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Update: Erf 1117 and the Big Bay LSDF process

13 November 2025

Making progress possible. **Together.**

Presentation Contents

- 01 Welcome
- 02 Background and Progress
- 03 Overview of Draft LSDF
Navigating the draft
- 04 Common Questions and
Concerns
- 05 Next steps
- 06 Discussion



1. Background to Spatial Planning Processes



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1.1 Local Spatial Development Framework- Spatial Planning Policy

Why spatial planning policy?

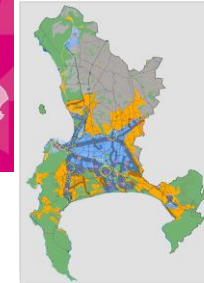
1. Formulating the policy of future development (vision) for an area and how to get there (guidelines).
2. The vision (end state) deals with how land is to be used: what (nature) and how (form) of development.

What is its purpose?

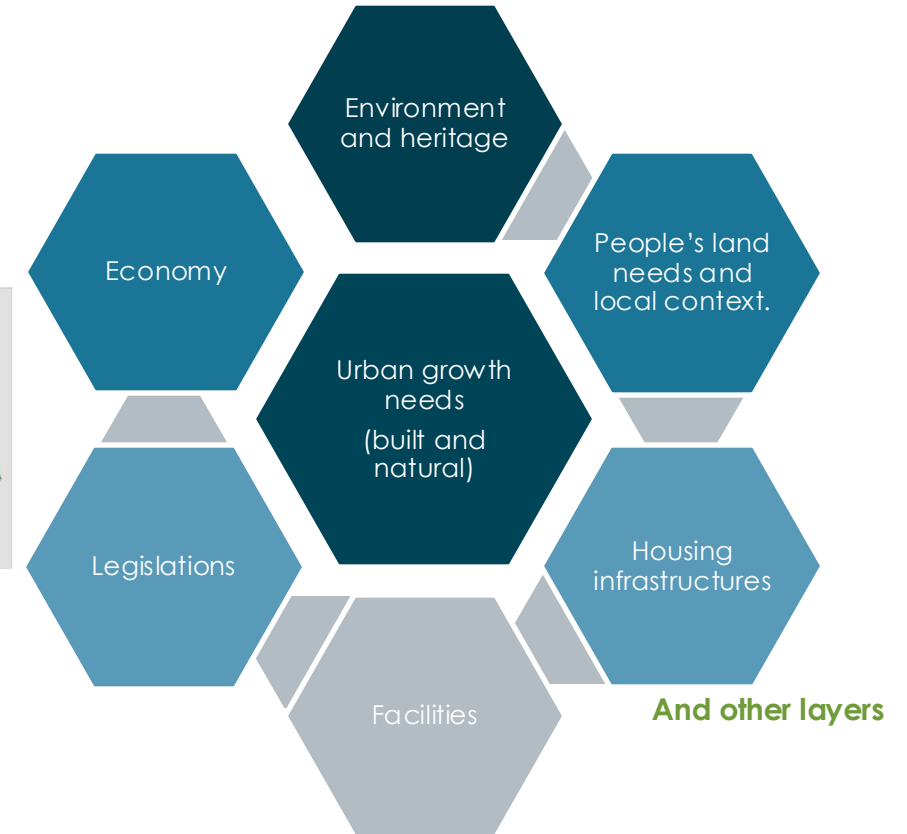
1. To guide decision making for public & private investment; and
2. To set and agenda for and to co-ordinate projects
3. To enable balanced assessment of development applications.

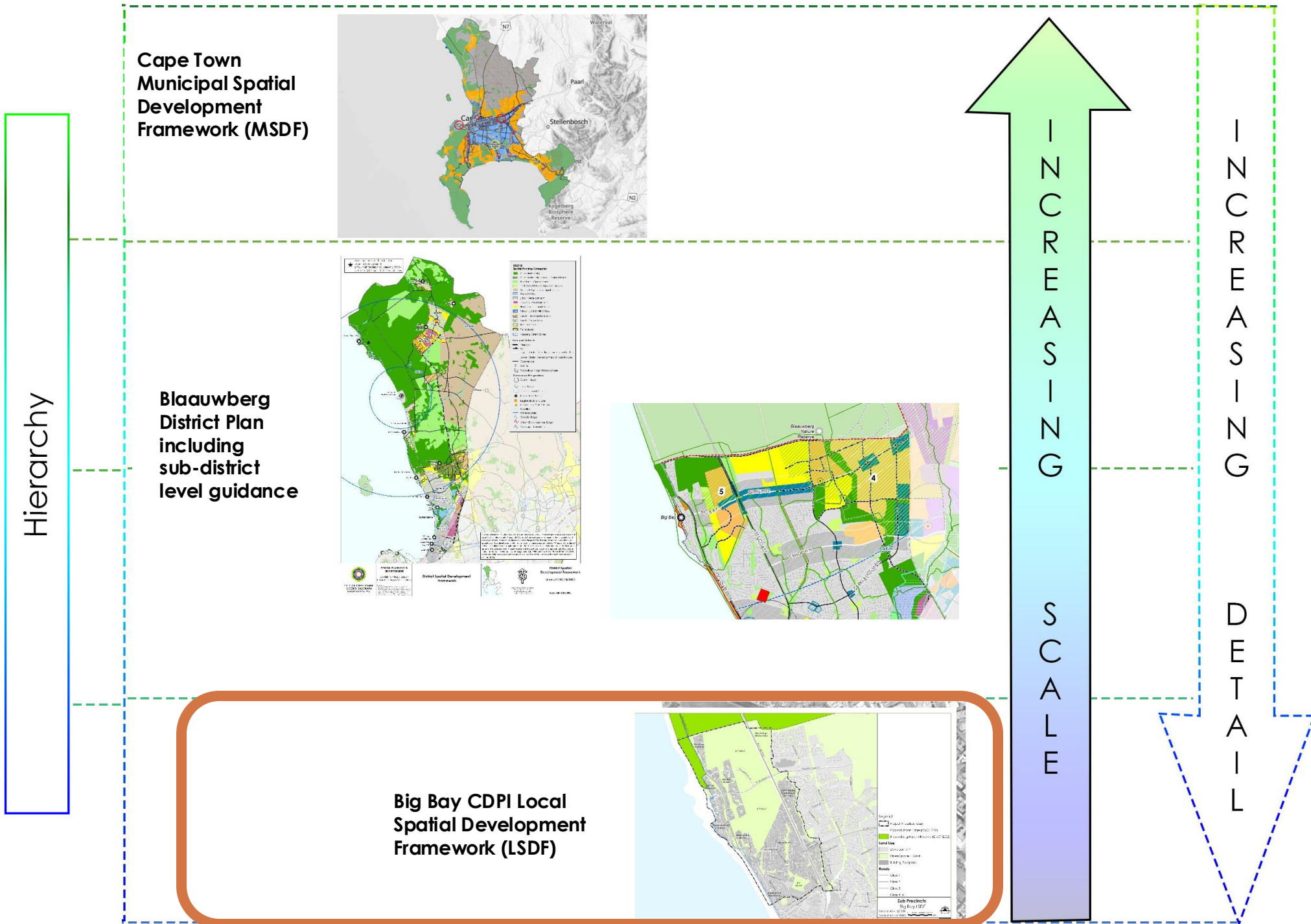
What it is not:

1. Spatial planning policy is not a development application.
2. It does not place any guarantees on what may or may not be applied for in future.



What informs spatial policy?





An LSDF provides direction prior to further development planning



Provides Land use management and urban form guidelines



Spatial restructuring and integration in Districts



Targeted spatial co-ordination alignment of City Departments



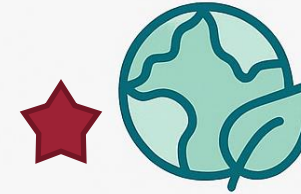
★ Further points for public input.



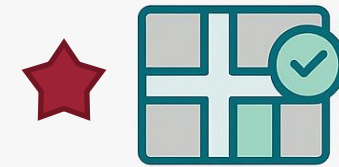
Feasibility Studies



Development Option
e.g. disposal or public private partnership



★ Environmental Impact Assessments



★ Land rezoning and subdivision



Traffic Impact Assessments and traffic evacuation modelling



Engineering service impact assessments



Site Development and Landscape Plans

What a LSDF does?

- ✔ Set a spatial (land and development) vision for an area
- ✔ Provide a vision for all stakeholders to work towards
- ✔ Identify main projects to implement the vision
- ✔ Provides land use guidance for how an area should develop
- ✔ Bridge the gap between higher level / broader spatial policies (like the MSDF and District Plans) and what is happening 'on the ground'



What a LSDF does not do?

- ✗ Give or take away any land use rights
- ✗ Have any budget to implement projects
- ✗ Address urban management issues e.g. waste removal, street clean-ups
- ✗ Create or manage social programs e.g. sports programs, drug rehabilitation
- ✗ Deal with operational issues e.g. broken traffic lights
- ✗ Override current City strategies and policies

1. Background to the Big Bay LSDF



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How did this process come about?

