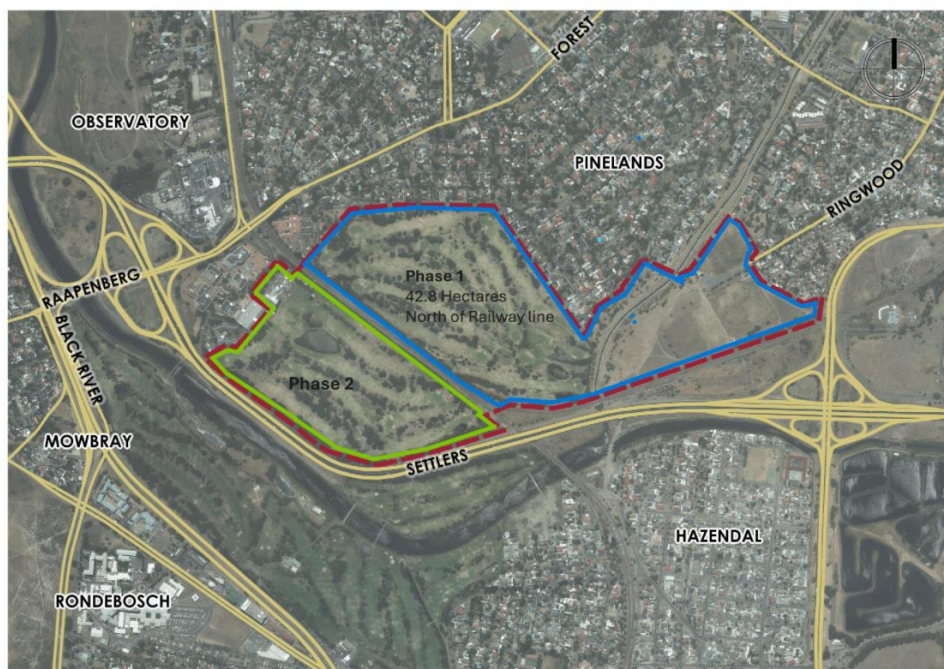




CITY OF CAPE TOWN
ISIXEKO SASEKAPA
STAD KAAPSTAD

KING DAVID MOWBRAY GOLF COURSE AND SURROUNDS REDEVELOPMENT

Information Pack



Date: 2025-02-21

Making progress possible. Together.

Contents

1.	Purpose.....	1
2.	The Property.....	1
2.1	Property Details	1
2.2	Site Layout and Accessibility	2
2.2.1	Locality	2
2.2.2	Accessibility	2
2.3	Land Use and Ownership	2
2.3.1	Current Usage.....	2
2.3.2	Ownership.....	3
2.3.3	Zoning.....	3
3.	Departmental Comments	4
3.1	Urban Mobility: Roads Infrastructure Management	4
3.2	Energy	4
3.3	Environmental and Heritage Management.....	4
3.4	Urban Design	4
4.	Redevelopment Potential	4
5.	Disclaimer.....	5
6.	List of Annexures	6
6.1	Annexure A: Aerial Photo	6
6.2	Annexure B: Information Statement.....	6
6.3	Annexure C: Departmental comments.....	6
6.4	Annexure D: Land Potential Assessment	6
6.5	Annexure E: Table Bay District Plan	6

1. Purpose

The purpose of this report is to provide an overview of the of the study area concerning the proposed release and redevelopment of portions of Mowbray Golf Course and surrounding areas for mixed-use development, including affordable housing.

2. The Property

2.1 Property Details

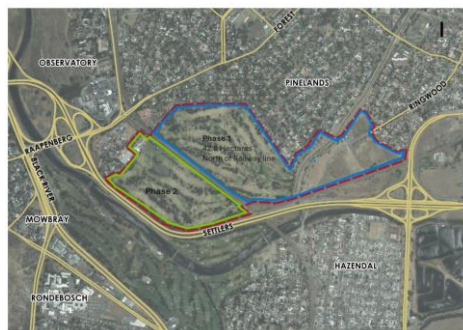
The Mowbray Golf Course Precinct is situated within the Table Bay District of Cape Town, strategically positioned north of the N2 Freeway and east of Forest Drive. The site is well integrated within the metropolitan fabric, benefiting from its proximity to key urban nodes, major transport corridors, and employment hubs.

The total project site measures approximately 65.8 hectares, as per the City's GIS records, and consists of King David Mowbray Golf Course and the Clyde Pinelands Sports fields, located immediately south of Pinelands. To the south of the N2 Freeway, the Rondebosch Golf Course forms part of the broader precinct's context.

The property consists of ±22 cadastral entities with varied zonings, reflecting the historical land-use patterns and development potential. The initial phase of redevelopment will focus on 42.8 hectares north of the N2 Freeway and railway line, an area characterized by its prime access to employment nodes, public transport networks, and surrounding residential neighbourhoods.

In alignment with the City of Cape Town's Spatial Development Framework (SDF), approved in 2023, the site is designated within a Development Corridor and falls within the Inner Urban Core, where urban intensification and mixed-use development are actively encouraged. Furthermore, the site is identified as a Secondary Catalytic Precinct, highlighting its strategic importance in facilitating sustainable urban transformation, economic growth, and housing delivery.

The site is indicated on the aerial diagram below:



The **aerial photo is also attached as Annexure A.**

Further Information is available on the [Information Statement on Initial Phase Portion attached as Annexure B.](#)

2.2 Site Layout and Accessibility

2.2.1 Locality

The Mowbray Golf Course Precinct is strategically positioned within the Cape Town metropolitan area, offering a central location between key urban nodes. It is situated approximately 10 km east of the Cape Town CBD and 13 km west of Cape Town International Airport, making it a prime site for redevelopment. The surrounding area comprises a mix of residential, commercial, and industrial zones, with well-established public amenities, including schools, healthcare facilities, and recreational spaces.

2.2.2 Accessibility

The site has excellent connectivity to the broader metropolitan area through a network of high-order mobility routes, ensuring ease of access by both private and public transport. Key roadways providing regional accessibility include:

- N2 Freeway, a major east-west corridor linking the site to the CBD and the airport.
- N7/M7 Freeway, providing north-south connectivity to major industrial and commercial areas.
- M5 Freeway, a key arterial route connecting various suburbs within the metro.
- R102 (Voortrekker Road), a vital urban corridor that supports mixed-use development and economic activity.

This well-integrated transport infrastructure enhances the site's potential for a transit-oriented development, reinforcing its strategic importance in the city's spatial transformation efforts.

2.3 Land Use and Ownership

2.3.1 Current Usage

Portion A and B are currently leased to the King David Mowbray Golf Club for use as golf course under a 10-year lease agreement, which commenced on 1 April 2024 and includes a 2-year termination clause. . The golf course is bounded by N2 Freeway to the south, the suburb of Pinelands to north and the Elsieskraal canal to east. These portions

collectively form part of the existing golf course operations.

