDF is implemented)
Office, Retail and Industrial Market				
Retail Market (m ²)	432	5,313	10,725	35,725
Office Market (m ²)	37,595	45,818	71,774	122,174
Industrial Market (ha)	1.3	6.8	12.8	12.8
Residential Market				
High income	-397	-368	-336	-336
Middle income	37	78	183	1,124
GAP and Social Housing	524	724	947	2,087
Low income	1,181	1,319	1,290	2,719
Total	1,132	1,763	2,470	4,583

It is important to note the main risks with regards to the above are as follows:

- If all the projects listed within the Development Framework of the Milnerton South-Paarden Eiland LSDF the market gap of 35,725m² of retail space, 122,774m² of office space and 4,583 residential units will not be achieved.
- The above is based on current market conditions if the market should experience a major change (positive or negative) this will have an impact on the market gap.
- The above does not take into account any future planned developments within the study area
- From the Development Framework Report it is evident that the projects identified take up the majority of the market gap, which means that if any other developments were to come on line this would negatively impact on the feasibility of the planned projects in the Development Framework.

Although the above indicated that there is a growing market gap within the Milnerton South-Paarden Eiland area in terms of residential units, office-, retail-, and industrial space, it is important to note that in order to address the above issues the location of new developments as well as areas identified for densification are focused. The main focus would be to concentrate development and densification around the IRT stations. This would result in more users of the IRT systems as well as attractions for people to visit along the IRT system (also resulting in more users).

The following development guidelines are proposed in order to ensure that the market potential could be realized:

- The urban design of the Milnerton South-Paarden Eiland area should ensure that the area is more pedestrian friendly and provides a sense of place to pedestrians. The area as a whole should be made walkable and frontages of buildings should be opened to create a friendlier environment.

- The current market conditions are very unpredictable and therefore the design framework of the Milnerton South-Paarden Eiland area should provide for a flexible design. This would allow the Milnerton South-Paarden Eiland area to respond to shifts in the market.
- Marketing strategies and initiatives need to be put in place in order to attract businesses and households from the other areas as well as retaining current businesses and households.
- Phasing: The market demand analysis has showed that there is currently limited demand of retail space, industrial space, and middle income housing and a large gap for GAP/Social and low income housing and office space. Therefore it is proposed that the planning phases of the various developments be completed in this time in order to ensure that when the market improves the developments are ready to be released to the market.
- Residential: It is important to note that the greatest demand falls within the middle income, GAP, Social and low income housing residential units. Therefore it would be important for the Milnerton South-Paarden Eiland area to provide these types of residential units. The GAP and Social housing units are not always the most financially feasible option; however, efforts need to be made by both private and public sector to address this issue. A number of problems are associated with Gap housing:
 - High costs associated with development makes it unfeasible for private developers to develop these types of housing units
 - Land cost, construction costs, holding costs, approval cost and timeframes
 - This could be addressed by providing mixed use developments – the provision of higher return activities will subsidise the inclusion of lower income residential units.
 - Policy to develop Gap housing units are in place, however very little support is invested from government (as indicated that government is selling strategic land to develop the highest return activities such as retail and office)
 - There is also a problem of growing house prices. Although this is the intention of owning property, the value of the property only falls within the gap market for the first buyer and thereafter could grow to fall within the middle to high income. This means that once again there will be a need to supply additional gap housing units.
 - An approach to address this problem is to provide rental stock
 - There is a need for a more aggressive approach from government to provide gap housing (in a sustainable way) and therefore need to make a strategic decision regarding public land
- The following locational factors are important for the different development activities:
 - Office Market**
 - Accessibility of an office building not only to clients but also to the labour force is an important locational factor. The study area offers access from the N1, N2 and M5 freeways. The improved public transport system (MyCity bus station located at the Civic Centre) provides improved access to the study area.
 - Office development cannot be isolated far away from potential clients. The study area is located in close proximity to the Cape Town CBD as well as Century City which are both important office nodes; therefore there is the potential to develop strategic locations within the study area as complementary offices to these major office nodes.