Housing Development Agency Studies

- 2011 Concept framework for erf 1117 identifies potential for 3686 subsidy housing units.
- In 2017 HDA completes a feasibility study outlining areas for housing and conservation.

National and Provincial Government Human Settlement Planning

- Gazetting of site as a PHSDA 2020. Mayor requests assistance expediting release of land.
- City human settlements department discourages planning for standard subsidy housing units in favour of mixed market development.

Blaauwberg District Plan Process

- Over 1000 comments received concerned with erf 1117 objecting to “low income housing development.”

Residents approach City

- Group of concerned residents approach City’s urban planning and design branch, urging more detailed planning guidance in the area.
- City suggests way forward could be a pilot CDPI
- Group forms the Blaauwberg Spatial Association advertise free and open membership.

Big Bay LSDF- Community Driven Planning Initiative

A local voluntary planning process that is driven by communities, intended to build, strengthen and support local communities.

These are plans which happen OUTSIDE of the City's own work programme and priorities.

*The city is built by **many role players and processes.***

*In light of this, **community involvement** or participation in planning our city should be **encouraged** in a manner that is **inclusive, fair and equitable.***

**This Big Bay plan is a test example of the process and the lessons learned will apply to future processes.*



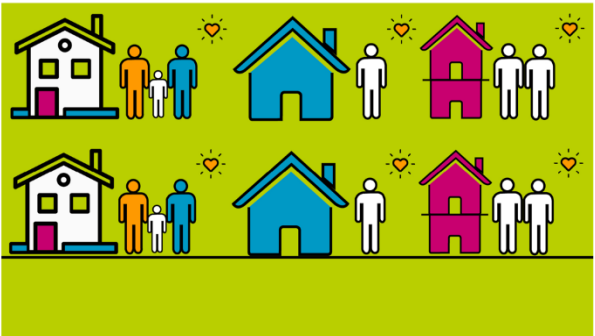
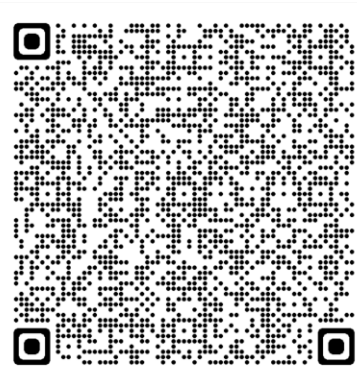
Collaborative process, where stakeholders get to contribute to their communities



Comprehensive and well-managed plan to guide community development



Community representation and co-creation with the City.



PROCESS MILESTONES

Inception and Process Planning

2022 NOV -2023 APRIL

- Process launched at Subcouncil 1 Nov 2022
- 25 Jan Launch event open to community, over 100 attended.
- Joint Steering committee formed.
- Process plan endorsed.
- City Departments first engagement.

1

BIG BAY COMMUNITY DRIVEN LSDF

2

Status Quo Report

2023 APRIL-AUG

- Process advertised in papers, June.
- Status Quo progress update 06 Jul, 62 attendees
- Open meeting of BSA 70+ attendees
- confirms CNDP as planner and BSA board
- Data sharing and sector meetings with City and stakeholders.

3

Public Participation Round 1

AUG TO NOV 2023

- 20 Sept 23 Present Status Quo report to over 100 attendees
- Briefings to stakeholders and community reps
- City led Inter-governmental engagement Oct 2023
- Engagements with tourism sector, nature reserve, infrastructure group and more.

4

Community Driven Plan Formulation

DEC 2023-DEC 2024

- City departments briefed March 2024
- May 2024 public visioning Workshop - over 100 in attendance.
- Blouberg Village visioning workshop around 80 attend.
- City workshop with Provincial and National government on draft content and direction.
- Presentation to BBMPOA SGM approximately 50 attend.
- West Beach/Blouberggrant/Table View virtual engagement over 100 attend.
- Comments and Responses circulated

5

City Review & Public Participation Round 2

DEC 2024 TO DEC 2025

- Document handed over to City for review.
 - City submits recommendations to BSA and CNDP in
 - Document updated by CNDP August and September
 - Support to go out for Public participation received from Subcouncil in September and Spatial Planning and Environment Portfolio Committee in October.
 - Public Participation 3 October to 12 December
- WE ARE HERE**

LEADING AND FORMULATING

Blaauwberg Spatial Association (BSA)

CNDP Africa

CHAND

The BSA with support from a community meeting with 100 attendants, conducted fundraising to appoint CNDP Africa as the professional planners on the project. CHAND organized initial public workshops

The City supported the process and monitored policy alignment through the Steering Committee. Ward Councillors ensured the views of area representatives were considered. CNDP presented technical information.

BIG BAY LSDF PROCESS

STEERING AND MONITORING

City Urban Planning and Design (UPD)

Subcouncil 1

BSA Board

CNDP Africa

Government and City Sector Departments

Registered interested and affected members of the public.

Representative organisations

Comments from these bodies have resulted in a number of substantial changes to this draft. For example, greater areas for biodiversity, more flexibility in the type of housing to be delivered and a closer alignment with the City's existing policies.

- The Department of Public Works and Infrastructure is the custodian of erf 1117. The DPWI can release the site for development, provided legal and policy objectives are considered.
- The Provincial government owns Erf 452, and Erf 461, in the study area and comment on the plan.
- City Council will decide on the adoption of the LSDF.

National Government

Provincial Government

Nuclear Regulator

City Council

INFORMING AND COMMENTING

INFLUENCING AND IMPACTING

2. Overview of Draft LSDF

Navigating the draft document



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Where to download the document

capetown.gov.za/City-Connect/Have-your-say/Issues-open-for-public-comment/draft-big-bay-lsdf



Comment on the draft Big Bay Local Spatial Development Framework (LSDF)

The City's District Spatial Planning Department is partnering in the development of a Community Driven Local Spatial Development Framework for Big Bay and Surrounds, and we would like to hear from you.

About

The Big Bay area is located between the R27 route to the east and the Table View coastline to the west, bordered to the north by the Blaauwberg Nature Reserve, and to the south by Marine Circle and Blaauwberg Road.

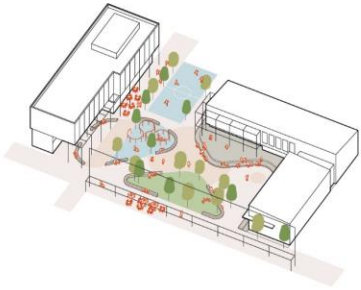
Report layout and structure:

- Principles and Tools
- Envisioning Workshop Report
- Background- which contains summaries from status quo report
- Proposals: Whole Precinct
- Proposals Sub-Precincts



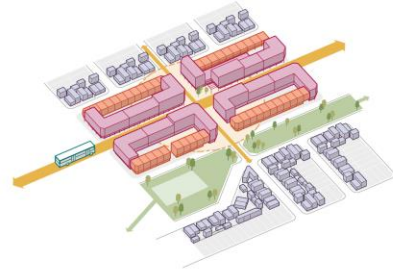
2.1 Design Principles (Extracts from City's Urban Design Policy 2024)

The greater public good



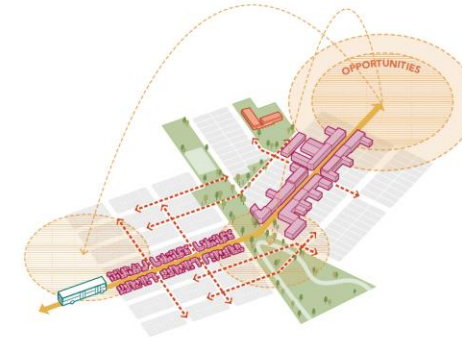
Cities are places... where people can benefit from living in close proximity to others...urban development must ensure that these benefits are accessible to all and generate further opportunities for social and economic development...

The 'whole' above the 'parts'



...It is essential to understand the performance of the whole and not the optimisation of the individual parts...

Integration and spatial transformation



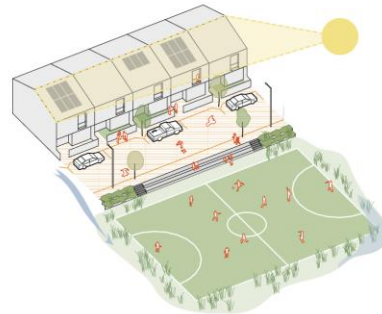
...legacy of segregated development remains entrenched in the fabric of the city and needs to be actively transformed through design, to create a more equitable city.

Intensity, diversity and adaptability



Stimulating, enjoyable and convenient quality places, meet a variety of demands from the widest possible range of users, and social groups.