Portion C is utilised by the Clyde Pinelands Football Club and is not part of the golf course. It is bounded by Elsiekraal canal to the west, the N2 Freeway, Jan Smuts Drive and the suburb of Pinelands.

2.3.2 Ownership

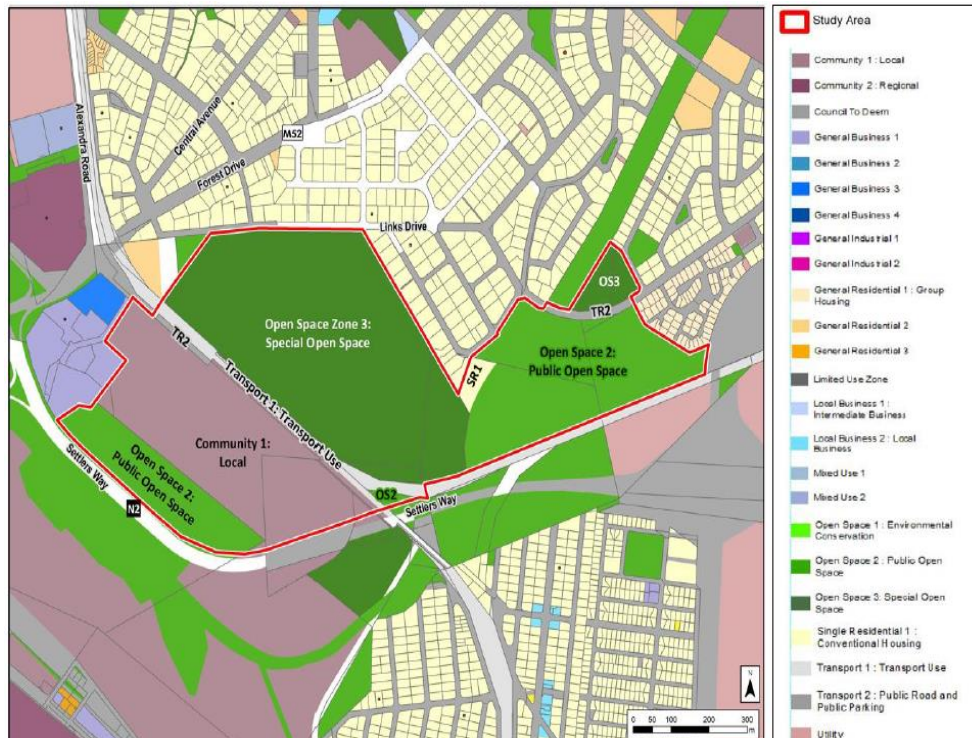
All the properties are registered in the name of the City of Cape Town.

2.3.3 Zoning

The study area is currently zoned for the following in terms of the City's Development Management Scheme (2015)

- Open Space Zone 2: Public Open Space
- Open Space Zone 3: Special Open Space
- Transport 1: Transport Use
- Transport 2: Public Road and Public Parking
- Community 1: Local

See the zoning extract below:



3. Departmental Comments

3.1 Urban Mobility: Roads Infrastructure Management

- Servitudes to be registered in favour of the City over all services traversing the property. Servitudes to be a minimum of 3m wide.
- That any stormwater attenuation and discharge be to the satisfaction of the City.

3.2 Energy

- Servitudes to be registered in favour of the City over all services traversing the property. Servitudes to be a minimum of 3m wide.
- That any stormwater attenuation and discharge be to the satisfaction of the City.

3.3 Environmental and Heritage Management

- In terms of the City's floodplain and River Corridor Management Policy (2009) the flooded areas below the 1:100 year flood zone will mostly need to remain as Open Space in the interest of maintaining the green and blue infrastructure functioning of the river system

3.4 Urban Design

- Based on the analysis described in this report the proposed portions of King Mowbray Golf Club property has significant strategic development potential due to the size, high level of accessibility and potential development yield.
- To this end the Spatial Planning and Environment (SP&E) supports the planning and subsequent development of a mixed use development on the subject erven, giving consideration to the development guidance contained in the 2023 Table Bay District Plan.

The summary of the **departmental comments are attached as Annexure C.**

The **Land Potential Assessment is attached as Annexure D.**

4. Redevelopment Potential

The Mowbray Golf Course is strategically positioned north of the N2 Freeway, making it one of the largest undeveloped city-owned parcels near key employment centers in Cape Town. The site's excellent connectivity to public amenities, residential areas, and employment hubs makes it ideal for redevelopment. The property's location within Cape Town's Urban Inner Core (UIC) further enhances its potential for integrated, mixed-use development aimed at driving spatial transformation, creating affordable housing, and

improving public amenities.

The redevelopment proposal envisions a mixed-use development that integrates residential, commercial, and retail components, in alignment with the 2023 **Table Bay District Plan, see Annexure E.** The plan emphasizes the inclusion of affordable housing to promote inclusivity and equitable urban growth. This approach is designed to maximize public benefit by enhancing amenities, generating employment opportunities, and fostering community integration.

5. Disclaimer

This report and the information contained herein have been prepared based on data available and assessments conducted to date. While reasonable care has been taken to ensure accuracy and completeness, no warranties, expressed or implied, are given as to the accuracy, reliability, or completeness of the information in this report. The City of Cape Town, its employees, agents, and consultants disclaim any and all liability for damages of any nature whatsoever resulting from the use of or reliance upon the information contained in this report. Stakeholders are advised to perform their own due diligence and seek independent advice where necessary to inform their decision-making.





