



PROCESS & ENGAGEMENTS

Q: Who is the BSA and why did they undertake this?

A: Members of the Blaauwberg Spatial Association approached the City in 2022, after witnessing widespread concern amongst their neighbours about the future of the area.

- The association appointed and paid for professional consultants to draft the Local Spatial Development Framework (LSDF)
- The draft LSDF was submitted to the City's Urban Planning and Design Department in December 2024 for vetting and compliance with City policies
- In partnership with community representatives, the document has been substantially revised for the public participation process that is now underway to allow residents and stakeholders to submit further comments and proposals.

Q: If this is a community driven plan, why does it follow the City's plans?

A: The consistency principle is a legal principle which applies to land use decisions. The principle is that if a lower order planning policy (like a local spatial development framework) contradicts a higher order planning policy, (like the 2023 MSDF and Blaauwberg District Plan) the higher order planning policy will be used to make the decision. The community plan therefore must work within the higher order frameworks to be considered. Residents have the opportunity to influence higher order frameworks every 5 years..

Q: Why not pursue denser development somewhere else, which may be better located?

A: This process was initiated by the Blaauwberg Spatial Association. The area between the R27 and N7 is a fast-growing area of Cape Town, given its location close to public transport routes such as the MyCiTi bus service; and the arterial links to the Cape Town CBD. The future of this area will be better served with a localised spatial development framework to guide development decisions into the future.

As for other areas in Cape Town, there are also other processes in place to unlock 'infill' development opportunities on other sites which are close to existing work opportunities, infrastructure and civic facilities.

Q: How was the public engaged during the LSDF process?

A: The LSDF process started off as a Community-Driven Planning Initiative and was managed by the Blaauwberg Spatial Association. Public workshops and feedback channels were used extensively. However, we are now in the statutory process that is being led by the City of Cape Town's Urban Planning and Design Department. This process provides the formal statutory commenting platform for residents and all stakeholders to submit their comments on this draft plan, to make further proposals and raise objections by 12 December 2025.

Q: What happens to our comments?

A: All of the comments received during this ongoing statutory public participation process will be assessed and considered thoroughly as the City of Cape Town refines the draft LSDF for the area. We want as many residents as possible to collaborate with us and be part of this very important process. Residents and all stakeholders have the opportunity to submit their comments on this draft plan; to make further proposals and raise objections for a period of 60 days.

The closing date for comments is only on 12 December 2025, thus, there is still ample time for residents to take part in this process



ERF 1117 and AFFORDABLE HOUSING

Q: Is affordable housing the same as informal settlements?

A: No, affordable housing is formal housing that is either developed or provided by the private sector, or by the government for low- to middle-income households. Affordable housing is built according to approved plans, and are legally connected to services such as water, sanitation and electricity. Affordable housing is intended for households earning up to R32 000 per month.

Informal settlements on the other hand, are unplanned, and on illegally occupied land that often is not suitable/intended for housing. The land may belong to private owners, or the government, are mostly always vacant and are generally used for setting up makeshift housing where the occupiers do not have access to basic services. These structures are often flooded during winter rains, are prone to fires, and often lead to the pollution of the environment including nearby inland water bodies.

Q: Why should Erf 1117 be developed?

A: This is a large parcel of vacant land. There is no existing development proposal or application for Erf 1117 at this point in time. Any future development of this site will have to comply with the Koeberg Urgent Protective Zone that sets conditions for infrastructure (road) capacity in the event of an emergency evacuation; thus, development in this zone must be phased in accordance with additional road capacity to facilitate emergency evacuations.

That said, there is always the risk of illegal occupation and invasion, as is the case with all vacant land in Cape Town. While all areas of the city will need to accommodate growth, this is one of the fastest growing areas of Cape Town. Where formal plans are not in place, there is a higher risk for development happening informally. The City's spatial framework must prepare for the future and encourage economically realistic, formal development.

Q: When is development going to take place on Erf 1117?

A: There is no existing development proposal or application for Erf 1117 at this point in time. Any future development of this site will have to comply with the Koeberg Urgent Protective Zone that sets conditions for infrastructure (road) capacity in the event of an emergency evacuation; thus, development in this zone must be phased in accordance with additional road capacity to facilitate emergency evacuations. Erf 1117 is also a 'Site of Coincidence' designation.

It is subject to environmental authorisation and environmental studies to consider conservation areas and management principles in development plans, and mitigation measures to protect natural areas must be pursued. Thus, the biodiversity on this site does not prevent development, but the designation seeks to influence how development can happen in a manner that best balances conservation and urban development goals.

Q: Will we have a chance to give inputs on the final proposal for Erf 1117?

A: Yes. The public will have the opportunity to comment on any development application that may be submitted in future.

FREQUENTLY ASKED QUESTIONS (FAQ's) ABOUT THE BIG BAY LSDF

SPATIAL PLANNING AND URBAN DESIGN DEPARTMENT

As at 14 November 2025.
Refer to the City's website for more updated future versions which may be produced in future

FOR MORE INFORMATION EMAIL:

District Planning Contact Detail

 Blaauwberg.DistrictSDF@capetown.gov.za

FREQUENTLY ASKED QUESTIONS.