Urban resilience, sustainability & climate adaptation



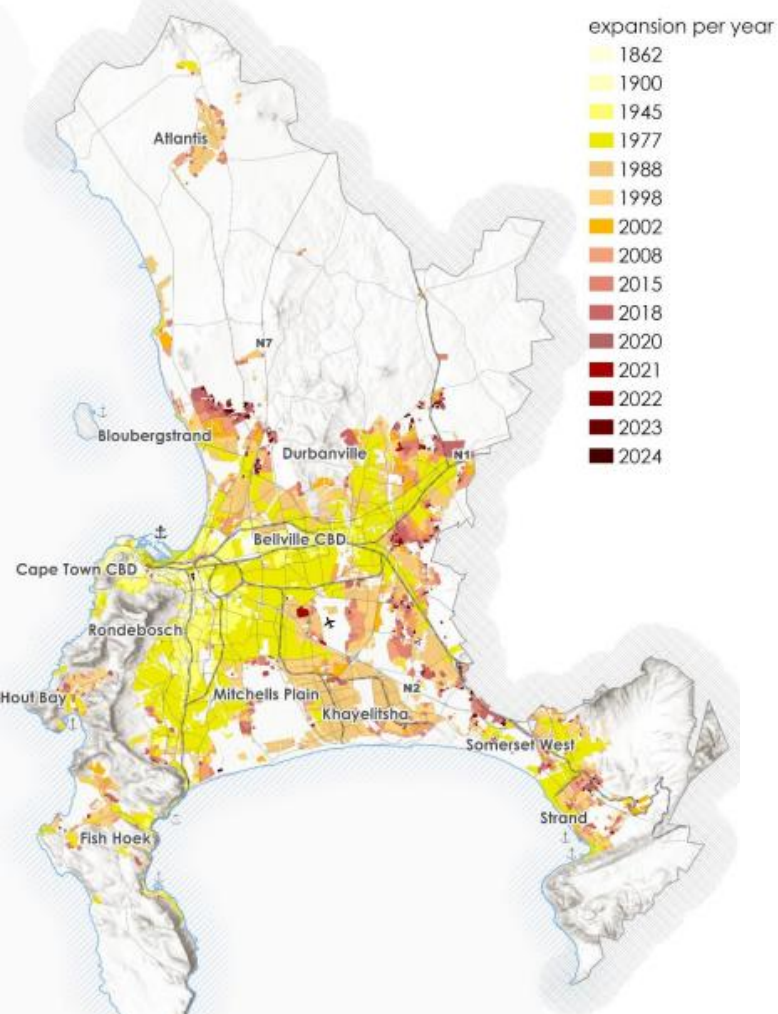
Balancing economic, social and environmental imperatives in development is critical to improving the well-being and livelihoods of people. Development should positively contribute to the urban environment by protecting resources and creating dignified urban environments for people, for current and future generations.

Identity, context and place-making



Design proposals should respond appropriately to the unique context and landscape.

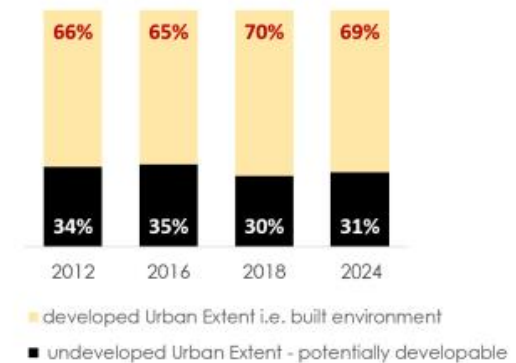
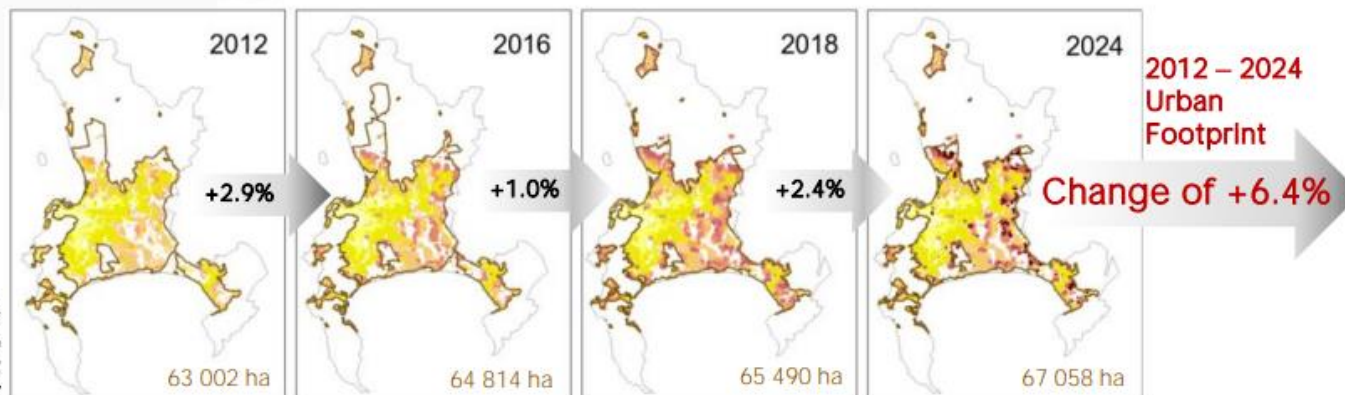
2.2 Cape town is growing



	2021	Estimated 2040
Cape Town Population	4.8 million	Add 1.8 million
Number of Households	1.44 million	Add 630000
Non-residential space needed		+ 1007727 retail + 1481951 Office + 3650764 Industrial

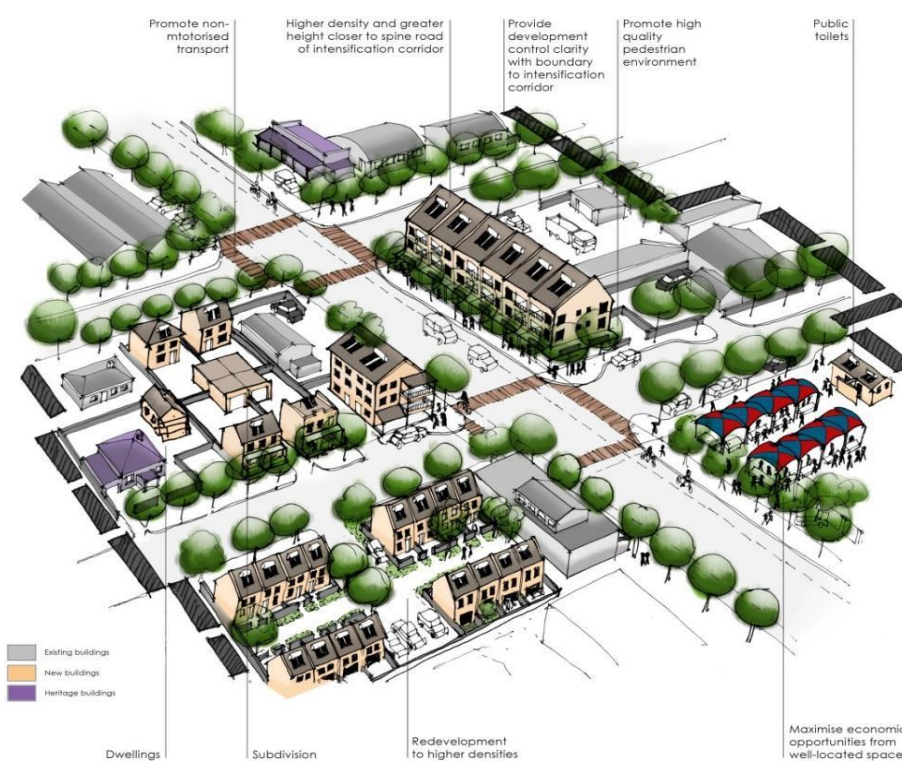
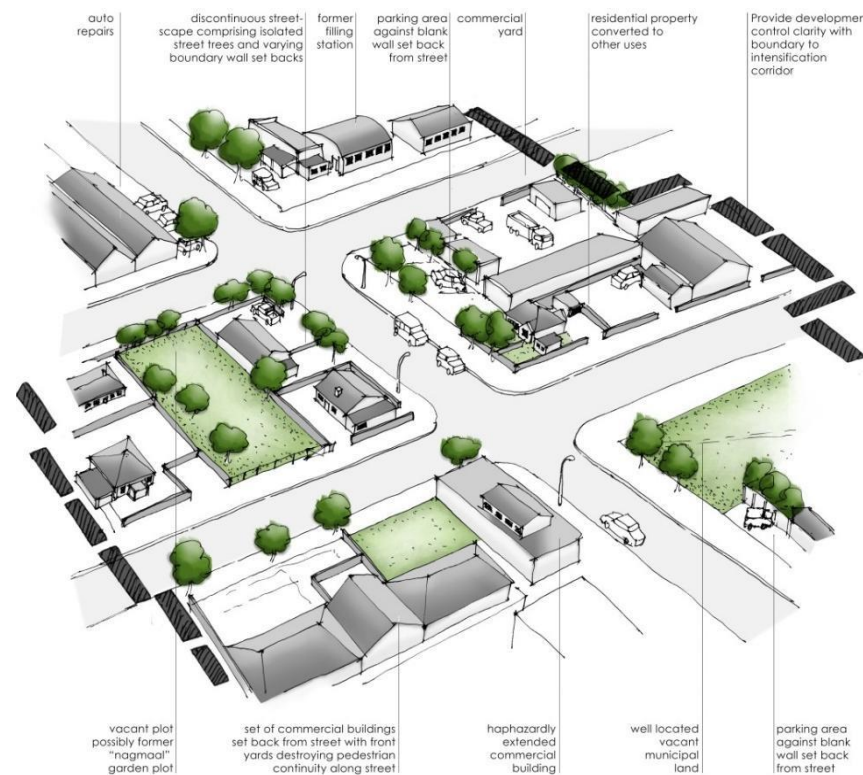
Map A1-a: Expansion of Urban Extent per year