- Office clustering creates an environment that attracts new office developments. The study area does not have any clusters (the only major office attractions are at North Gate Island and Lagoon Beach) of office developments, and therefore if the area aims to attract more office developments it would have to create a cluster in the area (which potentially could happen if the North Gate Island development goes forward with their plans to provide only office space).
 - Adequate infrastructure is required to make the area attractive. The area benefits by having access to well established infrastructure.
 - The study area does not have a good image in terms of investment confidence and therefore any potential investment attraction would be impacted by this. It is important that the image of the area as a whole (north to south) be improved in order to attract future investment in the area. The image of the area has an impact on the attractiveness of the area for office developments, since tenants prefer to be located in areas that provide them with an address value (such as Century City and the City Centre).
- **Retail Market**
- Sufficient buying power in the area to support retail facilities is important. Studies have indicated that the current residential base in the study area does not provide sufficient buying power to support larger retail activities. This makes investment by larger retailers very risky within the study area.
 - Clustering of retail facilities creates an agglomeration effect, which increases the feasibility of retail activities (the more activities located in close proximity to one another will attract more buyers). The study area does attempt to provide clustering of retail activities, specifically at the Milnerton CBD node and along Koeberg Road. However, as indicated the retail activities located to the southern parts provide for convenience shopping mainly due to the low spending power in the area. In order for larger retailers to establish in this area the following would need to take place:
 - Increased residential base which would result in an increase in buying power in the area
 - Strategic sites need to be identified
 - Sites need to be consolidated to provide sufficient space for larger retailers
 - Development rights need to be in place beforehand in order to lower the risk of the developer.
 - Accessibility of retail facilities is very important. Need to ensure that any new retail developments proposed are provided with good access points. Clients need to be able to access the shops without any difficulty. The supply truck also need to have ease of access to the sites.
 - One of the most important aspects regarding retail development within other parts of the study area is the lack of permanent buying power (residential base) to support these activities. Therefore activities within the Paarden Eiland area would not work currently due to the shopper base only being during day (mainly only lunch time). This would only be addressed with the introduction of a residential base within this area.

○ **Industrial Market**

- Paarden Eiland (as the industrial focus within the study area) is very well located in terms of the broader context of the City of Cape Town, specifically with the provision of public transport (IRT). This indicates that the labour force has good access to the area providing the area with needed labour force and skills. Paarden Eiland is also located adjacent to residential areas (Rugby, Brooklyn, etc.).
- Paarden Eiland is centrally located, in close proximity to the Cape Town CBD and Port and has very good access to major arterials in the broader context such as the N1, N2 and M5. Therefore accessibility and visibility of Paarden Eiland is considered positive. The location of Paarden Eiland provides the area with good access to suppliers and final markets (either with road transport or through the port).
- There is always high demand for industrial space in Paarden Eiland, specifically businesses involved in port activities and who are reliant on the port; however there is very limited land available for development within Paarden Eiland which will have an impact on the attractiveness of the area for investment purposes. The current owners have resorted to redevelopment of sites in order to address business needs. As indicated previously Paarden Eiland has very high land values in comparison to other industrial areas in the City of Cape Town. This is mainly due to the strategic location of Paarden Eiland as well as the limited space available in the area. The preferences of tenants are buildings offering between 500m² and 1,000 m² and range between R45/m² and R70/m².
- Paarden Eiland is perceived to have sufficient infrastructural services (water, electricity) and communication systems (telephone, e-mail) form the basis of a successful industrial and warehouse location.
- A number of businesses have established in Paarden Eiland which has provided these businesses with agglomeration advantages (these include car sales/repairs, tile retailers, etc.).