6. List of Annexures

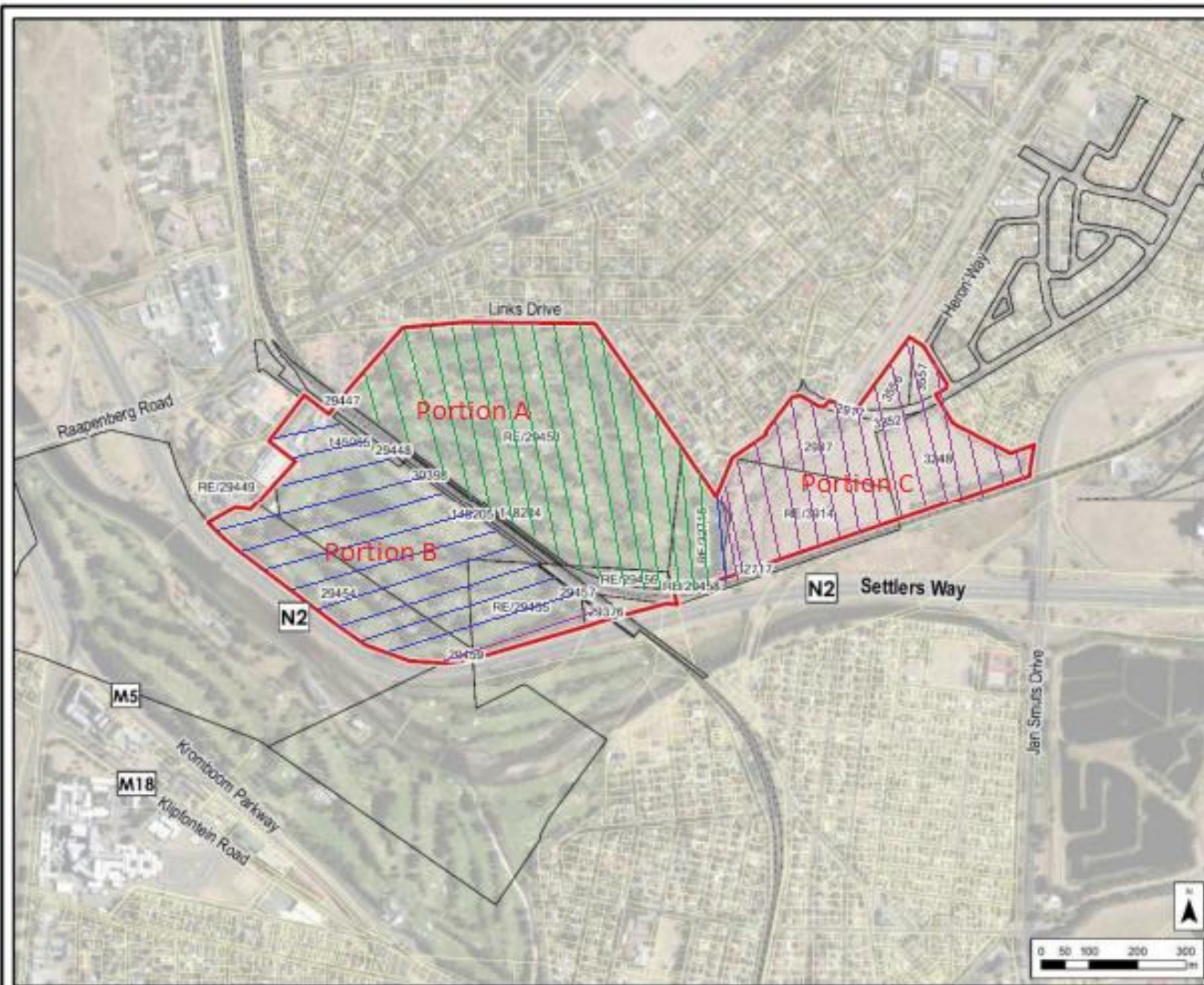
- 6.1 Annexure A: Aerial Photo
- 6.2 Annexure B: Information Statement
- 6.3 Annexure C: Departmental comments
- 6.4 Annexure D: Land Potential Assessment
- 6.5 Annexure E: Table Bay District Plan

ANNEX A: AERIAL PHOTOS

MOWBRAY GOLF COURSE

LOCAL CONTEXT

-  Study Area
-  Subject Properties
-  Cadastral Boundaries
-  Railway Line



<p>RE/20447 145045 29443 RE/20440 30795 148205/148204 29454 29453 29459</p>		<p>RE/20445 30795 148205/148204 RE/20456 148205/148204 RE/20455 29457 29456</p>	
<p>RE/20456 RE/20455 12117</p>		<p>RE/20456 RE/20457 29457 29452 29457 29457</p>	
<p>29447 RE/20440 29454 29453 29459</p>		<p>29457 RE/20456 RE/20455 29457 29456</p>	
<p>RE/20440 29454 29453 29459</p>		<p>RE/20456 RE/20455 29457 29456</p>	

RE/20447
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RE/20457

DATE	JULY 2021
SCALE	1:10 000
PROJECT	RE/20447 RE/20445 RE/20440 RE/20456 RE/20455 RE/20457 RE/20452 RE/20457

DRINK WATER SUPPLY
100% WATER SUPPLY
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ANNEX B: INFORMATION STATEMENT

Information Statement

Regulation 5(3)(b) requires that a request to Council for the authorization of a public participation process must be accompanied by an information statement, stating:

i. The valuation of the capital asset to be transferred and the method of valuation used to determine that valuation;

The City's Professional Valuers conducted a desktop valuation of the subject property on 31 March 2024, and it is estimated that the fair market value of the subject property is in the order of **R171 000 000.00 (excluding VAT)**.

ii. The reasons for the proposed transfer the asset;

The decision to transfer this high-value asset is strategically motivated to optimize its utilization and unlock private sector-led development opportunities. The City's internal service departments have confirmed that the property is not required for the provision of municipal basic services. As such, the City intends to catalyze economic growth by repurposing this underutilized property for higher-intensity mixed-use. The proposed development aligns with the City of Cape Town's broader agenda for Economic Growth, increasing jobs, and attracting investment, as outlined in the City's Integrated Development Plan (IDP) 2022-2027.

iii. Any expected benefits to the municipality that may result from the transfer;

The proposed development is anticipated to significantly enhance the City's rates base, thereby providing ongoing economic value to Cape Town. Furthermore, the development is expected to lead to substantial improvements in municipal infrastructure. The resulting financial benefits, including the purchase price and increased rates and taxes revenue, will enable the City to effectively fulfill its mandate of delivering sustainable services to communities and fostering socio-economic development within its jurisdiction.

The proposed transfer of the property is expected to yield considerable economic benefits for the City of Cape Town, including:

- A substantial investment influx, which could significantly boost Cape Town's Gross Domestic Product (GDP).
- The creation of a significant number of full-time equivalent (FTE) jobs, thereby supporting local employment and stimulating economic activity.
- An increase in the rates base, which will enhance the City's capacity to fund service delivery across the municipality.
- Stimulation of economic growth through increased employment opportunities and economic activities.

By optimizing the utilization of this underutilized capital asset, the City aims to drive substantial socio-economic benefits for Cape Town and its surrounding communities.

iv. Any expected proceeds to be received by the Municipality resulting from the transfer;

The primary proceeds from the transfer will be the purchase price obtained from the transfer of the subject property. The City could expect to receive the fair market value in receipt of the transfer of the capital asset. Additionally, the City will benefit from increased rates and taxes revenue as the property is developed and utilized for industrial purposes. These financial benefits will enable the City to provide sustainable services to communities and further promote socio-economic development within its jurisdiction.

v. Any expected gain or loss that will be realized or incurred by the Municipality arising from the transfer or disposal.

The transfer of this underutilized capital asset is expected to result in a significant gain for the City. By selling the property through an open and competitive public auction, the City aims to realize the asset's full market value. Furthermore, the economic benefits derived from increased GDP contribution, job creation, and enhanced rates base represent a substantial gain rather than a loss for the City. No significant losses are anticipated, as the property is not required for municipal basic services and is being repurposed to maximize its economic potential.