Map Series A1-b:
Area (ha) of Urban Footprint
(built environment) within the
Urban Development
Edge per year

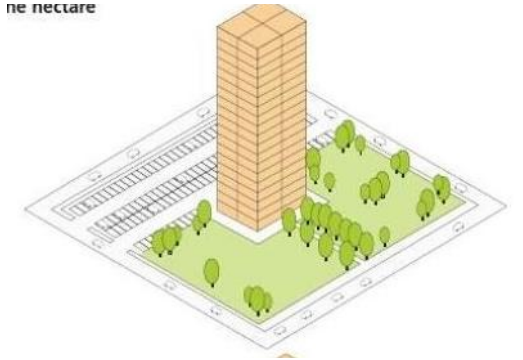


Graph A1-a: Percentage developed vs. undeveloped Urban Extent remaining per year

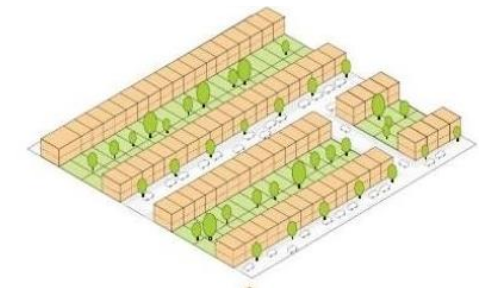
2.3 Managing Urban Growth



Density: 75 dwellings/ha
High buildings
Low plot coverage
ne neccare



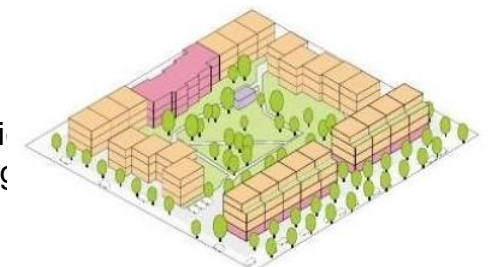
Density: 75 dwellings/ha
Low buildings
High plot coverage



In alignment with City's inward growth strategy- Accommodate new growth mainly along corridors and nodes.

High quality urban environment, enhanced street experience through landscaping, tree planting, building design quality and overlooking of public streets.

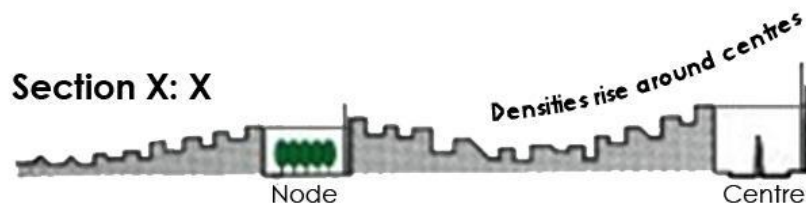
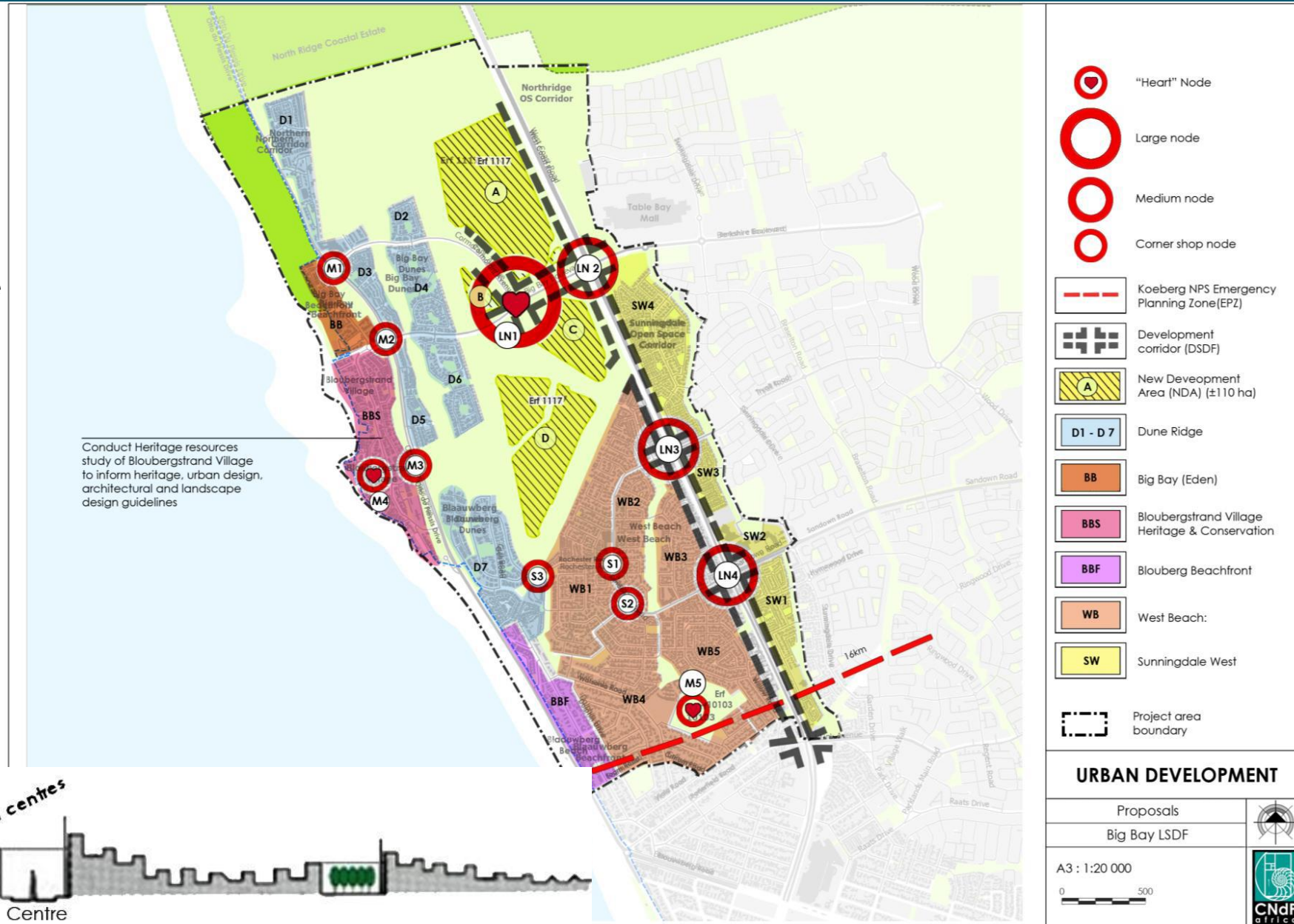
Density: 75 dwellings/ha
Medium building height
Medium plot coverage



2.4 Urban Development Proposals

- Nodes to function as “hearts” of community with mix of activities. Contributing to sense of place and identity.
- More intense and diverse urban activity at major intersections.
- Smaller village service nodes.

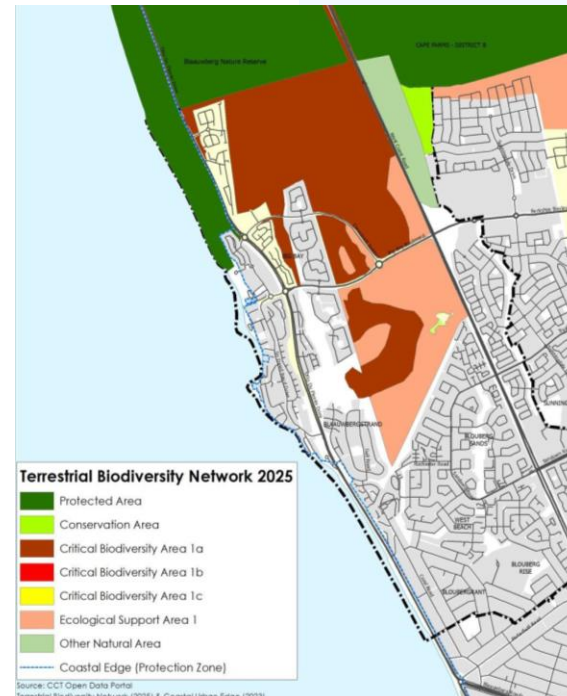
Density proposals: 25 du/ha – 45 du/ha
 Densities proposed as a gradient, allowing for mix of building types.