○ **Residential Market**

- As indicated, there is a need to increase the residential base within the study area and specifically in the southern part of the study area. The study area is very well located in terms of the rest of the City and provides residents with good access to public transport and therefore is seen as a desired location to density residential developments.
- Important factors to take into consideration include the cost of housing, proximity to work place, accessibility to schools, security, investment potential, proximity to retail facilities and socio-economic clustering.



Our ref: V15124/KZR/SQ-Summary

20 November 2014

ARG DESIGN
Premier Centre, 451 Main Road
Observatory
Cape Town
8001

For the attention of Tali Bruk

MILNERTON TO PAARDEN EILAND LASDF: EXISTING CAPACITIES AND CONSTRAINTS FOR CIVIL AND ELECTRICAL INFRASTRUCTURE

We hereby summarise our finding for this project with regard to reported existing infrastructure capacities and possible capacity constraints when implementing the proposed projects.

■ Potable Water

No problems are reportedly currently experienced with regard to potable water supply. The water pressures for all areas are currently at acceptable levels however densification of one of the pressure zone areas, Zone C, will most likely need to be addressed in the future when development occurs in this area.

■ Stormwater

No problems or needs were reported by City of Cape Town officials with regard to the capacity or quality of the existing stormwater infrastructure. It was concluded in the Status Quo Report that the study area is serviced sufficiently by existing stormwater infrastructure.

■ Waste Water (Sewers)

The Status Quo report indicates according to the City of Cape Town Water Demand Management Department, the current inflows into sewer pump stations in the study area are well below their respective capacities.

According to Rajan Moodley from the City of Cape Town's Wastewater Department planned upgrades of the capacities of the Potsdam and Atone Waste Water treatment Works (WWTW) in the near future should make provision for the increased flows due to densification of the study area.

■ Electricity

It is reported that currently the electrical distribution system in the area is well maintained and very few problems are encountered. Capacity constraints are becoming a concern due to the constant growth in the Century City and Milnerton areas.

Additional bulk High Voltage (HV) to Medium Voltage (MV) transformer capacity is planned and is currently being implemented. The City of Cape Town Electrical Department have confirmed that an additional Main Substation (MS), namely Century City is being built and cables installed to divert load from the Montague Gardens MS. There are plans to relieve loading on the remaining Koeberg Road and Milnerton MS and plans to reallocate 27 substations in the Milnerton, Woodbridge area, to feed from the new Century City Main Substation.

Our findings summarised above indicate that inadequate water pressure in one area of the proposed project is the only significant constraint that has been identified in this study.

Yours sincerely

Kathy Ziehl-Roux Pr Eng
Associate
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Ver. Sept 2014

(^B British) (^{COO} Chief Operating Officer) (* Pr Eng) (** Pr Tech Eng) (^{PLN} Pr Pln)



ISO 9001:2008
Management
System



Annexure G: Summary of Public Process.

Phase 1 : Inception

- **Stakeholder engagement**
- Brooklyn, Ysterplaat?rugby residents assoc. PECID and SAPS 01/11/2012
- Communicare (15 Nov 2012)
- Yetserplaat airforce base (21/11/2012)
- CoCT Prop Management (9/11/2012)
- Prasa - Ian Scott(06/11/2012)
- Milnerton Flea Market (David Givati) 21/01/2013
- Jos Baker 31/11/2012
- Questionnaire administered to schools 30/11/2013
- Shoprite/Checkers 31/11/2012

PMT meeting no 1
November 2012.
Milestones and timeframes

PMT no 2
13 December 2012
Status Quo report

PMT Meeting no3.
11 March 2013

Phase 2: Status quo

Phase 3 : Synthesis of key spatial issues

Transnet/Ports authority- 15/01/2013
Environmental meeting 14 February 2013.

PMT Meeting no 4
14 March 2013

Phase 4 : Overall development framework

PMT Meeting no 5
5 February 2014

Phase 5 : Implementation plan and design guidelines.