ANNEX C: DEPARTMENTAL COMMENTS



CITY OF CAPE TOWN
 ISIXEKO SASEKAPA
 STAD KAAPSTAD

ECONOMIC GROWTH
 PROPERTY DEVELOPMENT

Shelton Nhiwatiwa
 Property Development Manager

T: 021 400 4026

E: sheltonnhiwatiwa@capetown.gov.za

File Ref No: Mowbray Golf Course

TECHNICAL CONTROL SHEET


TECHNICAL INVESTIGATION CONTROL SHEET	
PROPERTY	King David Mowbray Golf Course on Rem Erf 29453 Cape Town and others
EXTENT	70 Hectares
ZONING	
DATE COMMENT REQUESTED	24 October 2023
DATE REMINDER FOR COMMENT	08 November 2023
DATE COMMENT CLOSED	14 November 2023
DEPARTMENT	OFFICIAL
	DATE RECEIVED
	COMMENTS

CITY OF CAPE TOWN IZIKO LOLUNTU BURGERSENTRUM
 ZPHYSICAL_LINE1 ZPHYSICAL_LINE2 ZPHYSICAL_LINES ZPHYSICAL_LINE4
www.capetown.gov.za

Making progress possible. Together.

<p style="text-align: center;">URBAN MOBILITY DEPT: ROADS INFRASTRUCTURE MANAGEMENT (RSW-PTMS)</p>	<p style="text-align: center;">Henno van Graan Principal Professional Officer - Central District</p>	<p style="text-align: center;">14 NOV. 2023</p>	<p>This office has no objection to the disposal of the applicable properties, in principle, subject to the following conditions.</p> <ol style="list-style-type: none"> 1. That servitudes be registered in favour of the City over all services that traverse the property prior to transfer or Section 137 clearance, whichever takes place first. Servitudes must be a minimum of 3m wide or have a width equal to twice the depth of the service, whichever is greater, or must be dimension as otherwise specified by the City. The relevant servitude diagrams must be submitted to each asset owner for approval, prior to the registration of the servitude. 2. That any stormwater attenuation and discharge be to the satisfaction of the City 3. That the prospective buyer take cognisance of the impact on the existing floodlines on the property.
<p style="text-align: center;">URBAN MOBILITY DEPT: TRANSPORT PLANNING & NETWORK MANAGEMENT BRANCH: TRANSPORT IMPACT ASSESSMENTS AND DEVELOPMENT CONTROL (TIA-PTMS)</p>	<p style="text-align: center;">Maruwaan Williamson (Central/Blaauwberg)</p>	<p style="text-align: center;">14 NOV. 2023</p>	<p>Transport has no objection.</p>

<p>URBAN MOBILITY DEPT: TRANSPORT PLANNING & NETWORK MANAGEMENT BRANCH: TRANSPORT INFRASTRUCTURE PLANNING & DEVELOPMENT TRANS SYSTEM</p>	<p>Carmel Clark Johan G Meyer (Project Planning Conceptual Design)</p>	<p>17 NOV. 2023</p>	<p>This property, particularly the southern portion, is landlocked due to the railway and N2 freeway resulting in limited access opportunities for a potential mixed use development. Potential access to the northern portion of the existing golf course will likely impact on the surrounding residential properties and require a public participation process. Furthermore, the local road network, particularly Alexandra Road and the Alexandra Road / Raapenberg Road / Golfpark Road intersection is already operating at capacity. The proposed disposal in favour of a mixed use development requires adequate investigation to ensure that such a development can be accommodated.</p> <p>The property is also bounded by the N2 Freeway which is a Provincial Trunk Route and comments should therefore also be obtained from Province.</p>
<p>URBAN MOBILITY DEPT: TRANSPORT PLANNING & NETWORK MANAGEMENT BRANCH: UNIVERSAL ACCESS (TRSP-TMS)</p>	<p>Abubaker Sakildien (Non-motorised transport)</p>	<p>14 Nov. 2023</p>	<p>The Universal Access and Non-Motorised Transport Branch has reviewed the application for the proposed disposal. Our branch offers no objection to the approval of the proposed disposal, as we do not anticipate any significant impact on our current or future plans.</p>
<p>SPATIAL PLANNING & ENVIRONMENT DEPT: ENVIRONMENTAL MANAGEMENT BRANCH: BIODIVERSITY MANAGEMENT (UNDER ENV)</p>	<p>Andre Rossouw Cliff Dorse</p>	<p>14 Nov. 2023</p>	<p>No objection from the Biodiversity Management Branch.</p>

<p>URBAN MOBILITY DEPT: TRANSPORT PLANNING & NETWORK MANAGEMENT BRANCH: OPERATIONS INTERGRATION </p>	<p>Henry Jansen (rail siding) John Hendricks</p>	<p>17 NOV. 2023</p>	<p>With reference to the above, the Operations Integrations Branch, responsible for the Rail Sidings Management Programme, offers no objection in respect of the above application based on the following: a) The erven falling outside of the City's Rail sidings area and as a result, will have no impact on current and future activities on rail sidings.</p>
<p>SPATIAL PLANNING & ENVIRONMENT DEPT: ENVIRONMENTAL MANAGEMENT BRANCH: ENVIRONMENT & HERITAGE MANAGEMENT (ENV-PTMS)</p>	<p>Maurietta Stewart (Table Bay/Tygerberg) Sonja Warnich-Stemmet (Blaauwberg/ Kraaifontein) Azanne van Wyk (Helderberg/Khayelitsha) Andy Greenwood (Athlone and Plumstead)</p>	<p>24 NOV. 2023</p>	<p>Given the need for housing and mixed use development, the proposed disposal of the land is supported in principle for most of the 22 sites, given that the disposal of most of the Mowbray Golf Course aligns with the MSDF and TBDSDP proposals.</p>
<p>SPATIAL PLANNING & ENVIRONMENT DEPT: DEVELOPMENT MANAGEMENT (BDM-PTMS)</p>	<p>Marx Mupariwa (Table bay) Linh Dube (Blaauwberg) Elmari Marais (Durbanville/ Kraaifontein) Dewaldt Smit (Tygerberg) Daan Visser (Helderberg) Margot Muller (Khayelitsha/ Mitchells Plain) Chad Newman (Cape Flats) Pierre Hoffa (Southern)</p>		<p>No comment</p>
<p>SPATIAL PLANNING & ENVIRONMENT DEPT: ENVIRONMENTAL MANAGEMENT BRANCH: COASTAL MANAGEMENT (UNDER ENV)</p>	<p>Natalie Newman Howard Gold</p>	<p>15 NOV. 2023</p>	<p>As this property is not at the coast, no comment is required from Coastal Management.</p>
<p>SPATIAL PLANNING & ENVIRONMENT DEPT: URBAN REGENERATION BRANCH: CITY IMPROVEMENT DISTRICTS (CIDS) [OUTSIDE PTMS SYSTEM]</p>	<p>Joepie Joubert</p>		<p>No comment</p>