2.5 Natural Systems- Planning With Nature

The draft proposes:

- Connected conservation focused corridors 100 to 200m wide throughout the study area.
- 57% of Erf 1117 is proposed for conservation or greening. 37% to be added to the proclaimed nature reserve, the remainder managed green corridors or green open spaces.
- Sustainable drainage/ stormwater systems.
- Non-motorised movement networks.
- Sustainable building technology.



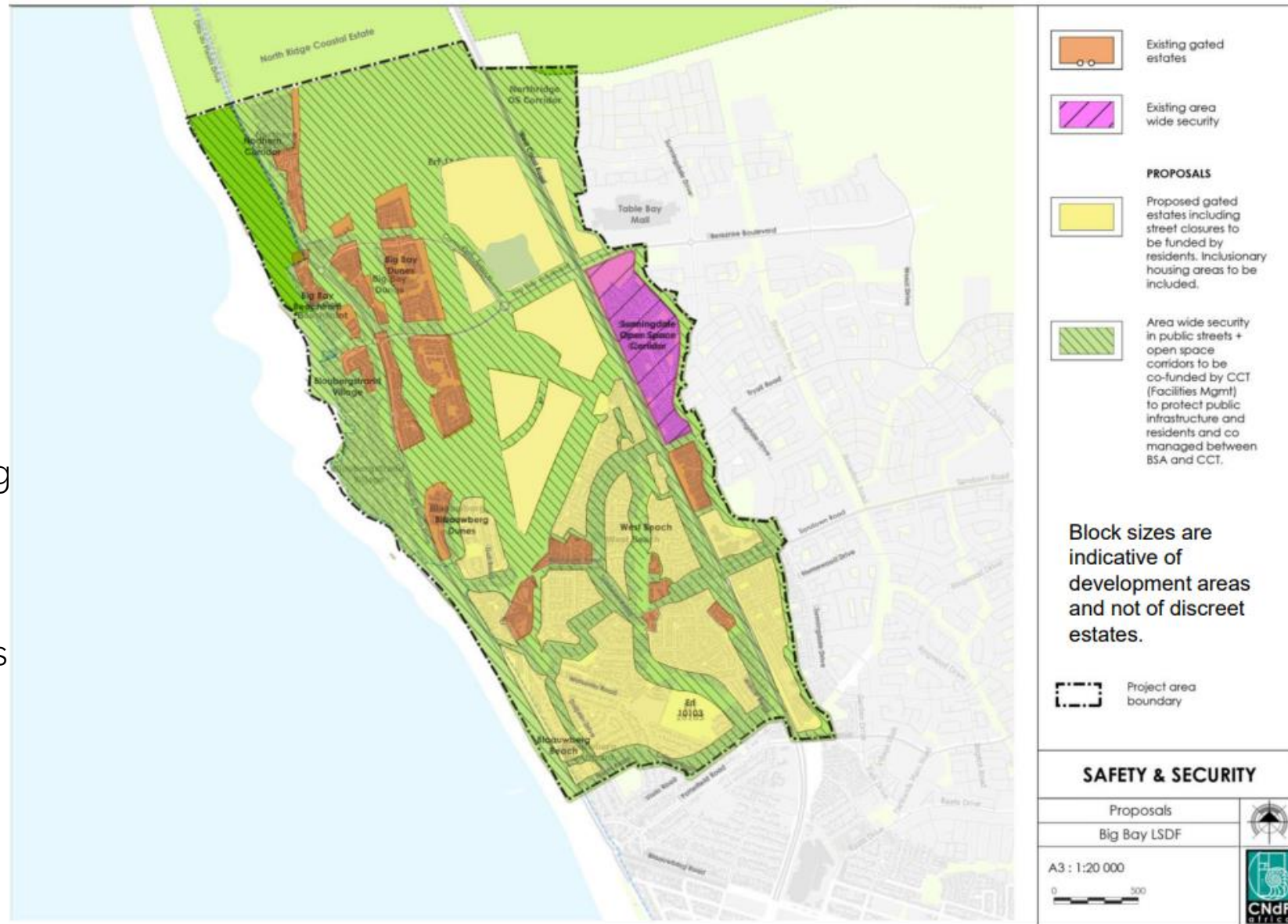
2.6 Urban Management

Institutional arrangements proposed (area governance similar to or expansion of Big Bay property owners association).

Pg 77 Investigate most suitable urban management vehicle/s for BBL SDF project area (i.e. CID or SPV or both).

Numerous security proposals, including secure estates.

*Currently, land owner permission granted to allow local security agencies to prevent occupation of erf 1117.



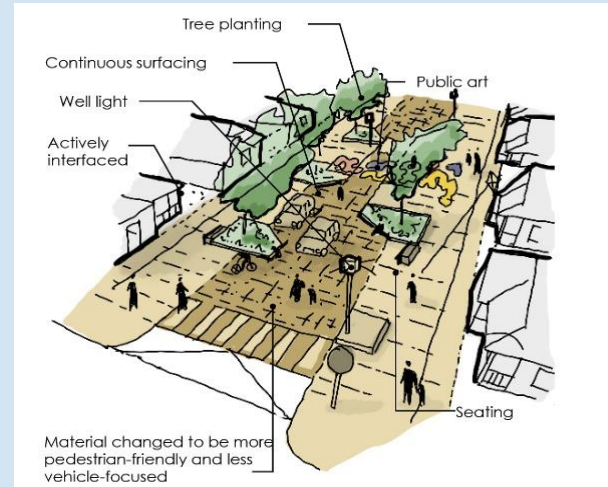
City Urban Design Policy: Creating safety

Creating external interfaces:



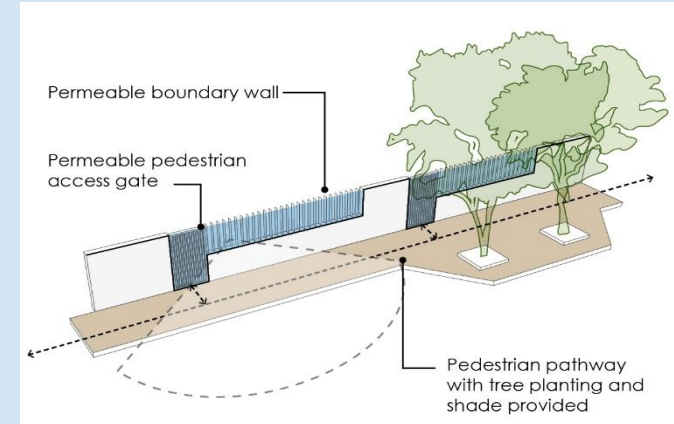
- Create active and positive interfaces onto the public realm. Façades to include as many openings (windows, balconies, etc.) as possible on ground, first storey and the storeys above.
- Avoid having back of buildings facing onto the street. Where unavoidable, ensure that those facades have as many opening and overlooking features as possible.

Woonerf and complete streets:



- Design the street for social interaction and to ensure human comfort -providing appropriate building heights, positive interfaces and street widths to create a comfortable enclosed environment.
- Woonerfs should be seen as secondary public open spaces, in conjunction with the primary functional open spaces (which would feature, for example, playgrounds and outdoor seating), and should therefore be aligned/connected wherever possible.
- Design woonerfs to include features such as table tops, landscaping, lighting, and different surface materials for speed management and pedestrian safety and comfort.

Boundary wall treatments:



- Avoid solid boundary walls. Instead- entrances, permeable fencing and landscaping.
- Wherever possible, create low boundary. Provide permeable boundary walls onto open spaces.
- Introduce landscaping as a screening mechanism to mitigate any safety or privacy concerns.

2.7 Transport

- Centred on My-Citi trunk and feeder routes.
- Development to create demand for closer intervals between public transport services.
- Non-Motorised transport
- Sufficient destinations in walking distance.
- Peak visitor demand accommodated by increased public transport linked to park and rides.



MYCITI 30 SEATER FEEDER ROUTE BUS REQUIRES HIGHER DENSITIES TO PROVIDE A CONVENIENT SERVICE THAN 16 – 22 SEATER MINI-BUS TAXIS



2.8 Koeberg Nuclear Power Plant- Traffic Evacuation Modelling

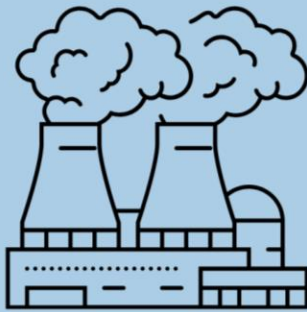
International Atomic Energy Agency (IAEA) Safety Standards reflect international consensus on what constitutes a high level of safety for protecting people and the environment from harmful effects of ionising radiation. The emergency planning zone for Koeberg Nuclear Power Station is in line with the IAEA requirements.