3 October 2013 - Open day
11 October presentation to BRY ratepayers
Comments closed 08 November 2013.
Revised document

MILNERTON SOUTH TO PAARDEN EILAND LOCAL AREA DEVELOPMENT FRAMEWORK PUBLIC OPEN DAY 11 SEPTEMBER 2013:
REGISTRATION

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EBEN GAUW	CCT - ERM	" St. Alexander Str. "	021 444 0604	eben.gauw@capeprovincial.gov.za
DAVID STANIER	RESIDENT	2 MORWOOD ROAD MILNERTON	021 5521216	Stanierd@Iafm.com

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MILNERTON SOUTH TO PAARDEN EILAND LOCAL AREA DEVELOPMENT FRAMEWORK PUBLIC OPEN DAY 11 SEPTEMBER 2013:
REGISTRATION

NAME AND SURNAME	ORGANISATION/RESIDENT	ADDRESS	TELEPHONE	EMAIL
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MARTINE HARTGERS	BSC PROJECTS	HOUT BAY	082 6131267	martine@bsc-projects.co.za
CAROL KATZ.	RESIDENT	4 ELGIN RD MILNERTON	083 2555578	FAMILY @ KATZ CLAN. CO. ZA.
ROBERT GOCH	Rates Payer's	Ysterplaat 30 Yzerplaat St	072 189 9209 021 5115223	N/A
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MILNERTON SOUTH TO PAARDEN EILAND LOCAL AREA DEVELOPMENT FRAMEWORK PUBLIC OPEN DAY 11 SEPTEMBER 2013:
REGISTRATION

NAME AND SURNAME	ORGANISATION/RESIDENT	ADDRESS	TELEPHONE	EMAIL
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GRAHAM ALEXANDER	1	PALO ALTO FLAT.	021 551 4720	graham@netconnect.co.za
TERRY CRAWFORD BENNE	Prop. Owner	Sandown Cresc. E105 Royal Ascot	021 555 4059	ecaar@iun.co.za
JESSIE GRIMMER	MDA	3/F MALINA CENTRE WESTERN RD V2A WATERFRONT.	021 419 7733	Jedde@mdaprojects.co.za
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PAT TITMUS	City of CT	P.O. Box 35 Milnerton	021 444 0597	pat.titmus@capetown.gov.za
JOEL M KYPERS	Communicare	2 Roggebaai Avenue Cape Town	021 421 6008	jmkungwana@communicare.co.za

**MILNERTON SOUTH TO PAARDEN EILAND LOCAL AREA DEVELOPMENT FRAMEWORK PUBLIC OPEN DAY 11 SEPTEMBER 2013:
REGISTRATION**

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MR & MRS Toorabally	Resident	Brooklyn 23, Haarlem Street	021 5117142	stoorabally@paradeport.co.za
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J. McCarthy	COCF.	COUNCILOR	073 237 5711	Jay-mccarty@capestar.co.za
Levinia Crawford-Brown	Resident	E105 Sandown Crescent Grand Nat. Blvd. Milnerton	0724969849	levinia.cbrown@gmail.com

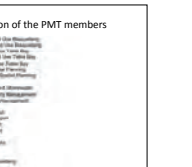
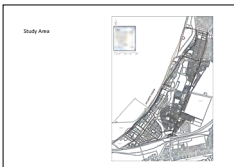
MILNERTON SOUTH TO PAARDEN EILAND LOCAL AREA DEVELOPMENT FRAMEWORK PUBLIC OPEN DAY 11 SEPTEMBER 2013:
REGISTRATION

NAME AND SURNAME	ORGANISATION/RESIDENT	ADDRESS	TELEPHONE	EMAIL
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Miel van Wyk	Friends of Rivier	27 (Lindley Ridge) Royalitside	021 552 8305	mielvanwyk@telkomsat.net info@friendsofrivier.co.za
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Hazel Petrig	formerly Brooklyn Friends of PE Wetlands	now: 27 Hamilton Close, Parklands 7441	084 5566251	petrigpr@iafrica.com
Bernadette Le Roux	Councilor ward 55	CCT	084 2888 223	bernadette.kroux@capekoun.gov.za
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D. Dorrh	Resident	Milnerton	—	—