URBAN WASTE MANAGEMENT DEPT: SOLID WASTE MANAGEMENT PLANNING (SWM-PTMS)	Anela Kondlo	22 NOV. 2023	The property is not required for the provision of waste management services. The proposed application for the above-mentioned property is supported.
URBAN WASTE MANAGEMENT DEPT: WATER AND SANITATION SERVICES	Babalwa Sithela water.info@capetown.gov.za		No comment
HUMAN SETTLEMENTS (HSG/HSI-PTMS) ALL DEPT & BRANCHES	Lwazi Nobaza Mervyn August	25-10-2023	No objection, the onus with PM Property Management to decide on the Highest and Best use for the property.
ENERGY DEPT: ELECTRICAL GENERATION & DISTRIBUTION ENGINEERING (ELS-PTMS)	Leona Liebenberg Shiraaz Swartland (North)	31 OCT. 2023 AND 3 & 8 NOV. 2023	<p>This Department have no objection to the disposal/sale proposal subject to the following conditions:</p> <ol style="list-style-type: none"> 1. Any alterations or deviations to electricity services necessary as a consequence of the proposal, or requested by the applicant, will be carried out at the applicant's cost. 2. Electrical infrastructure exists on the property and in its vicinity. A wayleave shall be obtained from the Electricity Generation and Distribution Department before any excavation work may commence. In this regard, please contact the Drawing and Record Centre Office North (telephone 021 444 2155) or Daniel.Devilliers@capetown.gov.za 3. The existing electricity services are to be deviated clear of the land in question at the applicant's expense. The cost of deviation will be determined upon formal application.
COMMUNITY SERVICES & HEALTH DEPT: RECREATION AND PARKS (CPA-PTMS)	Cynthia Minnaar (Area North) Lesley-Anne Jonathan (Area Central) Jade Philander (Area East) Phila Nkosinkulu (Area South)		No comment

<p>COMMUNITY SERVICES & HEALTH DEPT: PLANNING & DEVELOPMENT & PROJECT MANAGEMENT OFFICE (SPR-PTMS)</p>	<p>Neil Eybers Wadzanai Madangombe</p>		<p>No comment</p>
<p>COMMUNITY SERVICES & HEALTH DEPT: CITY HEALTH (CHE-PTMS)</p>	<p>Zinhle Manzini Qweshha</p>	<p>13 NOV. 2023</p>	<p>This department has no objection to the proposed disposal of the abovementioned property,</p>
<p>COMMUNITY SERVICES & HEALTH DEPT: SOCIAL DEVELOPMENT & EARLY CHILDHOOD DEVELOPMENT BRANCH: ARTS AND CULTURE OUTSIDE RIMS SYSTEM</p>	<p>Robin Jutzen Manager: Arts and Culture Branch</p>	<p>14 NOV. 2023</p>	<p>No comment, in order.</p>
<p>COMMUNITY SERVICES & HEALTH DEPT: SOCIAL DEVELOPMENT & EARLY CHILDHOOD DEVELOPMENT (SDECD) (SEC-PTMS)</p>	<p>Vusi Magagula Head: Social Support Programmes</p>	<p>08-11-2023</p>	<p>SDECD in Area Central has no objection</p>
<p>CORPORATE SERVICES DEPT: FACILITIES MANAGEMENT BRANCH: CENTRALISED FACILITIES MANAGEMENT OUTSIDE RIMS SYSTEM</p>	<p>Santesh Maharaj Manager: Priority Facilities Portfolio</p>	<p>08-11-2023</p>	<p>No impact to FM.</p>
<p>SAFETY AND SECURITY DEPT: FIRE SERVICES (FAR-PTMS)</p>	<p>Ludwig Nisbet (Table bay) Arlene Wehr (Blaauwberg) Wayne Visser (Northern/Tygerberg) Edward Labuschagne (Helderberg) Denzel Ramedies (Khayelitsha/Cape Flats) Gerard Langehoven (Southern)</p>		<p>No comment</p>

<p>SAFETY AND SECURITY DEPT: LAW ENFORCEMENT TRAFFIC & COORDINATION BRANCH: TRAFFIC SERVICES (SST-PTMS)</p>	<p>Mark Harding Chief Inspector: Traffic Operations Desré Liebenberg Assistant Chief: Traffic Operations</p>	<p>24-10-2023 09-11-2023</p>	<p>Please be informed that traffic services have no objections to the proposed disposal all the attached properties. No objection from Traffic Services.</p>
<p>SAFETY AND SECURITY DEPT: LAW ENFORCEMENT TRAFFIC & COORDINATION BRANCH: LAW ENFORCEMENT SERVICES (MEP-PTMS)</p>	<p>Marianna Manuel Mark O'Connor</p>	<p>24-10-2023</p>	<p>A. Is the asset required for any municipal purposes? No B. Will any service delivery (or infrastructure) be affected by the retirement or disposal of the asset? No C. Are there any specific concerns to be considered, prior to the disposal or retirement of the asset? No</p>