There are no mandatory international prescriptions regarding the number of people who can reside near a nuclear facility. Emergency Planning reflects practical limits for rapid protective action.

The diagram describes the required legal application of these limits.

For more information residents can attend public safety forums, records are available for review by following the link > [Nuclear Safety and Licensing - Eskom](#)

Koeberg Nuclear Power Plant Emergency Planning



Section 158 municipal planning by- law:

(b) provided land owners may, subject to obtaining the approval of the City, exercise additional or new increased use rights which will not result in any transitory or permanent population and where the City is satisfied that the disaster management infrastructure necessary to ensure effective implementation of the approved traffic evacuation model and associated disaster risk management procedures is adequate.



What is considered if an urban development application is increasing the population in the 16km Urgent Protection radius around KNPS, within the urban edge?

Can this population be evacuated within 16 hours?

Will this population be capable of evacuating themselves in an emergency?



Emergency planning will not prevent approval.

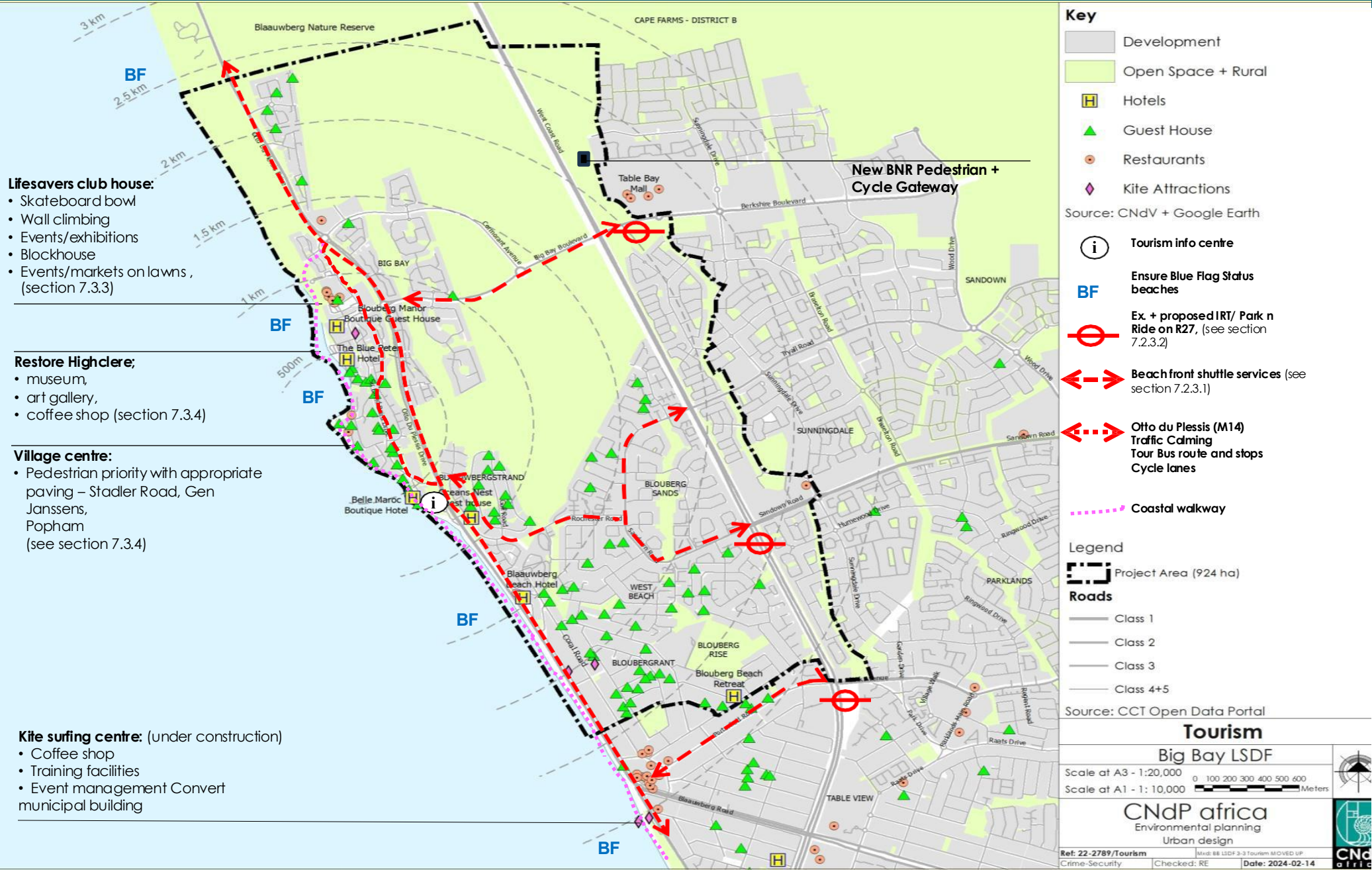
Can part of the population be evacuated within 16 hours?

The application may be phased. Development is conditioned that only part of the application can be developed until there is infrastructure to enable evacuation. The applicant will be responsible for contributing to financing this infrastructure prior to approval of future phases.

The application is either refused or conditioned to provide infrastructure to the standard required to enable evacuation. The developer must finance this infrastructure in and occupancy will not be permitted until it is in place.

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.

2.9 Tourism



2.10 Infrastructure

Detailed infrastructure requirements tested when development applications submitted.

Sanitation: Gravity drains towards Melkbosstrand and Potsdam WWTW. Potsdam upgrades set to be completed by 2027 have considered future growth in the region.

Water: Adequate network capacity to accommodate growth in the area.

Stormwater: Detailed planning at development application stage. On site attenuation encouraged and a green infrastructure approach.

Energy: off grid encouraged and low energy requirements.



7. Pg 158-Heart node erf 10103, Improve access to community facilities. 10103 and 10104 potential infill.

8. Pg 162- PTI proposed south Table Bay Mall



SUB-PRECINCTS

1. Northern Corridor
2. Big Bay Beachfront
3. Big Bay Dunes
4. Bloubergstrand Village
5. Blaauwberg Dunes
6. Blaauwberg Beach Front
7. West beach
8. Sunningdale Open Space Corridor
9. Erf 1117
10. Erf 268 proposed BNR Gateway

Legend

- Sub-precincts
- Erf 10103
- Building Footprints
- Land Use**
 - Development
 - Open Space + Rural
- Roads**
 - Class 1
 - Class 2
 - Class 3
 - Class 4+5

1. Pg 95- Area north of seaside village shopping center. Maintain- improve coastal node facilities, cycle lane extensions. Pg 95
2. Pg 101- Area around Eden on Bay. Informal trading plan, upgrades sewer pump station, peak season park and ride.
3. Pg 108- Estates like Kingshaven, Waves Edge, Dune Ridge etc. Fynbos corridor with walking and cycle trails on dunes, connect to extended BNR.
4. Page 114- Historic heart, traffic circles, shuttles, pedestrian priority, Stadler street. Upgrade heritage resources and village green. Park and ride for peak season.
5. Page 136- Green corridors, Wave rd extension and future development sites proposed- mixed use along Otto du Plessis, School.
6. Pg 148 - encourage shops and restaurants at key areas. Accommodate tour bus parking. NMT routes.



Fig 7.3.7.6 West Beach: Erf 10103: Sketch layout of Possible community facilities