MILNERTON SOUTH TO PAARDEN EILAND LOCAL AREA DEVELOPMENT FRAMEWORK PUBLIC OPEN DAY 11 SEPTEMBER 2013:
REGISTRATION

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M. JANGLE	BUR RATEPAYERS	Krugby 9, Dreyer ST	0834799660	mjangli@telkomsa.net
Helmut Thomass	Resident	13 Cores Rd	079 057 7953	ht@greenability.co.za
Colin Lovemba	CoT P&BDM	Pienar Road	021-444 0563	colin.lovemba@capetown.gov.za
Natalie Maskell	SANCOB	22 Pentz Drive	071 895 2023	natalie@sanrob.co.za
Kyle Mason-Jones	BYRRA	3 Blaauwberg St, Ysterplaat	083 639 2339	byrract@gmail.com
Ronel Scheffer	BYRRA	5 Weenen Rd Milnerton	072 234 4762	ronel.scheffer@medi24
Paul Spiller	Dept. of Health	BROOKLYN CHEST HOSPITAL	0721152289	Paul.Spiller@westerncape.gov.za

PMT Meetign no 1

MILNERTON SOUTH AND PAARDEN EILAND LASDF 23 October 2012	Agenda - Confirmation of the PMT members as well as other outside experts. - Interpretation of the scope of work by the consultants. - Products and deliverables linked to a programme. - Confirmation of existing info as well as additional info / other sources available or required. - Agreement on the public participation programme including the id. of specific stakeholders as a part of the work programme.	Interpretation of Brief - The need to leverage the opportunities offered by the Mxit investment by focusing the development of travel-oriented communities. - How this project can be used as a test case for how new development forms can take place. - Methods to build capacity and/or response as government spend on infrastructure in the form of the RTF system. - The possibility for land value capture as a result of the investment in infrastructure. - Methods to increase ridership around existing stations through economic development and urban design interventions. - Methods to upgrade an existing bus system e.g. at Salt River. - Lessons from Gautrain and other rapid transit systems around the world. - Land use, zoning and title deeds and other barriers to realising the potential of the stations and their catchment.	Timeframes and Milestones - Status Quo report (15 November 2012) - SWOT analysis (12 December 2012) - Development Framework Report (28 February 2012) - Implementation Report (April 2012)
Confirmation of the PMT members 	Study Area 	TRANSPORT - e.g. capturing value from RTF, future feeder routes along Koenigsberg Road etc. - Rugby Behemoth UCT - Tony Vintia - Gershwin Fortune - Blaauwburg Transport - Ron Haydon	DEVELOPERS - e.g. land value capture and other mechanisms - SARPA - Rabie - Estate agents - Property Management City of Cape Town - Communicare - Hortigade developers
ENVIRONMENTAL AND HERITAGE - e.g. - pressures and management issues, dumping, blank edges along vlei. - Friends of the Paarden Eiland Wetlands - ZeeWinn Management advisory committee - Alex Baker - Piet Timmer - ERM	PORT - e.g. future plans for container storage areas and expansion of port. - Transnet Port Authority planning - Port terminals	DEPARTMENTS - Treasury National - URPT - Property Management - Health and Social Services - Water and Sanitation - Electricity - Land Use Management: Planning and Table Bay - Urban Design and spatial planning - CRM	POLICY - City of Cape Town GP - Blaauwburg District Plan - Table Bay District Plan - Urban Renewal Strategy: A strategy for the renewal of three suburbs in the Blaauwburg Municipality area: Table Mountain and Vredehoek June 2008 - Kenting Urban Management Strategy: 1999-2020 - Johannesburg Development Management Policy 1999 - Plan of upgrading of the Joostenville Quality Open space in end of Wempein Street - Cape Metropole and Environs Structure Plan (2001) - Lansdowne Black Spot Community Development framework - Norfolk Planning reports
HOUSING/RESIDENTS ASSOC. - Needs and safety issues, mapping crime hotspots, Koenigsberg Road pressures for development. - Paarden Eiland And Metro Industrial And Commercial Ass - Milnerton residents Association - Paarden Eiland CID - Brooklyn Rugby, Ysterplaat residents association - Communicare - Maitland Police- other police	PRIVATE OWNERS Selective interviews with property owners and/or business owners in the area.		

PMT meeting no 2

Milnerton South and Paarden Eiland LASDF Status Quo Report

Principles

- Quality public realm
- Permeability/ Legibility
- Adaptability
- Mix of uses and forms
- Active Edges
- Character/Visual beauty
- Investment management

Vision

- The vision aims to reflect the aspirations of local people, businesses and other stakeholders while supporting healthy urban planning, transport related and place making concepts.
- The vision aims to reflect the aspirations of local people, businesses and other stakeholders while supporting healthy urban planning, transport related and place making concepts.

Key objectives

- To create a strong sense of place and a vision where people can live safely with a choice of living area of access to employment, local shopping, community services and recreation facilities.
- To attract investment in land and building development through the development of a clear and consistent vision for the area and building development, and through this to support local services, support the urban form and support the local environment.
- To promote the development of a vibrant, well connected, safe and accessible neighbourhood by creating a vision and plan for the area, including a vision of the area and its future, and supporting opportunities around the area public transport infrastructure, while promoting sustainable development.

Port expansion

Local movement system: vehicles

Strong north-south route
Weak East-west movement

Phase 1 b

Feeder route along Koenigs Road

% Business Type Paarden Eiland

- Wholesale and retail trade (20%)
- Accommodation and food service (15%)
- Manufacturing (10%)
- Transport and storage (10%)
- Information and communication (10%)
- Health and social work (10%)
- Education (10%)
- Other (10%)

Pedestrian Desire Lines

Economic importance in water city regions (primarily business)

Economic activity

Crime Hot spots

Density

Location	Population (2011)	Area (ha)	Density (people/ha)	Population (2011)	Area (ha)	Density (people/ha)
Paarden Eiland	10,000	100	100	10,000	100	100
Paarden Eiland	10,000	100	100	10,000	100	100
Paarden Eiland	10,000	100	100	10,000	100	100
Paarden Eiland	10,000	100	100	10,000	100	100

The average density is greater in the 100 ha buffer compared with the average density.

PMT meeting no 3

Milnerton South and Paarden Eiland LASDF

PMT Meeting No.3

28 February 2013



- 1. Regeneration of the river system and the creation of an urban park.

Metropolitan Green and River Systems



Key Objectives

- Integration between land use and public transport infrastructure.
- To build on existing assets and create a place where people can live safely, with a choice of housing, use of space for employment, local shopping, community services and recreation facilities.
- To attract investment to and stimulate development interest in development of land and buildings around the IRT station and Koeberg Road, and through this to support local services, repair the urban fabric and improve links with adjacent neighbourhoods.
- To promote the development of a walkable, well connected, safe and accessible neighbourhood by promoting green and pedestrian use of the area, including a network of green and green open spaces and supporting opportunities around new public transport infrastructure, while promoting well-being over public areas.
- To ensure that development enables retention and maximisation of benefits derived from services and opportunities provided for the environment (both natural and modified).

Spatial Strategy

- Regeneration of the river system and the creation of an urban park.
- Development of strategic pieces of land linked to the pedestrian system.
- Urban Design Upgrade of Main nodes on Koeberg Road linked to east west connections.
- Linking east west pedestrian routes to green spatial system.
- Land intensification around strategic IRT stations.