<p>ECONOMIC GROWTH DEPT: PROPERTY MANAGEMENT BRANCH: PROPERTY TRANSACTION MANAGEMENT (PRM-PTMS)</p>	<p>Nabilah Jaffa Magda Murray</p>	<p>10 NOVEMBER 2023</p>	<p>Property Transaction Management: Comment on the Proposed Disposal of these properties referred to the attached disposal plan as this proposal will have an impact on the lease of this facility also known as the King David Mowbray Golf Club</p> <p>As you have taken note, the property is currently leased to the King David Mowbray Golf Club. In addition, PTM is in the process of renewing the lease agreement for a 10 year lease term, with a 2 year termination clause.</p> <p>Kindly take note, that PTM is only attending to the proposed lease renewal of ERF 29449-RE, 29453-RE, 29454, 29455-RE, 29456-RE, 29457, 29458-RE, 29459, 32716, 145064 AND 145065 MOWBRAY- Also known as the King David Mowbray Golf Course.</p> <p>Comment:</p> <ol style="list-style-type: none"> 1. Please inform the King David Mowbray Golf Club and any effected parties of the City's (Your Departments) proposed intention to dispose of these properties as this disposal will have a direct impact on the golf course future planning and maintenance planning for this facility. 2. A 2 year termination clause has been incorporated into the lease agreement for the King David Mowbray Golf Club, if the City disposes of these properties they will have to abide by this clause. 3. Property Management is attending to the Golf Course lease renewal on behalf of the Accountable Department – Recreation and Parks. If the lessee vacates this facility for any reason, the securing of these properties will be
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<p>ECONOMIC GROWTH DEPT: PROPERTY MANAGEMENT BRANCH: PROPERTY HOLDING SECTION: IMPROVED PROPERTIES (LIF-PTMS)</p>	<p>Isaac Marfin</p>		<p>for the accountable department or for the department who has reserved these properties.</p>
<p>ECONOMIC GROWTH DEPT: PROPERTY MANAGEMENT BRANCH: PROPERTY HOLDING REGIONAL OFFICE</p>	<p>Charlene Davis Regional Head: Cape Town Region (Area 1)</p>	<p>14 NOV. 2023</p>	<p>No comment</p> <p>The area to be disposed of includes the area we are leasing to Clyde Pinelands (shown in Yellow) as well as a lease for a cell mast which is outlined in blue (LIFT) on the attached.</p> <p>Can our lease area as aforesaid, be excluded from the disposal area?</p>
<p>ECONOMIC GROWTH DEPT: PROPERTY MANAGEMENT BRANCH: PROPERTY DISPOSALS AND ACQUISITIONS (PRD-PTMS)</p>	<p>Keanon Van Der Walt</p>		<p>No comment</p>
<p>ECONOMIC GROWTH DEPT: PROPERTY MANAGEMENT BRANCH: IMMOVABLE PROPERTY PLANNING (IPP-PTMS)</p>	<p>Laila Paleker</p>	<p>13 NOV. 2023</p>	<p>IPP has no objection to the disposal.</p> <p>Should the disposal of the subject property be approved by the delegated authority, the final approval documentation must be made available to IPP in order to ensure that the City's Immovable Property Asset Register (IPAR) is updated in accordance with the Immovable Property Asset Management Policy (C06/12/15).</p>

ECONOMIC GROWTH DEPT: PROPERTY MANAGEMENT BRANCH: IMMOVABLE PROPERTY DEVELOPMENT FACILITATION (PRD-PTMS)	Ilse September	24.10.2023	The Immovable Property Development Facilitation section, within Property Management, has no objection or comment on the anticipated disposal process for the Mowbray Golf Course
ECONOMIC GROWTH DEPT: PROPERTY MANAGEMENT BRANCH: TRANSVERSAL REAL ESTATE SERVICES (TRE-PTMS) Tres.pm@capetown.gov.za ESKOM	TRES	30.10.2023	TRES has no objection or comment on the subject property.
WayleavesWesternOU@eskom.co.za	Rochelle Mcpherson		No comment

<p>TELKOM SA LTD WayleavesWR@telkom.co.za</p>	<p>Gideon Rossouw (GC)</p>	<p>03-11-2023</p>	<p>I hereby inform you that Openseve approves the proposed work indicated on your drawing in principle. This approval is valid for 6 months only, after which reapplication must be made if the work has not been completed. Any changes or deviations from the original planning during or prior to construction must immediately be communicated to this office. Approval is granted, subject to the following conditions. As per sketch attached, Openseve infrastructure will be affected, consequently the conditions below and on the attached legend will apply. Telecommunication services position is shown as accurately as possible but should be regarded as approximate only. Should alterations or relocation of existing infrastructure be required, such work will be done at the request and cost of the applicant. Please notify this office within 21 working days from this letter of acceptance and if any alternative proposal is available or if a recoverable work should commence. It would be appreciated if this office can be notified within 30 days of completion of the construction work. Confirmation is required on completion of construction as per agreed requirements. Should Openseve infrastructure be damaged while work is undertaken, kindly contact our representative immediately.</p>
<p>PROVINCIAL ROADS Alvin.Cope@westerncape.gov.za</p>	<p>Alvin Cope</p>		<p>No comment</p>

ANNEX D: LAND ASSESSMENT POTENTIAL

LAND POTENTIAL ASSESSMENT ON ERVEN 29452, 29449 & 32716: KING DAVID MOWBRAY GOLF CLUB

STATUS QUO ANALYSIS	MAP	STRATEGIC DEVELOPMENT POTENTIAL	RECOMMENDATION/NOTES
<p>1. Size and Consolidation Potential</p> <ul style="list-style-type: none"> Total size/extent: 22.15Ha (Portion A) & 27.22Ha (Portion B) Consolidation Potential: High 		<p>7. Policy & Legislative Informants: Flag: Yes</p>	<p>Category 3</p>
<p>2. Access & Location Potential Rating: High</p> <ul style="list-style-type: none"> The site is entirely located within a future TAP (transit accessible precinct) due to its location to planned high order public transport. The site is the largest City property assets in the Table Bay District and well located for a range of urban and/or recreational uses. The two portions of the site are situated on either side of the Cape Flats/Central Line railway with a proposed railway station in the centre. In terms of road access, both portions are located adjacent to major roads. The southern site has existing access off Raapenberg Road (M52) and is bordered by Settlers Way (N2). Access to the Northern Site can be gained from Links Drive off Raapenberg Road.network as it relies fully on Yusuf Drive for access. 		<p>The Metropolitan Spatial Development Framework (MSDF, 2023) highlights the site's location within the Urban Inner Core Spatial Transformation Area, in which the MSDF calls for commitment to coordinated, spatially targeted investment and land development to spatially transform and integrate the City.</p> <p>The site is situated in close proximity to the Two Rivers Urban Park another major spatial transformation opportunity in the City.</p>	<p>Based on the analysis described in this report the proposed portions of King Mowbray Golf Club property has significant strategic development potential due to the size, high level of accessibility and potential development yield.</p>
<p>3. Land Use Context & Guidance Rating: High</p> <p>Zoning:</p> <ul style="list-style-type: none"> The northern portion of the site is zoned entirely as open space 3 (OS3). The southern portion is predominantly zoned community 1 (CO1) with the south western portion (ERF 29449) zoned open space 2 (OS2). <p>Land use</p> <ul style="list-style-type: none"> The site is currently used for recreational purposes as a golf course. The surrounding area is characterized by low density, single dwelling residential development, with plot sizes ranging between 1000m² - 1800m². There are commercial uses (office) adjacent to the southern portion of the site There are several educational facilities in close proximity to the subject erven. A private hospital is located north west of the site. <p>Desired Land Use Outcome:</p> <ul style="list-style-type: none"> The site has strategic potential for urban development, predominantly residential development. Open space resources should be integrated into the development. 		<p>The 2023 District Spatial Development Framework identifies the site as a New Development Area.</p> <p>The imperative is to investigate the potential of the site to promote inward growth, spatial justice and improved access to high-quality open space.</p> <p>Feasibility assessments must consider an affordable or social housing component of a minimum of 30% total area, applied to portions of the site outside the 1:100 year floodline.</p>	<p>To this end the Spatial Planning and Environment (SP&E) supports the planning and subsequent development of a mixed use development on the subject erven, giving consideration to the development guidance contained in the 2023 Table Bay District Plan.</p>
<p>4. Infrastructure Capacity Flag: Yes</p> <ul style="list-style-type: none"> Based on available data, the subject erf falls within an area with sanitation and storm water capacity constraints. 		<p>Future development should aim to respond sensitively to surrounding development. Through for example stepping down in height closer to existing built fabric or providing shared open spaces and facilities.</p>	<p>Date: 26 October 2023</p>
<p>5. Environment, POS, Heritage & Risk Flag: Yes</p> <ul style="list-style-type: none"> The erven fall within the existing urban development footprint and do not appear to have any environmental consideration or potential Risk factors. It is to be noted that the area is in an area that has heritage potential and is also close to the Table Mountain National Park and UDZ boundary. The erf falls within a declared Heritage Urban Conservation Area and the Bo Kaap HPOZ. The site is also part of the structuring open space system in the Table Bay DSDF 		<p>Green corridor functions and a sensitive open space interface to be considered, including consideration of faunal habitats and movements on the site.</p>	
<p>6. Social Facility Potential Flag: No</p> <ul style="list-style-type: none"> There are social facilities in close proximity to the subject erven including parks, a library, schools, a clinic and a police station. The site does not lie within any CS&H Clusters. 	<p>Synthesis</p> <p>The site is one of the City's largest well located property assets and holds significant strategic potential based on its strategic location with respect to its major metropolitan nodes and corridors and location along key rail infrastructure.</p> <p>The Site has significance in the open space network and future plans should retain at least the areas below the flood line for recreation and open space.</p> <p>Based on the above, it is recommended that a short term lease be awarded for the relevant City departments to conduct the necessary investigations / studies to determine future use of the site.</p> <p>The City should investigate the site for other uses including higher density integrated human settlement development, which will enhance the site's cumulative strategic potential and help advance the City's spatial transformational objectives. It is suggested that the site could be investigated</p>		

Figure 1: Main Informants

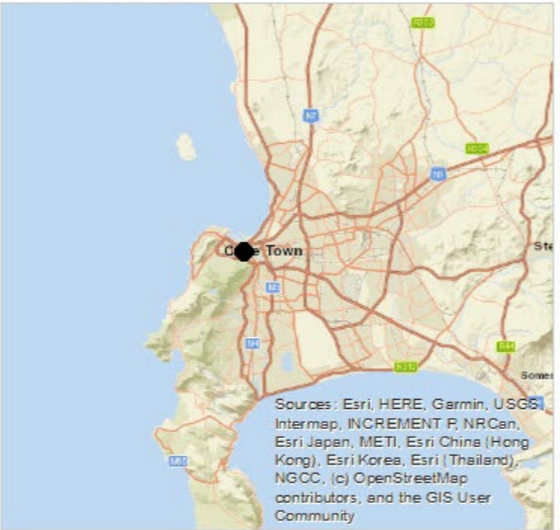


Figure 2: Site Location
To be replaced by Sub-District Map when available.



Figure 3: Aerial Photograph of site.

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specifically with regards to affordable housing that could be provided in close proximity to public transport and appropriate economic and social opportunities

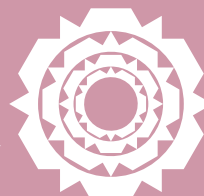
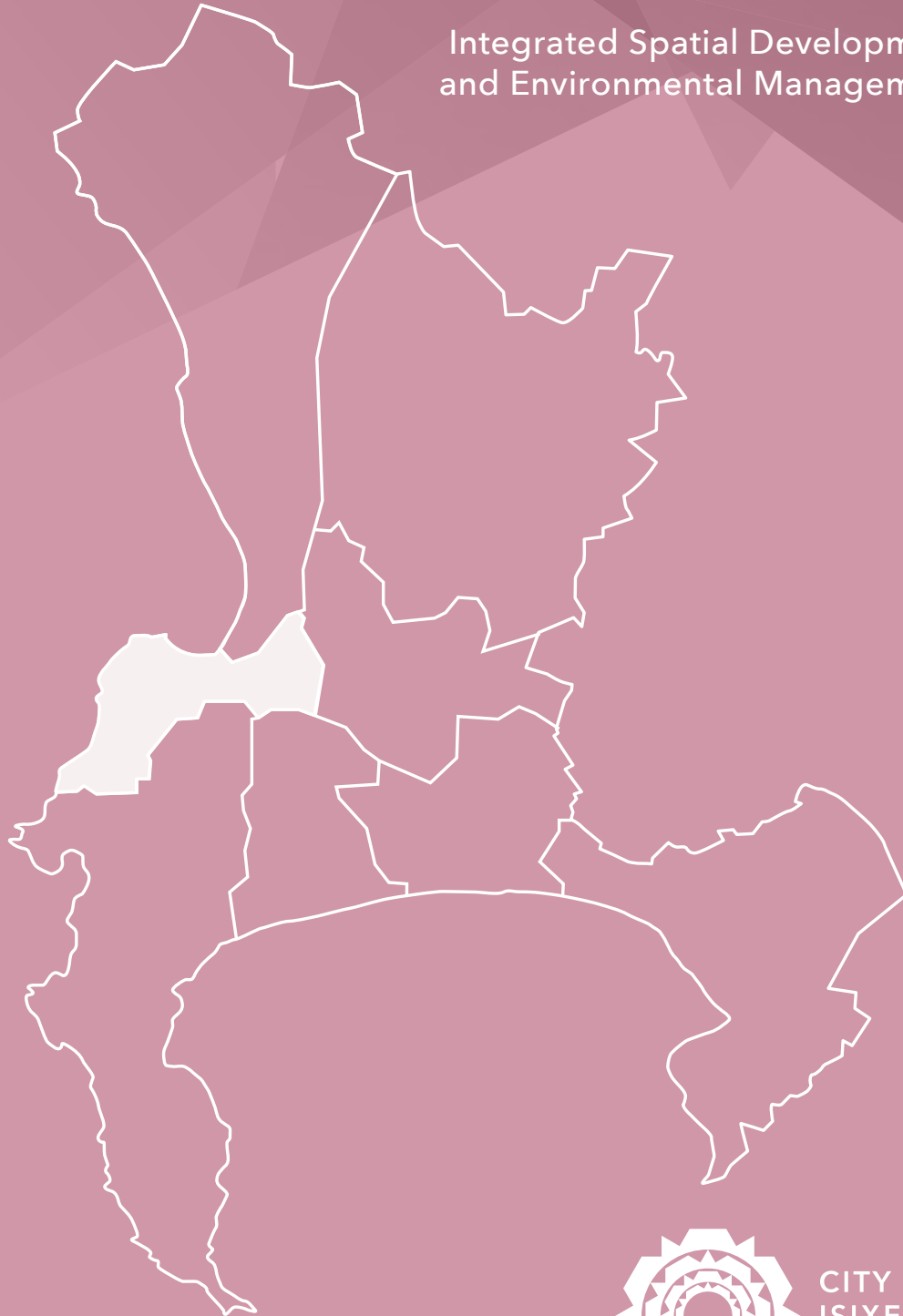
Compiled and reviewed by:
Region 2: Table Bay & Blaauwberg
Margaret Murcott
District Planning and Mechanisms