INFRASTRUCTURE

Q: How will infrastructure be upgraded to support new developments?

A: Infrastructure upgrades will be addressed during development applications, with developers expected to fund improvements to sewerage, water, and roads. The City has committed to investing billions of rands in the next 3-10 years on infrastructure investment (much more than any other metro city in South Africa). Bulk sewer treatment capacity is being installed at Potsdam WWTW, where the City aims to finalize these upgrades towards the last quarter of 2027, with operational trials starting in 2026. This infrastructure is to accommodate urban growth in that area.



TRANSPORT & CONGESTION

Q: How will congestion and public transport improve with new development?

A: The draft LSDF proposes traffic calming measures including three-way traffic circles at key intersections to improve flow and reduce accidents. The complete streets proposal for Big Bay Boulevard proposes a service road condition upgrade. This will ensure that higher speeds can be achieved on the Blvd in accordance with evacuation requirements, while urban development and pedestrian friendly environments can still be achieved along the route.

If medium densities in the area are achieved, this will make bus routes more viable, providing alternatives to personal vehicle use. The City monitors capacity, ridership and checks where optimization can take place in order to respond to the changing needs of the city.



DENSIFICATION AND LANDUSE

Q: What concerns did the public raise about high-density development?

A: Residents objected to 4–5 storey buildings near low-density neighbourhoods. The draft LSDF proposes adjustments to building heights and typologies.

Q: What approach is proposed for managing density in the LSDF?

A: The LSDF proposes a gradient of densities from east to west across Erf 1117, with higher densities near the R27 and lower densities near existing suburbs.

Q: Can the LSDF dictate zoning changes?

A: No, the draft LSDF provides guidance and policy recommendations. Zoning changes must follow formal land use application processes.

Q: Are the densities proposed too high?

A: Current proposals reflect low to medium densities, with density[SR6.1] closer to the R27 to mitigate congestion. These proposals are in recognition of the evacuation requirements and the fit with the surroundings. The densities are far lower than would typically be supported within Cape Town's metropolitan area urban edge where the City of Cape Town must plan for growth

Q: How much is the population going to increase in the area?

A: The draft LSDF estimates 9 000 residents living in 3 600 homes on erf 1117. It's the largest undeveloped site in the study area, with development areas equalling 100 ha in size. The draft also estimates population growth within the established residential area, with natural growth or rent-seeking possibly increasing the population by around 8 000 people over 20 years from 18 438 to 26 249.



THE PROVISION OF CIVIC INSTITUTIONS

Q: Will there be provision of new civic institutions/ facilities in the area with increased residents and demand?

A: The draft LSDF supports development of schools, parks, libraries, and retirement villages to serve diverse age groups and promote walkable neighbourhoods.

The Western Cape Education Department is continuously looking to develop new educational infrastructure in areas with the greatest need. There have been classroom expansion programmes, and a noted increase in classroom capacity in schools in this area.

Q: Does the plan consider facilities for the elderly?

A: Yes, proposals include retirement villages and assisted living facilities, particularly within Erf 1117. It should be noted that approval of these facilities will be subject to Koeberg emergency evacuation requirements, which discourage more vulnerable populations being located within the 16km zone.



ENVIRONMENT, CONSERVATION AND URBAN MANAGEMENT

Q: Can Erf 1117 should be retained for conservation?

A: More than half (57 %) of the site is proposed for conservation-related uses, with 37% of the site proposed to be added to the proclaimed nature reserve, and the remainder is planned to be managed as green corridors and spaces as a condition of future development.

Q: What environmental areas are being protected?

A: The draft LSDF supports conservation, the extension of the Blaauwberg Nature Reserve and managed fynbos corridors, as well as stormwater retention. Development in sensitive areas will require environmental impact assessments.

Q: How will biodiversity be maintained?

A: Proposals include biodiversity corridors, alien vegetation removal, and rehabilitation of degraded areas, aligned with conservation priorities.



SAFETY AND SECURITY

Q: What proposals are considered for safety and security in the area?

A: Proposals are included that especially emphasise urban management and security. Urban design principles focus on creating a safe and secure environment. Appropriate scale, urban grain, massing [SR7.1] and the interface of the built form play an important role in creating quality shared spaces.

Q: What is the proposed approach to affordable housing?

A: Erf 1117 belongs to the National Department of Public Works and has been earmarked for the proposed development of housing opportunities for a wide range of income levels – including affordable housing, and market-related housing opportunities – thus, a mix



KOEBERG EVACUATION MODEL

Q: How does the Koeberg Evacuation model influence the development in the area?

A: When a development application in this area is submitted to the City it is considered in terms of section 158 of the planning by-law. The City runs a traffic simulation model to determine the impact of the increased population on traffic evacuation times. The application is either refused or conditioned to provide infrastructure to the standard required to enable evacuation.

FOR MORE INFORMATION EMAIL:

District Planning Contact Detail



BlaauwbergSDF@capetown.gov.za