Vision for a Secondary Green NMT Movement System Along Rivers



Vision for a greater green NMT network with along river systems creating a secondary river side movement system providing an alternative to, and a complement to, informal protection of our natural resources



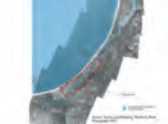
Historical River System in Cape Town



Historical River System in Cape Town



Historical River System in Cape Town



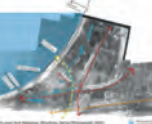
The Influence of the Built Environment on the Green System



Historical River System in Cape Town



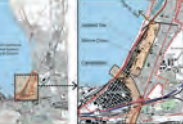
Historical River System in Cape Town



The influence of canal and roads



The influence of canal and roads



PMT Meeting no 4

Milnerton South and Paarden Eiland LASDF

PMT Meeting No.4

14 March 2013



AGENDA

- Discussion of mechanisms for implementation of projects.
- Design Guidelines
- Public participation process
- Way forward – Implementation process.

Development Framework Strategies recap.

- Regeneration of the wetland system and the creation of an urban park.



Development Framework Strategies recap.

- Urban Design Upgrade of Koeberg Road.



Land value and value capture

- Office and mixed use properties provided the greatest growth in capital value between 2006 and 2012.
- Properties adjacent to the IRT station did not grow at a faster pace or increased with higher percentages than the overall average. Why?
 - Current market conditions that are not leading to significant market growth
 - The IRT route mostly runs along industrial area before the study area of which all the buildings are facing with their backs to the IRT route.
 - There are no significant activities centred around the IRT station.
 - People are mainly using the IRT service to travel from Table View to the City Centre and back. Thus not stopping at the other stations. However, it is not clear if this is a trend.
 - There are no meeting facilities within the study area
 - Overall the area is run down and in need of investment, which is not taking place.

Future IRT

- Locate IRT next to opportunity for creating high density mixed-use developments, ie preferably areas with large vacant pieces of land or that do not have too fine a grain, or there are only a handful of owners.
- Ensure zoning on vacant land is or allows for high density mixed-use development.
- CoCT should create inclusionary zoning requirements (20% social housing) within these areas surrounding the stations. The developer will thus be required to provide mixed-income housing and be able to cross subsidise the value of the development through other development gains (commercial property, high income housing, etc.)
- Identify vacant land parcels or underutilised land parcels around future IRT stations, in order to sell and/or lease when the IRT stations is developed: city to buy land to lease or sell.
- Ensure that developments along future IRT routes are not all facing away from the stations, and rather create open and inviting environments surrounding the stations.

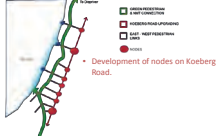
Development Framework Strategies recap.

- Linking east west pedestrian routes to green spatial system.



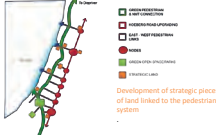
Development Framework Strategies recap.

- Development of nodes on Koeberg Road.



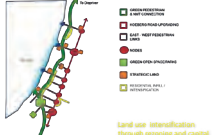
Development Framework Strategies recap.

- Development of strategic pieces of land linked to the pedestrian system.

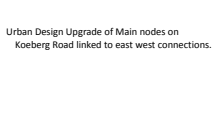


Development Framework Strategies recap.

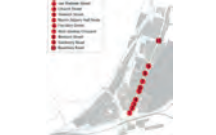
- Land use intensification through rezoning and capital investment.



Urban Design Upgrade of Main nodes on Koeberg Road linked to east west connections.



Urban Design Upgrade of Main nodes on Koeberg Road linked to east west connections.



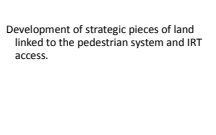
Regeneration of the wetland system and the creation of an urban park.



Development of strategic pieces of land linked to the pedestrian system and IRT access.



Development of strategic pieces of land linked to the pedestrian system and IRT access.



Development of strategic pieces of land linked to the pedestrian system and IRT access.