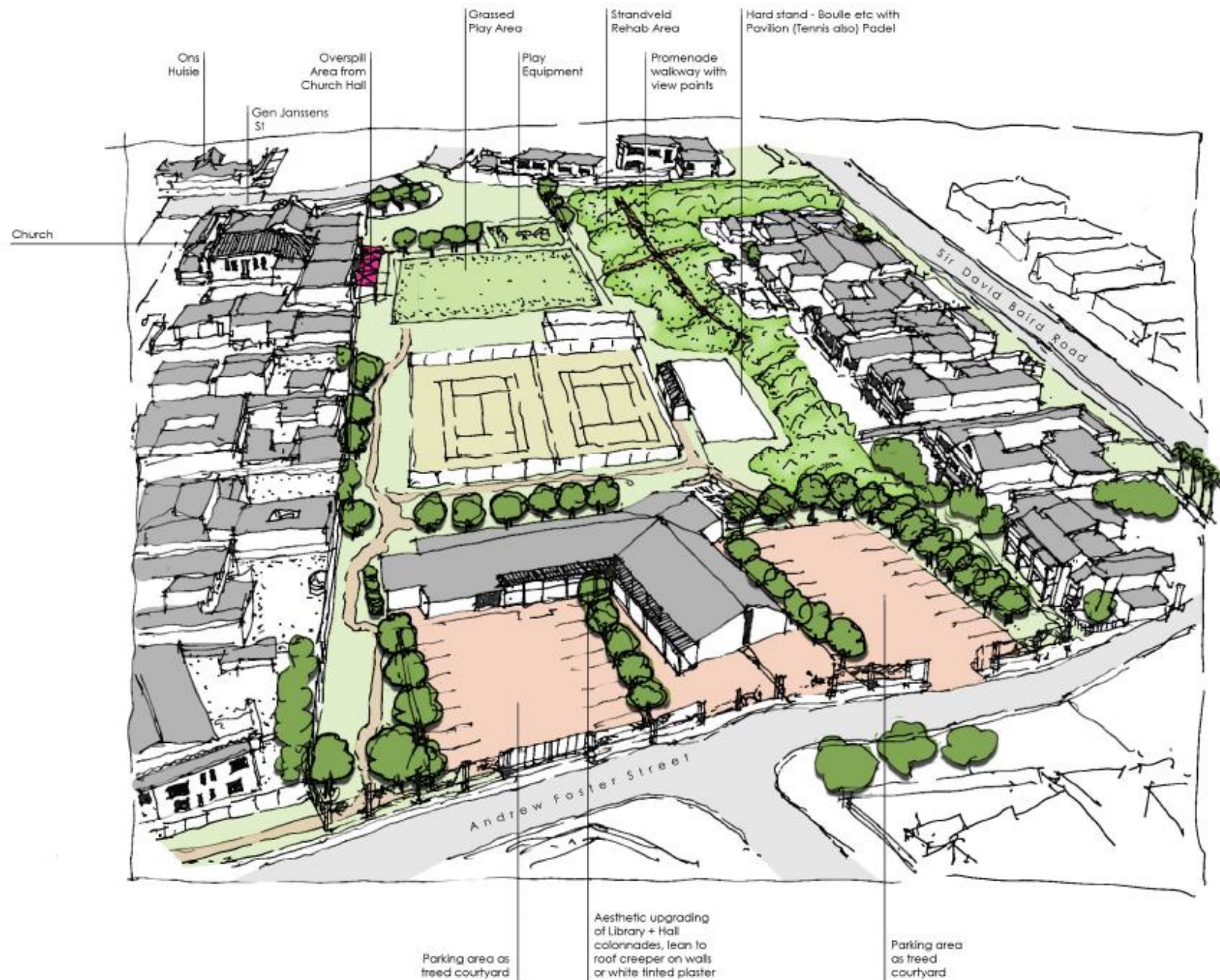


Fig. 7.3.4.26 Bird's eye view of upgraded Village Green: artist's impression



Fig. 7.3.4.30 Proposed extent of Stadler Road upgrading

Existing primary
school site (zoned
Agricultural)

Existing high
school Site
(zoned Rural)



Existing
median
break

Path to
Coast with bus
embayments on
Otto du Plessis

Existing
median break
and bell mouth

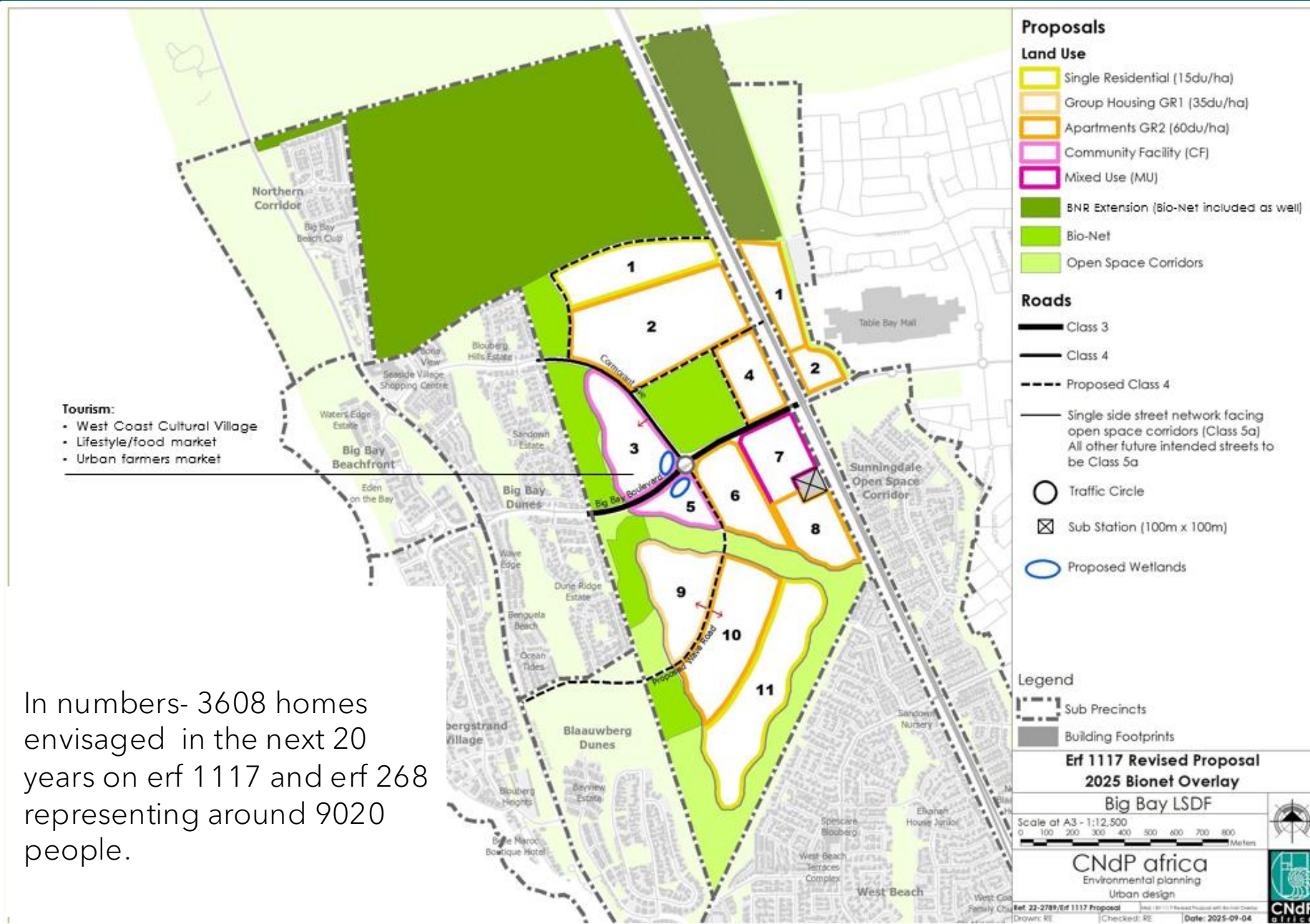


9. ERF 1117

The Draft framework proposals for Erf 1117 are from pages 165- 210 and consider the following:

1. The growth pressures in Cape Town and the need to respond with balanced proposals within the urban edge.
2. The relevant stakeholder perspectives and legal mandates.
3. The need to conserve and manage sufficient quantities of biodiversity on site.
4. The health, safety and resilience of both the future and existing communities.
5. Property values and housing markets.
6. Road types and the balance of mobility and access.
7. Types and densities of development
8. Community facilities.
9. Infrastructure and green building
10. Street networks, open space and non motorised transport, mobility and access

In numbers- 3608 homes envisaged in the next 20 years on erf 1117 and erf 268 representing around 9020 people.