ANNEX E: DISTRICT PLAN

TABLE BAY DISTRICT PLAN VOLUME 2

TECHNICAL REPORT • JANUARY 2023

Integrated Spatial Development Framework
and Environmental Management Framework



CITY OF CAPE TOWN
ISIXEKO SASEKAPA
STAD KAAPSTAD

Table 11: Development corridor guidelines

DESIGNATION: DEVELOPMENT CORRIDORS (see route designations section for development route)	
DISTRICT ELEMENTS	DISTRICT-WIDE DEVELOPMENT GUIDELINES
<p>a) Higher order (As per identified MSDF corridors, higher intensity urban strips with high-frequency, high-volume integrated public transport linking main urban nodes, with development routes as ‘spines’, and parallel supporting routes forming integrated high-accessibility urban areas)</p> <ul style="list-style-type: none"> • Voortrekker Road corridor • Main Road and Salt River corridor (between Darling Street and Mowbray) <p>b) Lower order (somewhat less accessible, higher-intensity urban strips linking other urban nodes, with development routes as ‘spines’)</p> <ul style="list-style-type: none"> • Somerset Road into Main Road, Sea Point • Main Road, Sea Point • Albert Road, Salt River • Camps Bay Main Road • Long Street/Kloof Street up to its end in Queen Street • Darling Street along Sir Lowry and into Victoria Road • From Victoria Road, the Salt River ‘triangle’ (Salt River Road and Durham Road) 	<ol style="list-style-type: none"> 1. Support higher-intensity development within development corridors than in surrounding urban areas. In general, support highest-intensity development in urban node areas (see guidelines for urban nodes) and properties abutting development routes. 2. Within these areas, generally restrict commercial development, other than neighbourhood convenience land uses, only to urban nodes and other existing business precincts or mixed-use areas. In exceptional circumstances within residential areas directly adjacent to the above areas or higher-order roads, appropriate business use (re-type, scale, design, etc.) may be considered. 3. In areas between nodes along ‘higher-order’ development corridors, generally support medium-high-density residential development within the broadly defined primary extent area within 400 m (± 5-minute walk) of the development route, and medium-density residential development within the secondary extent areas further away between 400–800 m (i.e. ± 10-minute walk). However, these are not definitive extents and must be considered a guide dependent on local area circumstances. 4. In areas between nodes along ‘lower-order’ development corridors, generally support medium-density residential development within 400 m (± 5-minute walk) of the development route.

3.4.1.2 Green corridors

Green corridors provide a range of services to the built and natural environments, providing benefit and opportunities for human and ecosystem health. They improve biodiversity, enabling species dispersal, limiting animal and plant population isolation due to habitat fragmentation, and increasing habitat for species. Green corridors can assist with climate change adaptation by reducing the urban heat island effect, improving urban ventilation, assisting in flood prevention and enabling water infiltration.

They have a positive effect on human health and improve liveability in the city by providing spaces for recreation, social engagement and community connection. They also provide opportunities for non-motorised transport routes, including cycling and pedestrian pathways. As a component of green infrastructure, corridors ensure connectivity between natural spaces in urban areas.⁵

⁵ The green infrastructure network (GINet) dataset was used to create the GINet corridors dataset (green corridors). The corridors were developed using the ‘best fit/easiest/most obvious’ route to link prominent GIP spaces to extend as far across the City as possible. Where possible, the corridor ran from GINet green space to GINet green space but where this was not possible, preference was given to smaller areas of public open space (preferably unfenced). If no public open space was suitable, other watercourses (not already included in GINet polygons) or sports/school fields were used. If this was not possible, large vegetated road verges were sought. Well vegetated private land was used as a last resort.

4.4.1 New development areas and strategic sites: Subdistrict 4

SUBDISTRICT 4: EASTERN DISTRICT: NEW DEVELOPMENTS AND STRATEGIC SITES	
SPATIAL DEVELOPMENT OBJECTIVES	SUPPORTING LAND USE GUIDELINES
Continue to facilitate the development of future phases of the mixed-use precinct on the Conradie Hospital site (erven 169125 and 169123) (NDA 11)	<ol style="list-style-type: none"> 1. Support the development of a medium- to high-density, mixed-use neighbourhood with a significant housing component and employment opportunities (commercial, light industrial and retail land uses). 2. Link open space provision in the precinct to the revitalisation of the Elsiekraal canal. 3. Provide social facilities that can be of benefit to the precinct, as well as the adjacent residential areas. 4. Improve road connections to the site by providing new linkages to Voortrekker Road and across the canal to Viking Way.
Investigate feasibility of developing the Athlone Power Station site as an area for energy utility infrastructure to contribute to the green economy and energy security (NDA 12)	<ol style="list-style-type: none"> 1. Measure the potential of Athlone Power Station site as contributing to energy supply. 2. Take cognisance of the flood regime adjacent to the river and develop the site in line with the principles of the City's Floodplain and River Corridor Management Policy.
Investigate opportunities on industrial potential land at Erf 32511-RE Epping (NDA 13)	<ol style="list-style-type: none"> 1. Intensify employment-generating land uses, including industrial development and related institutions in order to maximise the site's potential as one in close proximity to public transport. A component of office and retail could be considered. 2. The site should not be considered for residential development due to significant infrastructure constraints, and proximity to potential hazardous activity. 3. Address sanitation infrastructure constraints to make the site feasible for industrial development. 4. Consider the role of the site in an east to west green corridor and promote a role in the urban open space network.
Investigate feasibility of future infill on City-owned land located in King David Mowbray Golf Course (NDA 14)	<ol style="list-style-type: none"> 1. Mowbray Golf Course, as a large City-owned land asset, is to be investigated together with Rondebosch Golf Course for its potential contribution to promoting inward growth, spatial justice and improved access to high-quality open space and to rationalise the provision of public golf facilities between Rondebosch and Mowbray golf courses. The feasibility study is to explore medium- to long-terms scenarios for the future of this site. 2. The feasibility study for mixed-use development with a proportion above 30% affordable or social housing will apply to portions of Mowbray Golf Course outside the 1:100-year floodline. 3. Sensitively integrate new developments with surrounding areas, with development facing onto POS for passive surveillance. 4. Develop sensitive open space interface with floodline and maintain green corridor functions on the site, including space for faunal habitat and movement.