1. Single residential
Low density 15du/ha 129 units

2. Multi residential
Medium density 60 du/ha
1156 units

3. Community facilities

4. Multi residential medium density 60 du/ha
305units

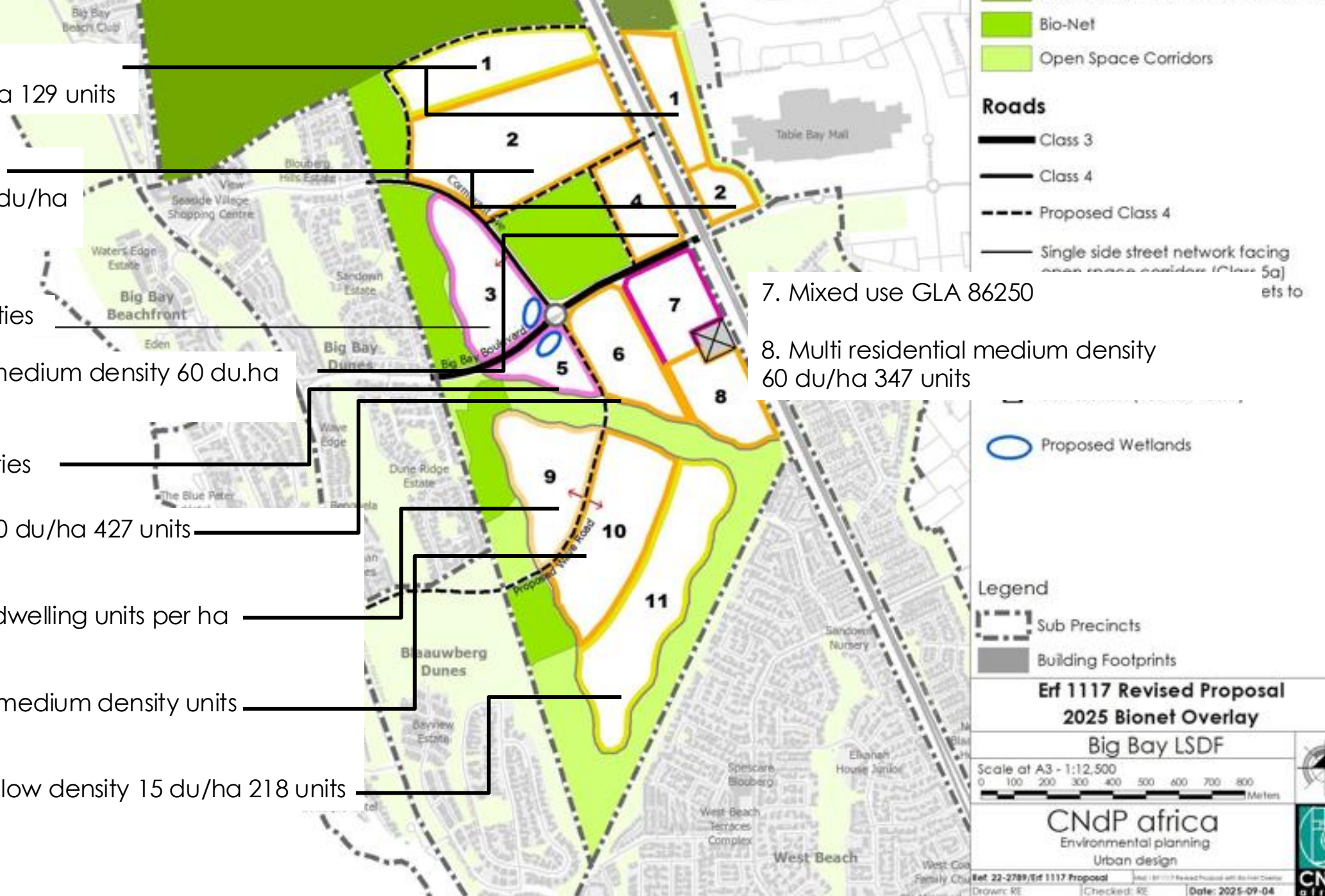
5. Community facilities

6. Multi residential 60 du/ha 427 units

9. Low density 35 dwelling units per ha
287 units

10. Multi residential medium density units
60 du/ha 739 units

11 Single residential low density 15 du/ha 218 units



Affordable Housing and Erf 1117

The definition targets households earning up to R32000 a month. Over 70% of Cape Towns households cannot afford market housing.

In erf 1117 draft proposals currently target the mid to upper end of this income group.

Current City supported projects have detailed tenant and grounds management arrangements and a high quality surrounding environment.

Affordable housing proposed does not equate to informal settlement and it is not “low cost,” the beneficiaries are aimed to be mid- income families who can no longer afford market housing.



Affordable housing and Erf 1117

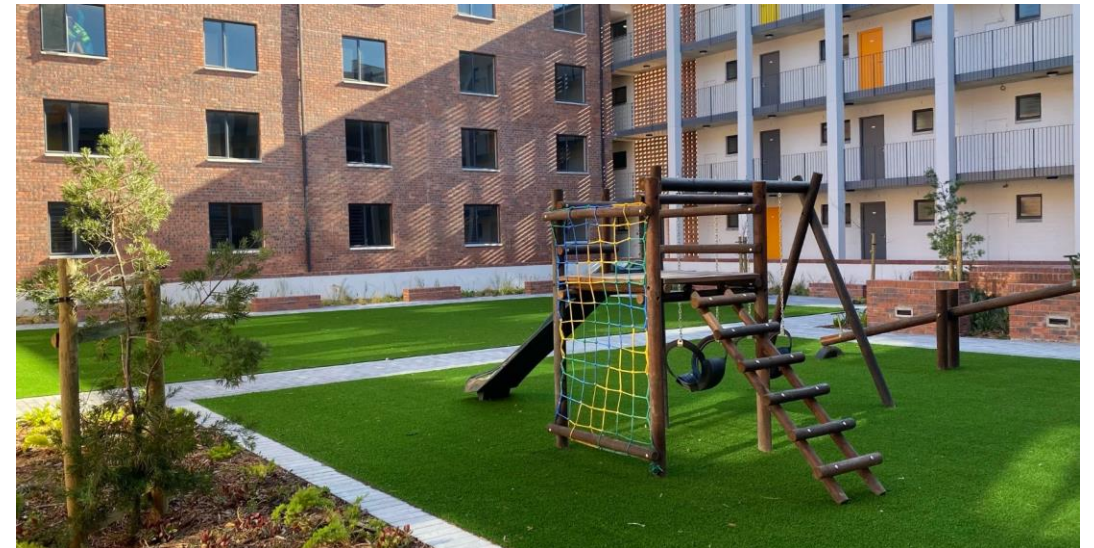
The draft LSDF supports affordable housing integrated with market led development. The majority of the housing to be market led.

Revenue generating development and public private partnerships are proposed to enable a high quality, financially viable development that fits with the surrounding area.

There is no current development application for the site.



Cornadie Park landscaping creates high quality common spaces, in an integrated development.

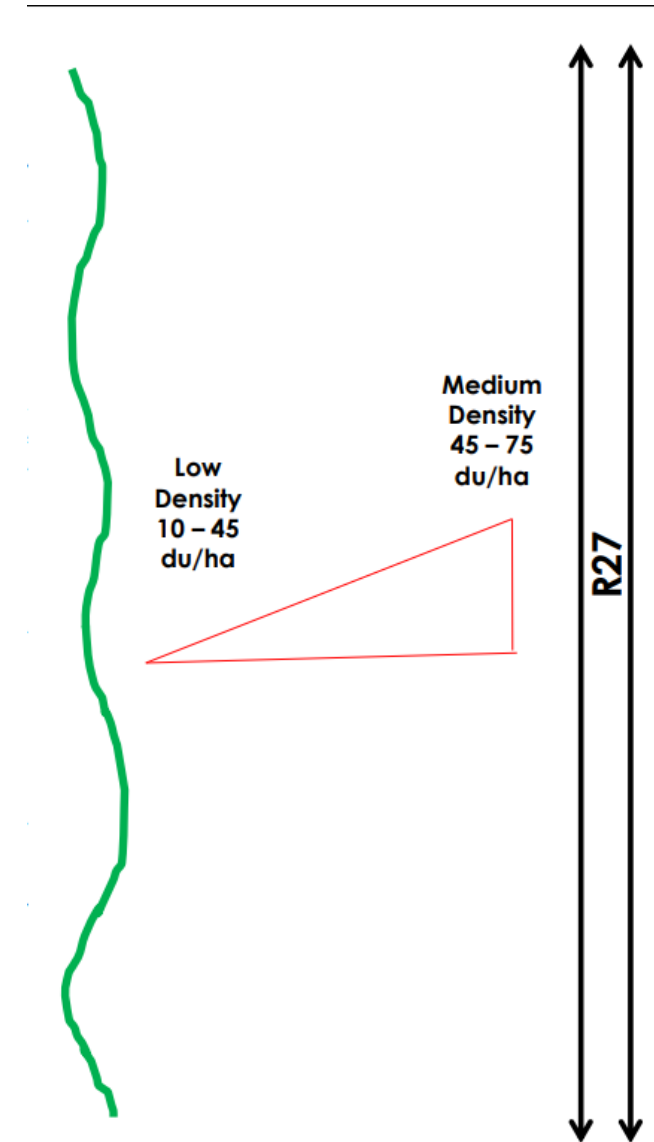


Densification and Intensification of Land use

- The LSDF proposes a gradient of densities from east to west across Erf 1117
- High densities are nearer the R27 and lower densities nearer existing suburbs and nature areas.
- The proposals reflect low to medium densities
- Density proposals were moderate in recognition of evacuation requirements.
- Densities proposed are not uncommon in the wider area.
- Building types proposed encourage maintaining more green space.

Densification within the urban edge is encouraged because:

- Land scarcity
- Preservation of biodiversity and agricultural land
- Increasing cost of land and building.
- Bringing people closer to job opportunities and business hubs.
- Mixed use spaces combine work, housing and leisure.





Examples of 60 dwelling units per hectare developments.



15 dwelling units a
ha.



Mixed use area
commercial/
light industrial
examples.



5. WAY FORWARD



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WHAT WILL HAPPEN TO YOUR COMMENTS?

1. Urban planning and design department reviews all comments.
2. Gives a reference number for each comment.
3. Identifies where changes should be considered in the document.
4. Prepares public participation report and responds to comments.
5. The comments and response report shows comments anonymously as part of submission to Council.
6. Commenters can find their comment and response using their personal reference number.

PROPOSALS FOR NEXT STEPS:

