

THE PROPOSED REDEVELOPMENT OF THE KING DAVID MOWBRAY GOLF COURSE AND SURROUNDS

DRAFT DEVELOPMENT CONCEPT
INFORMATION DOCUMENT

MAY 2026



For more information, please visit
www.infinity.capetown/mowbray



CITY OF CAPE TOWN
ISIXEKO SASEKAPA
STAD KAAPSTAD

INTRODUCTION & BACKGROUND

The City of Cape Town's Property Development Department is undertaking a structured process to assess the long-term future of portions of City owned land at the King David Mowbray Golf Club (KDMGC) precinct.

In 2015, the City of Cape Town's Spatial Planning and Urban Design Department conducted an initial investigation which found that the site holds meaningful potential for contributing to broader municipal objectives and may be appropriate for consideration as a mixed-use infill development. A further pre-feasibility assessment was undertaken in 2022 to evaluate whether development on the site would be viable from a planning,

environmental, engineering and economic perspective.

Given its strategic location, accessibility and scale, the precinct holds metropolitan significance and presents opportunities for creating a more inclusive, integrated and multi-functional urban environment. These opportunities are currently being explored through detailed specialist studies and impact assessments.

The City acknowledges that there are diverse views regarding the future precinct. All inputs received to date form part of the City's ongoing consideration and are being assessed alongside the findings of the technical studies.



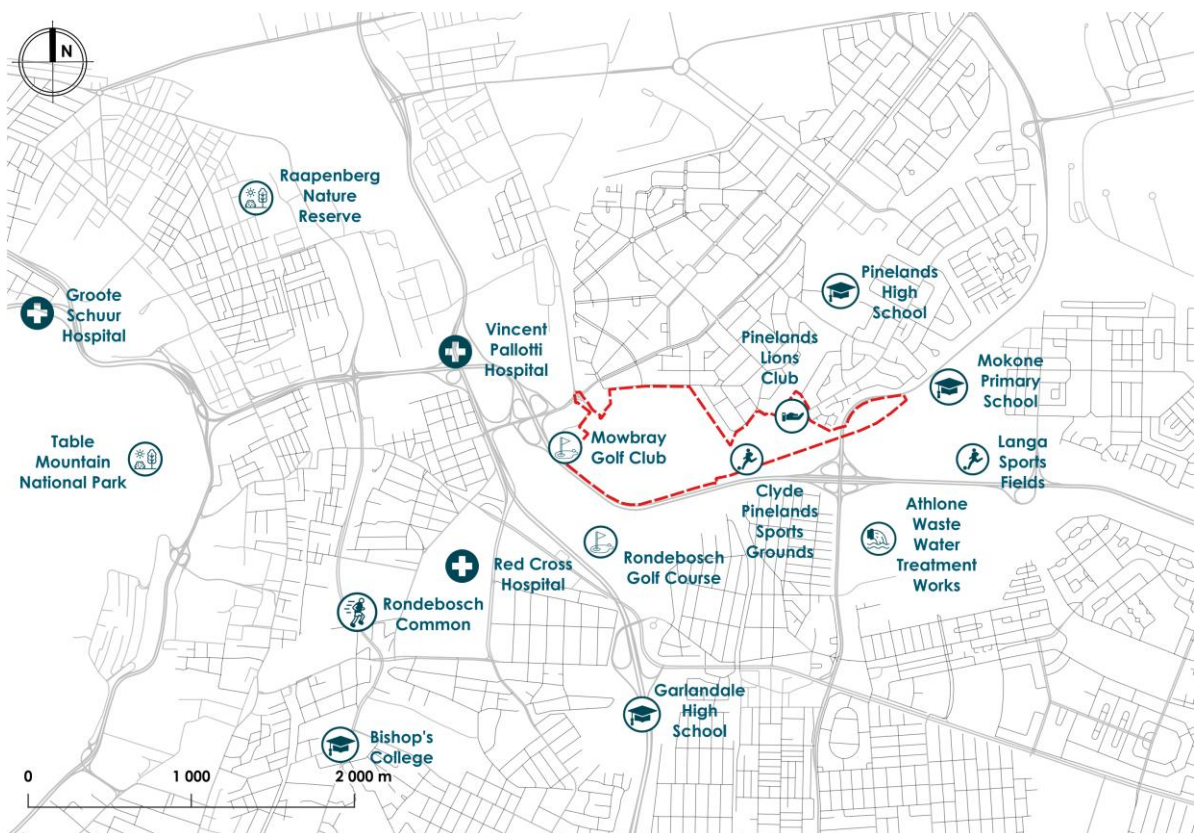
INTRODUCTION & BACKGROUND

The precinct under consideration is approximately 74ha in extent and comprises the King David Mowbray Golf Course, the Clyde Pinelands Association Football Club and sports fields, as well as a portion of undeveloped land to the east of the site. The site lies approximately 9km from Cape Town Central Business District and 12km from the Cape Town International Airport.

The site is situated north of the Rondebosch Golf Course across the Black River and is bounded by Settlers Way (N2) to the south, Links Drive to the north, and Raapenberg Road to the west.

Mowbray Golf Club was originally established in 1910 and is one of the oldest golf courses in Cape Town. Following the closure of the King David Golf Club near the Cape Town International Airport in 2015, the King David Mowbray Golf Club was formed in 2016 through the amalgamation of the two clubs.

The Clyde Pinelands Football Club, founded in 1898 in Observatory, is the oldest non-amalgamated football club in South Africa. The Club applied to move to the current location in 1964 and officially moved in 1973.



PROJECT OVERVIEW & TIMELINE

The first voluntary public engagement introduced the project and outlined the City's early vision and intentions to explore a range of possibilities for the future of the precinct. At that stage, the City explained that a series of specialist studies, technical investigations and baseline assessments would be required to inform any potential development concept.

Since February 2025, the multidisciplinary project team has been undertaking these baseline investigations to build a clearer understanding of the site's environmental, heritage, engineering, transport and social context. The purpose of this work is to ensure that any emerging concept is grounded in accurate, evidence-based information.

This document provides a summary of the work completed to date and

highlights the key considerations and design principles informing the development of an initial high-level concept. It is being shared with the public as part of the next voluntary engagement phase to invite feedback and perspectives.

All input received will help refine and adjust the concept before it is further tested through formal statutory processes, which will include detailed specialist assessments, application procedures, and legally required public participation opportunities.

As part of the high-level investigations undertaken, and those still in progress, feasibility assessments, socio-economic analyses, and financial modelling studies are being conducted to evaluate the project's viability, potential impacts, and long-term sustainability.



PROJECT OVERVIEW & TIMELINE

PRE-REGISTRATION PHASE

NOVEMBER 2024

A pre-registration phase was undertaken for Interested and Affected Parties to register their interest in the proposed development.

VISION PHASE

FEBRUARY 2025

The vision for the proposed development was shared with the public through a public open meeting.

DEVELOPMENT CONCEPT PHASE

MAY 2026

A draft concept design has been shared with Interested and Affected Parties. There will be a 30-day stakeholder engagement period.

PROPOSED DISPOSAL PUBLIC PARTICIPATION IN TERMS OF MATR

MAY 2026

Public Participation in terms of Municipal Asset Transfer Regulations (MATR) will run in parallel with voluntary public engagement regarding the development concept.

STATUTORY PROCESS

AUGUST 2026

Public participation as part of the statutory process.

PLANNING AND POLICY INFORMANTS

The City of Cape Town's Municipal Spatial Development Framework (MSDF, 2023) identifies the Mowbray Golf Course as a New Development Area (NDA 14). This designation signals that the site should be assessed for its long-term potential to contribute to broader spatial planning objectives.

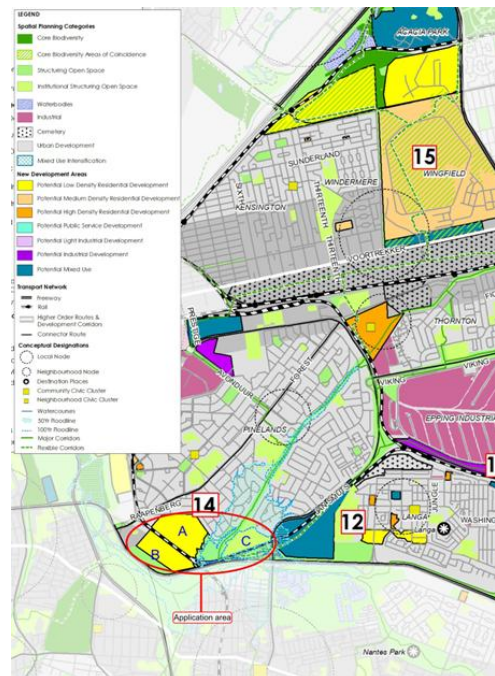
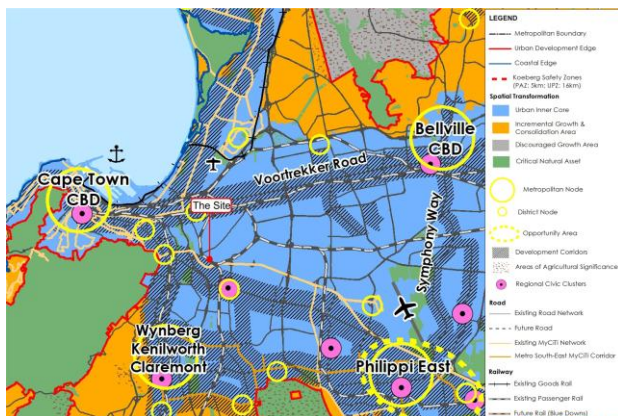
The applicable District Plan provides the following high-level guidelines for NDA 14:

- Investigate opportunities for appropriate infill development that supports spatial justice and improved access to quality public space.
- Mixed use development, with at least 30% affordable or social housing, may be considered on land outside the 1:100 floodline.
- Sensitive integration with surrounding neighbourhoods and existing land uses.

- Maintain green corridor functions, faunal habitat and sensitive interface with open space systems and floodline.

The site is one of several locations identified in the MSDF where urban infill could potentially help accommodate expected population growth and support more efficient, inclusive and sustainable settlement patterns over the next 5 to 10 years.

These policy guidelines do not predetermine a specific development outcome, but they set the framework within which feasibility studies, specialist assessments, and public participation processes are undertaken.



PLANNING AND POLICY INFORMANTS

New Development Area (NDA)	
General urban development guidelines	New residential areas development guidelines
Consider a wide variety of land uses including housing development, public open spaces, community facilities, mixed-use/business development (not noxious industrial uses)	Support development of new residential areas at higher densities than those in surrounding locations
Consider surrounding neighbourhood character and density; access to public transport; proximity to places of employment; service and social facilities; proximity to public open space and infrastructure available (existing and planned)	Subject to infrastructure availability
	Promote development of affordable housing by the private sector through implementation of principle of inclusionary housing development
Consider existing character and heritage areas of significance as informant	Ensure development of socially sustainable communities where immediate needs of residents are met within ±800m from they live or proximity of public transport
Encourage resource efficient design and promote zero carbon buildings	
Promote appropriate interface with adjacent development	Set aside space for open space, commercial and non-residential uses including supporting community uses
Encourage provision of basic services, amenities and design considerations to support informal economic activity	
Design of public spaces for multi-functional uses	Mixed market: encourage range of housing typologies, income groups, densities, tenure options and housing programs.
Retain green infrastructure ecosystem and optimise wherever possible	

TOWN PLANNING APPROACH TO STATUTORY APPLICATIONS

Given the strategic location and scale of the King David Mowbray Golf Course precinct, any future planning and development proposals will need to follow a Package of Plans approach, as provided for in Item 136 of the City's Development Management Scheme (DMS). The Package of Plans process allows for a phased and structured approval process, with increasing levels of planning detail being assessed and approved over time as more information becomes available.

The Package of Plans approach provides a framework for:

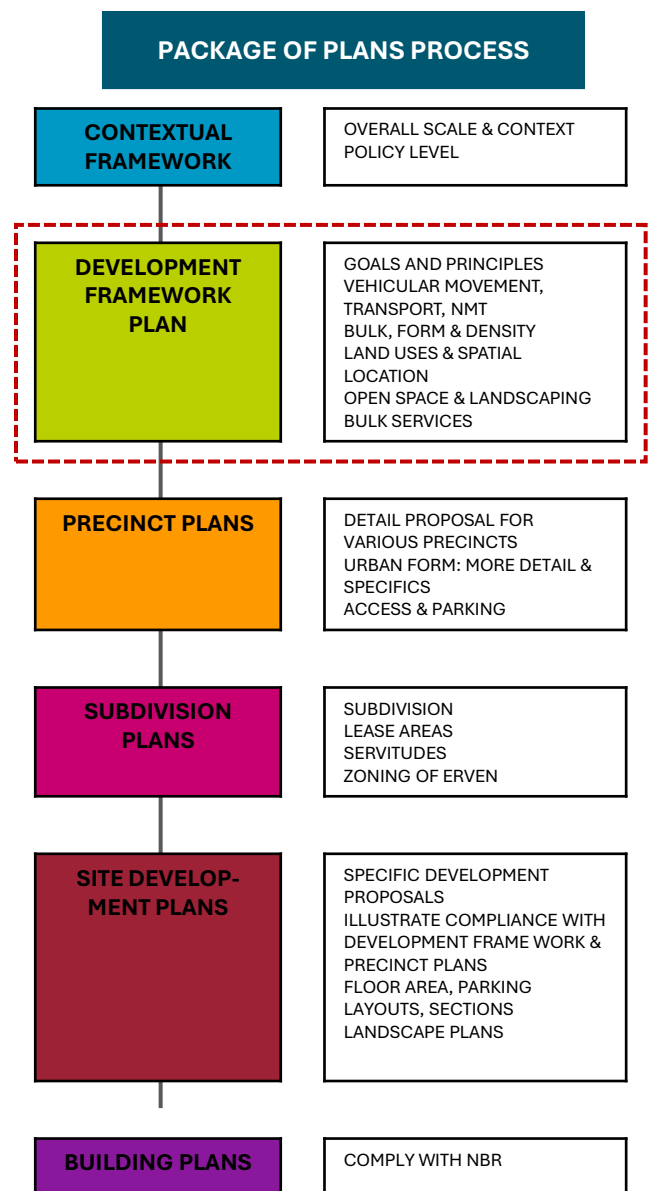
- Establishing appropriate, high-level land-use rights for the precinct.
- Setting conditions that guide the provision of infrastructure, urban design parameters and environmental safeguards.
- Allowing detailed design to evolve in later stages, once key feasibility, servicing and spatial considerations have been resolved.

A Package of Plans consists of a hierarchy of plans from higher-order plans to lower-order plans of which lower-order plans must be in compliance with the higher-order plans.

When approving a Package of Plans, the City shall determine the "basket of development rights" attributed to each of the three development parcels.

Future development must then adhere to these development limits.

For this site, the statutory process is expected to include the submission of a Development Framework Plan, which is a second tier in the Package of Plans hierarchy. Any future precinct plans and Site Development Plans (SDPs), will need to comply with this Framework.



Package of plans process as per I136 of DMS

TOWN PLANNING APPROACH TO STATUTORY APPLICATIONS

A number of statutory planning applications will be required should the City proceed to the formal phase. These will include:

1. Subdivision:

Some of the existing land parcels extend beyond the study area. To create the proposed development parcels, these portions will need to be subdivided to align with the boundaries of the study area. In Figure 1 the erven that require subdivision are shown in colour.

2. Consolidation:

Following the subdivision, the relevant erven within the study area will be consolidated to form three structured development parcels (Parcels A, B and C). Refer to Figure 2 for an illustration of the proposed consolidation. This ensures that each parcel is capable of being planned and serviced as a coherent unit.

3. Rezoning:

Once consolidated, the three development parcels will be rezoned to 'Subdivisional Area Overlay Zone' (Item 153 of the DMS). This overlay zone will enable the future subdivision of the three development parcels. The Overlay zone enables the development to be phased, and for subdivision to be approved in a phased approach. In future, a developer will be required to first submit Precinct Plans before submitting a subdivision plan for a particular precinct.

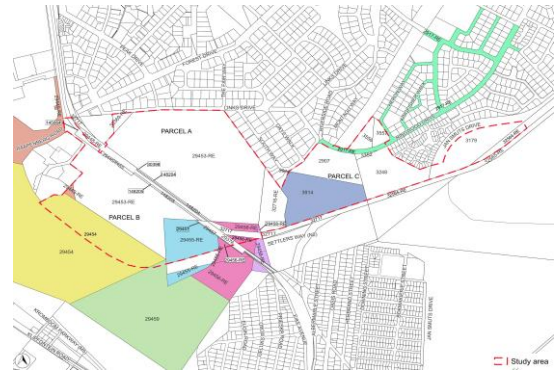


Figure 1: Erven that require subdivision in order to enable consolidation



Figure 2: Proposed consolidation into Parcels A, B and C



Figure 3: Existing zoning of Parcels A, B and C

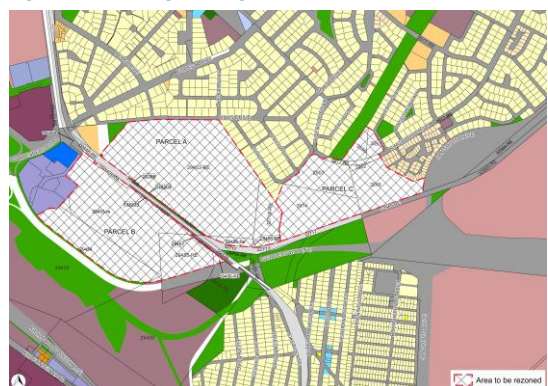


Figure 4: Parcels A, B and C rezoned to Subdivisional Area Overlay Zone

URBAN DESIGN PRINCIPLES



Distinctiveness And A Sense Of Place: Development proposals should vary in response to their location within the development, the immediate site conditions and context, depending on which character zone the development is situated.



Green/Open Space & The In-between As Mediator: Provide a green, biodiverse open space network linking various parcels of the site and ensure public and private open space realms.



Activated Interfaces Towards Fostering Safe Spaces: Provide security and a framework of safe spaces while allowing for visually interesting and aesthetically pleasing networks of space.



Vibrant Mixed-use Development: Create a vibrant, mixed-use development with a variety of services and facilities, and diversified housing types, forms of tenure and pricing to promote a self-contained live, work and play environment.



Sustainability That Is Integrated: Ensure the potential for maximum benefit from green interventions and passive energy design. Reduce traffic volumes by ensuring easy linkages to the public transportation & NMT systems. Achieve densities able to support a viable range of mixed uses.

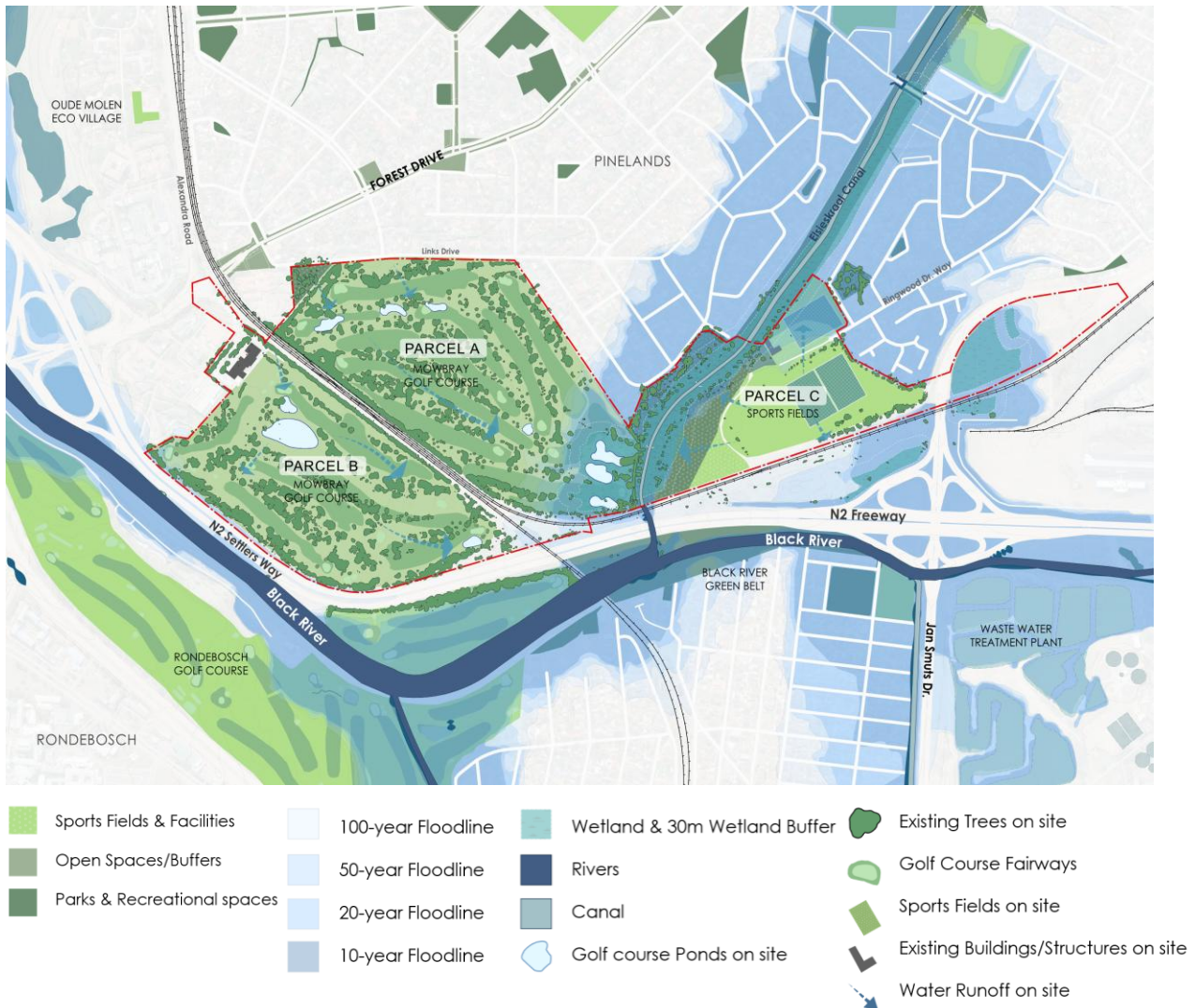


People Centred Design: Enhance the legibility through developing distinct identities for and within each parcel and provide the opportunity for communities to socially mix.

DESIGN INFORMANTS: BLUE AND GREEN NETWORK

Our natural systems are fundamental to sustaining a healthy environment, playing a critical role in maintaining ecosystem balance. They support essential life systems and underpin biodiversity and climate resilience. In urban areas, natural systems also enhance cultural identity and provides aesthetic and recreational value for all.

To ensure long term sustainability, ecosystems must remain interconnected and functionally robust. This connectivity allows for the natural growth of vegetation and the movement of wildlife across the landscape. As urban development progresses, it must actively recognize, respect, and integrate natural systems maximizing the shared benefits for both communities and visitors.

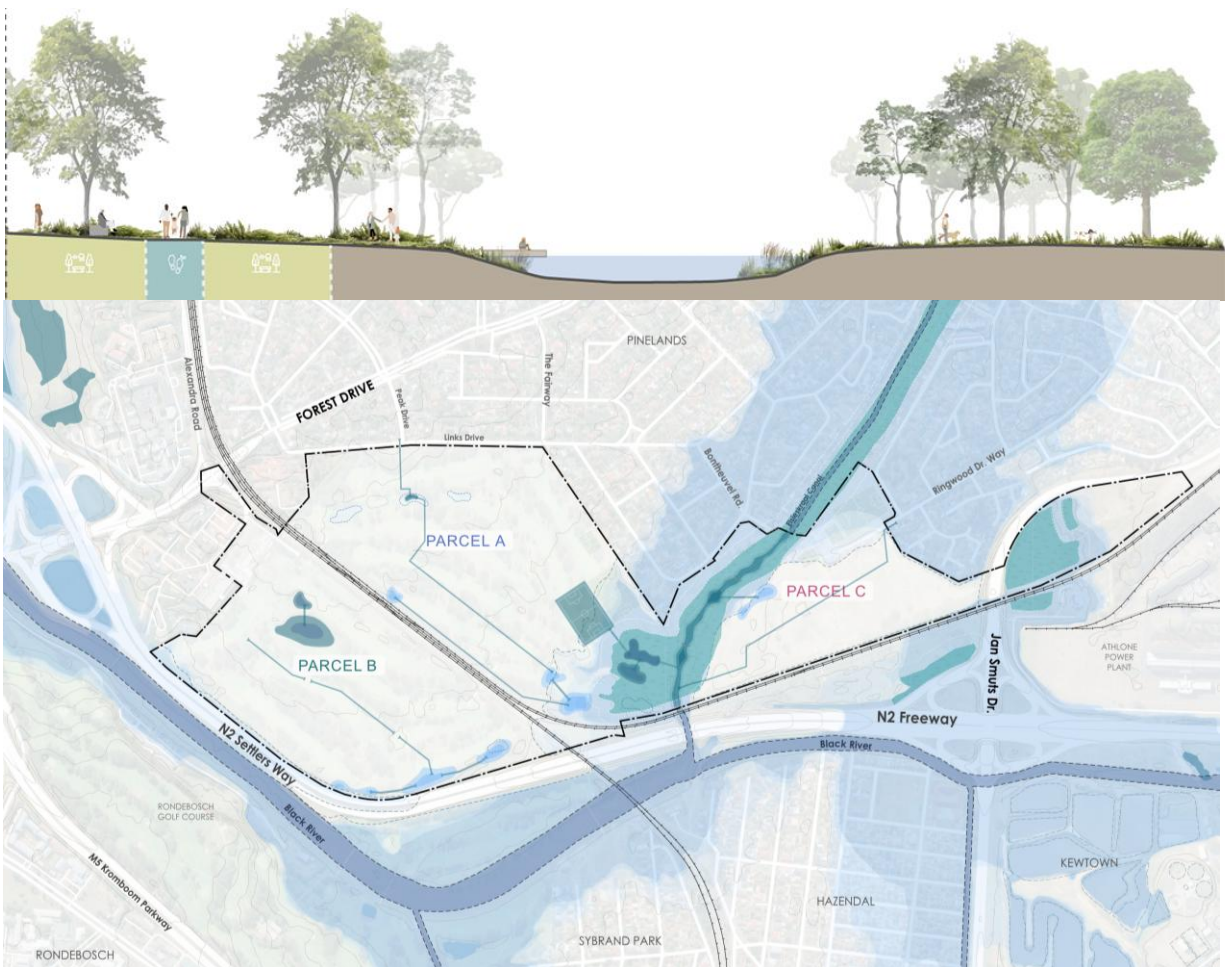


DESIGN INFORMANTS: BLUE NETWORK

The main water system in the study area is Elsiekraal River which runs in a northeast to southwest alignment. Elsiekraal is entirely artificial and canalised, and the Black River which runs parallel to the southern boundary of the site which reaches a distance of approximately 50m from the site at its nearest point.

The Elsiekraal River falls within the Salt River Catchment area. This catchment comprises three major river systems: the Liesbeek River, the Black River and the Elsiekraal River. Portions of the catchment are prone to flooding during high rainfall events.

The Elsiekraal River might be a significant recreational and ecological connector between open spaces and biodiversity areas.



DESIGN INFORMANTS: GREEN NETWORK

The site is situated on Cape Flats Sand Fynbos, and The City Map Viewer indicates that there is no natural vegetation on the site, and the area is not part of the Biodiversity network. Vegetation on the golf course site consists purely of large trees, manicured lawns, and landscaped flower beds.

There are several open green spaces around the study area. The development site fits in the green

network of space linking Pinelands through to the convergence of the Black and Liesbeek river.

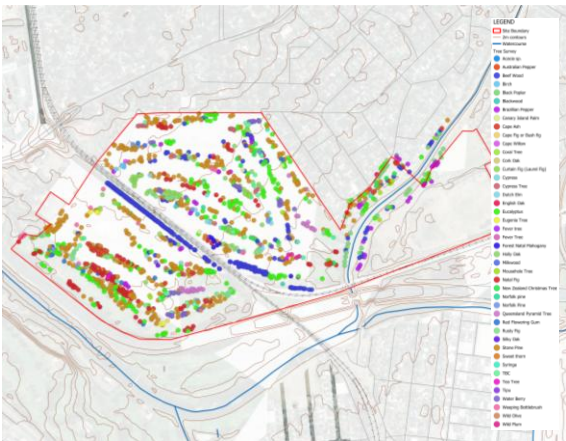
The development of the local area site should not compromise the ecological connectivity and should not only be maintained, but improved across the site, where possible. Development must be encouraged to promote opportunities for linkages between identified structuring open spaces.



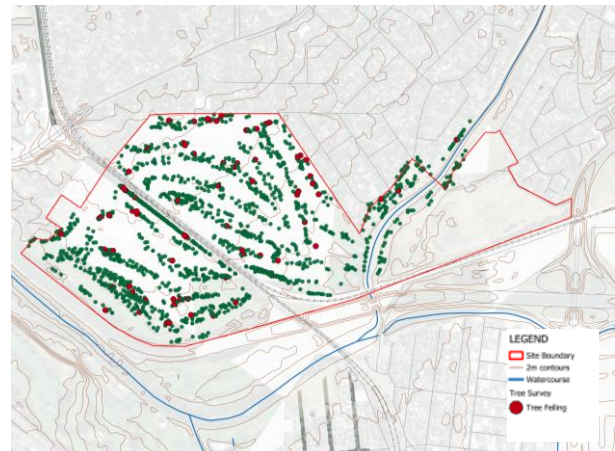
DESIGN INFORMANTS: TREE SURVEY

RVZ Consulting and Contracting Arborist (Pty) Ltd was contracted to assess all trees land surveyed across King David Mowbray Golf Club and the adjoining property. A total of 1701 survey points have been assessed with data including:

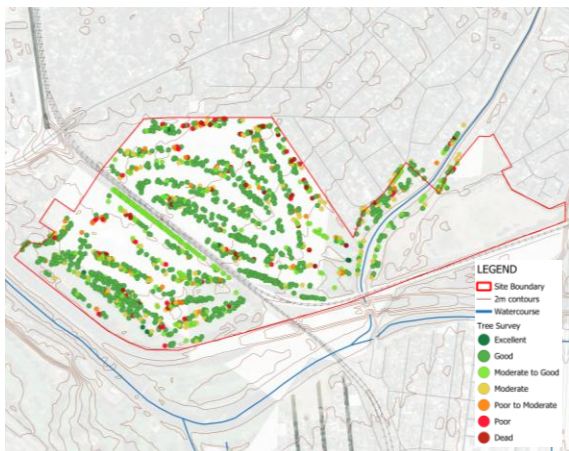
- Tree species
- Assign reference number and mark tree on site for identification - trees tagged.
- Height class
- Diameter at breast height (DBH)
- Canopy spread
- Condition
- Protection status
- Indigenous/exotic and category
- Work requirement if felling is required based on condition and live canopy



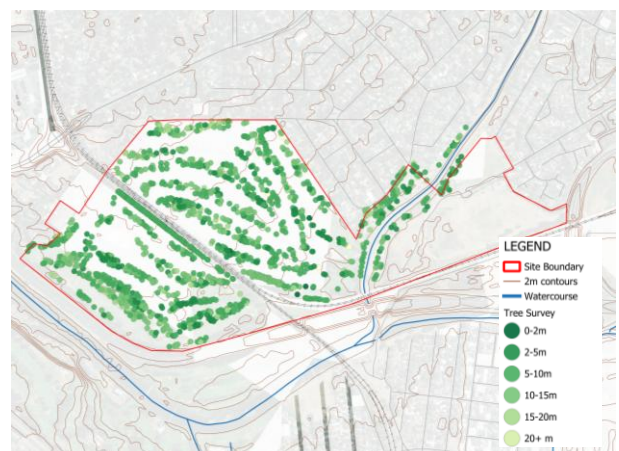
Tree Species



Tree Work Requirement



Tree Condition



Tree Height

LANDSCAPE DESIGN GUIDELINES

Green edge condition : Maintain the green edge conditions aligning with the site perimeter. Tree planting and residential boundaries to reinforce main routes and pedestrian networks. Design with the precinct and community requirements in mind aligned with precinct utilization

Blue network: The river and riverbanks to be cleared of alien vegetation and replanted with indigenous riparian vegetation. Linkage of open spaces and decanalisation of a portion of the Elsieskraal river. The Elsieskraal wetland will be kept on site due to its hydrological functionality in the catchment. Ecosystem Restoration revitalises urban ecological functions to manage stormwater and reduce flood risks. It also improves biodiversity and provides recreational spaces, making cities more resilient and livable.

Sustainable Urban Drainage Systems (SUDS): Road reserves to include SuDS options to allow for cleansing & water table recharge. Vegetated swales can be planted with relevant plant species able to withstand seasonal flooding. Permeable paving or permeable asphalt to be used where possible

Non motorised Transport (NMT): To make non-motorised modes of transport viable and convenient requires rebalancing of the street space so that it caters to all modes of transport. The physical design of streets and the provision of sidewalks, crossings, and other walking infrastructure is crucial to creating a high-quality walking environment. Ensuring wide pedestrian walkways and cycling routes that are protected. Incorporating swales planting to demarcate the spaces.

Underpass: The connection between the North and south parcels is to be maintained. The primary pedestrian links are the two underpasses below the railway line. Prioritize natural surveillance through active frontages, clear sightlines, and direct pedestrian crossings aligned with key desire lines.

Safety: Provide active building edges, such as windows, doors, or cafés, facing public spaces to strengthen passive surveillance and safety.

Sport and Recreation: The Clyde Pinelands Football Club will be retained on site and sports fields will be developed adjacent to the Elsieskraal River.

Memory and History: Mature trees with aesthetic, ecological, or cultural value to maintain the continuity with the site's landscape heritage. Incorporate culturally relevant signage to celebrate the site's historical significance. Ensure that green spaces, river edges, and wetlands are accessible to the public through pathways, boardwalks, and viewpoints.

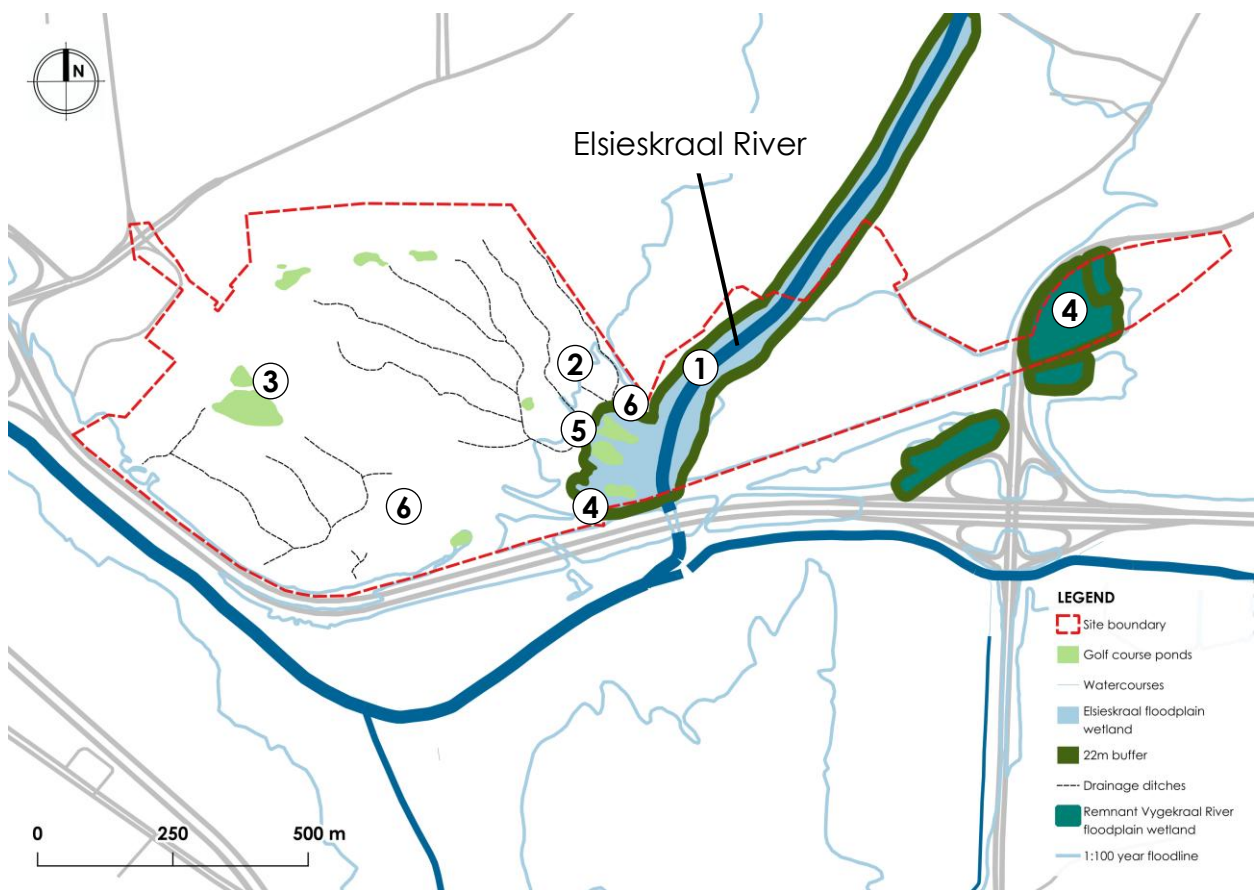
DESIGN INFORMANTS: ENVIRONMENTAL

The study area offers a rare chance to transform a large site into a vibrant, inclusive urban landscape, with a design focused on ecological restoration, and public space. This is informed by site characteristics and broader environmental context.

The floodplain wetland should be retained due to its role in flood control and stormwater attenuation. No hard infrastructure should be developed below the 100-year floodline.

Environmental opportunities for the site include the:

1. Rehabilitation and decanalisation of the Elsiekraal river,
2. Creation of recreational areas,
3. Incorporation of flood detention ponds into the landscape amenity,
4. Rehabilitation and management of wetlands,
5. Incorporation of Sustainable Urban Drainage Systems (SuDS), and
6. Incorporation of green infrastructure that supports climate resilience.



DESIGN INFORMANTS: SURROUNDING FACILITIES

The site is centrally located between the Table Bay, Southern and Cape Flats Districts, placing it in a strategically positioned urban node with the potential to strengthen connections across these areas. The broader surroundings contain a dispersed pattern of community facilities, schools, retail opportunities and employment areas. However, access to many of these facilities is influenced by major mobility barriers such as the N2 and railway line, which create fragmentation in the urban fabric.

The relative scarcity of local retail, community and recreational amenities

within the immediate area highlights an opportunity for more complementary land uses to be introduced in a way that supports and integrates with the existing facilities.

Within this context, the site offers the potential, subject to feasibility and statutory approvals, to improve access to essential services, enhance local connectivity, and support the reintegration and revitalisation of the surrounding urban environment. Any future concept would aim to respond sensitively to these spatial dynamics, ensuring alignment with broader planning policy and community needs.



Distribution of scattered existing amenities and facilities in the area

DRAFT DEVELOPMENT CONCEPT

The site has been divided into three parcels. Each parcel presents its own set of constraints and opportunities, resulting in distinct requirements and design responses. While certain parcels offer stronger residential potential, others are better suited to commercial or retail development. The proposed land uses for each parcel are as follows:

PARCEL A

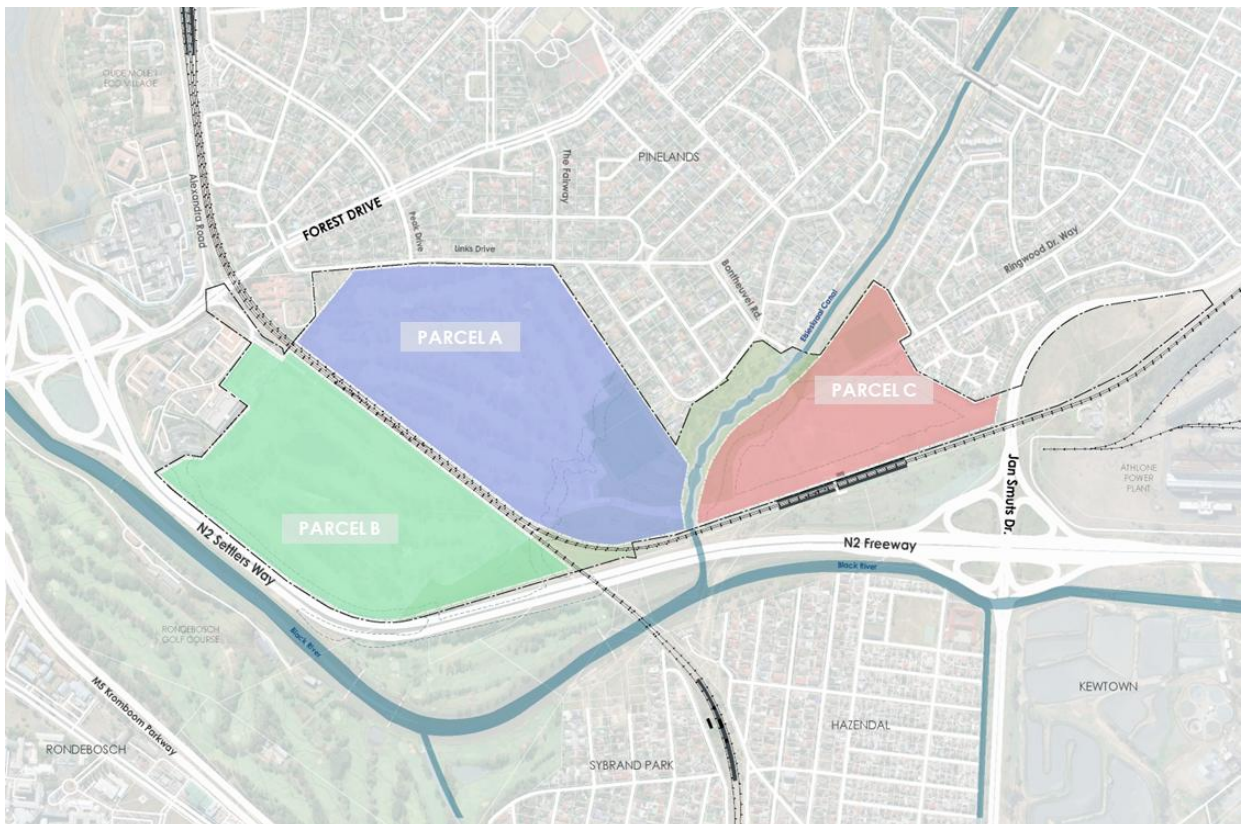
1. **Residential**
2. Ground Floor **Retail**
3. **School**
4. **Sports** Facilities

PARCEL B

1. **Residential**
2. **Retail** and **Commercial Complex**

PARCEL C

1. **Residential**
2. **Retail** and **Commercial Complex**
3. **Community** Facilities
4. Proposed **Train Station**



Plan of project, scope and key study areas

OPPORTUNITIES & CONSTRAINTS

EXISTING TREES

The existing trees on site provide effective visual screening and serve as a natural noise barrier against the N2 freeway, the railway line, and the Pinelands residential area.

POTENTIAL GREEN CORRIDOR

The existing green corridor along the Elsiekraal Canal presents an opportunity to extend a continuous green network across the site.

RICH AND SATURATED LANDSCAPE

Existing water bodies within the buffer zones can be retained and integrated as key features of the green corridor.

VIEW CORRIDORS

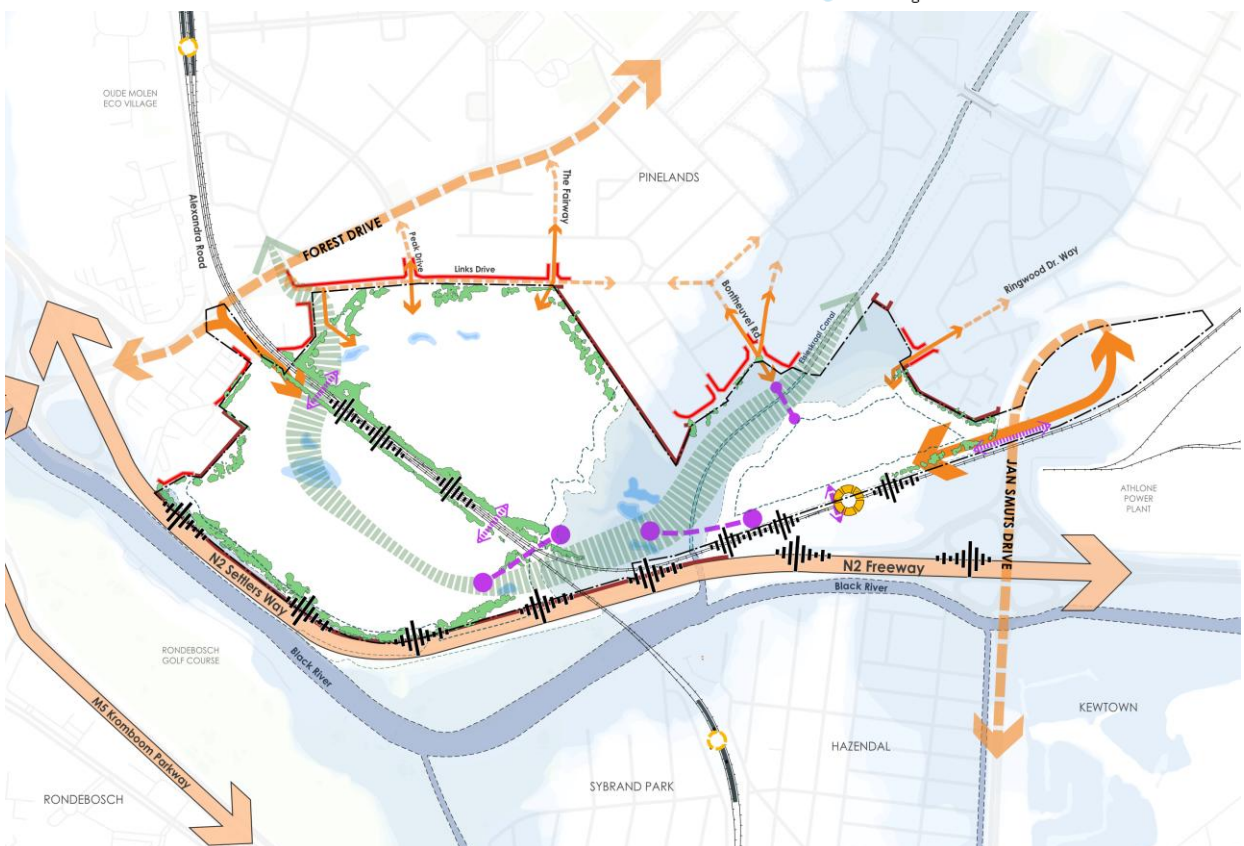
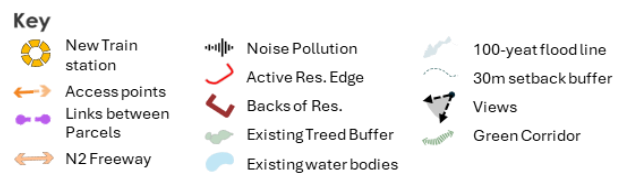
All three parcels offer scenic mountain views.

POTENTIAL VEHICULAR CONNECTIONS

There is potential to enhance site connectivity and permeability through the extension of several existing roads as well as new connections to Jan Smuts Dr. & the N2.

POTENTIAL NEW TRAIN STATION ON PARCEL C

A new train station could be introduced along the railway line within Parcel C, enhancing public transport access and connectivity to the site. Additionally, a train station would provide safe pedestrian crossing at this location and create appeal for a retail opportunity.



Site opportunities and constraints

SPATIAL FORM & PATTERN

A varied built form is proposed across the site, with smaller land parcels, a finer grain, and lower-density buildings positioned adjacent to the existing

residential fabric. Progressively larger, higher-density buildings are introduced closer to the Black River and the N2 and M5 Freeways.



Exploring possible and proposed urban grain

PUBLIC OPEN SPACE

The public realm will be seen as an opportunity to provide value through well-considered design and placemaking. This is done to ensure an attractive, comfortable and functional development. There will be considerations such as movement around site, public space and interface, spatial quality and the relationship between the site and its context.

The success of the public and semi-public realms relies on the interfaces with the developments around it. This will be considered within the development framework and is to be replicated within each development plot as they interact with either the public or semi-public realm within.

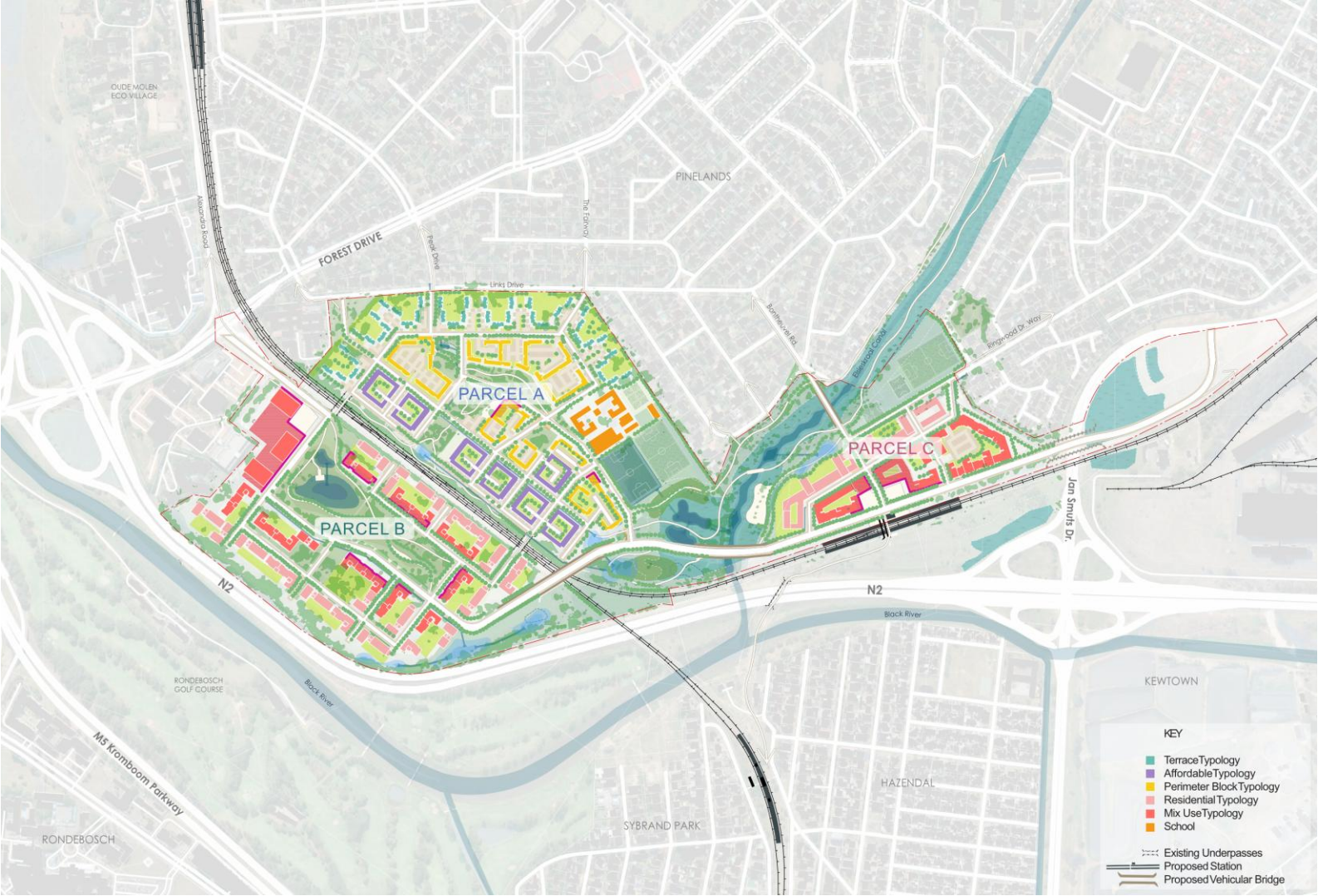


Public open space as a buffer



Public open space as a mediator

DRAFT DEVELOPMENT CONCEPT



DEVELOPMENT YIELDS & LAND USE

Residential Proposals

The emerging concept explores a range of residential building types intended to support a diverse and integrated community. These include two- and three-storey terrace housing to four- to eight-storey apartment blocks. Lower-rise terrace units are located along Links Drive to ensure a sensitive interface with the surrounding neighbourhood, while the taller apartment blocks are positioned south of the railway line where higher densities can be more appropriately accommodated.

A mix of unit sizes ranging from studios to three-bedroom units is envisaged to cater for different household types. At least 42% of the units are proposed to be two- or three-bedroom units. In line with the MSDF guidance and City policy, a minimum of 30% of all units would consist of affordable housing, integrated across the site.

Non-residential land uses

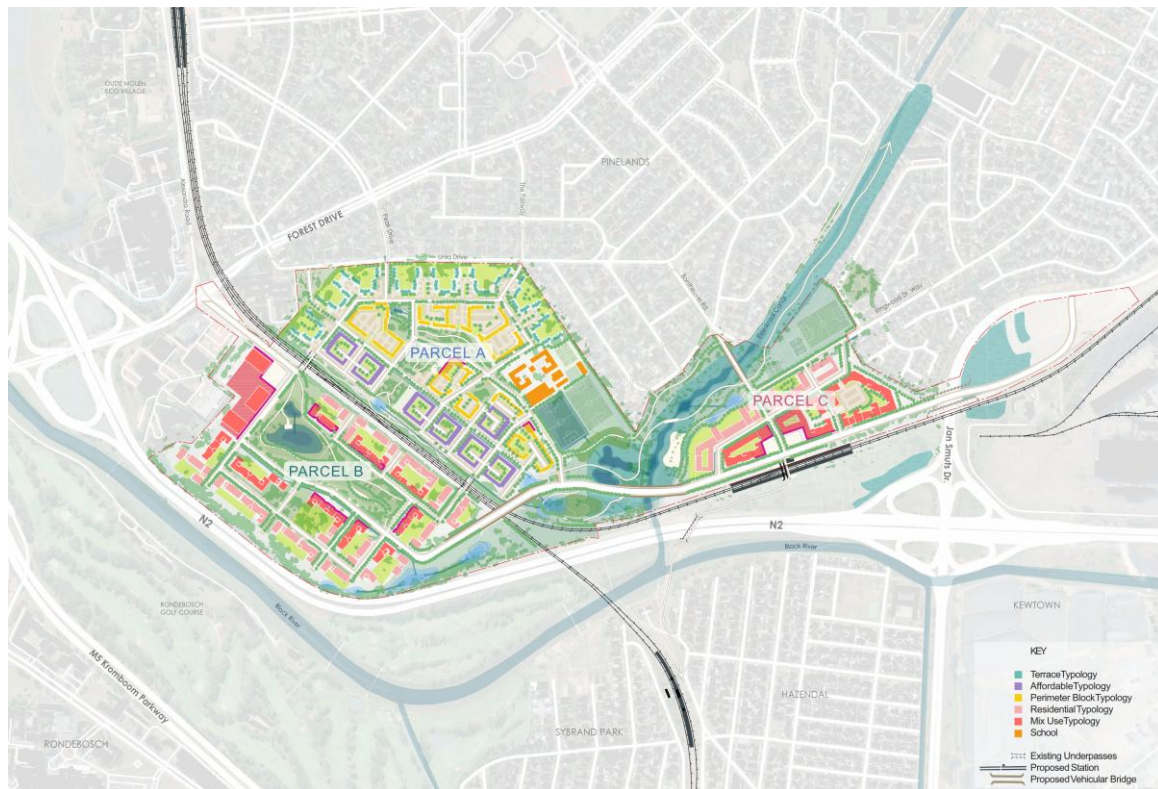
The concept also explores opportunities for complementary non-residential uses that could support local services, job creation, and a more complete and walkable neighbourhood. Retail, office and commercial/light-industrial activities are clustered around key access points, particularly near Parcel B entrance and the railway station in Parcel C, to maximise accessibility and visibility.

A school is proposed for Parcel A, along with shared sports fields that could be used by the school and local sports clubs. An additional sports field is included in Parcel C to extend recreational opportunities.

Stormwater management and ecological systems form an important structuring element of the concept. The design accommodates stormwater detention areas and the Elsiekraal River canal and flood plain within a connected public open space network. The existing dam and many of the mature trees on Parcel B are retained and integrated into a central landscaped park, enhancing biodiversity and contributing to a high-quality public realm.

DEVELOPMENT YIELDS & LAND USE

	Portion A	Portion B	Portion C	TOTAL
School & sports fields	●●		●	
Residential: Open market	947-1050 (units)	2 643-3 022 (units)	567-586 (units)	4166-4639 (units)
Residential: Affordable	998-1080 (units)	-	826-990 (units)	1824-2070 (units)
Retail GLA	1283 m ²	16733 m ²	5380 m ²	23390 m²
Office & other GLA	-	29048 m ²	13816 m ²	42870 m²
Light industry GLA	-		8527 m ²	8527 m²



HIGH LEVEL ASSESSMENTS

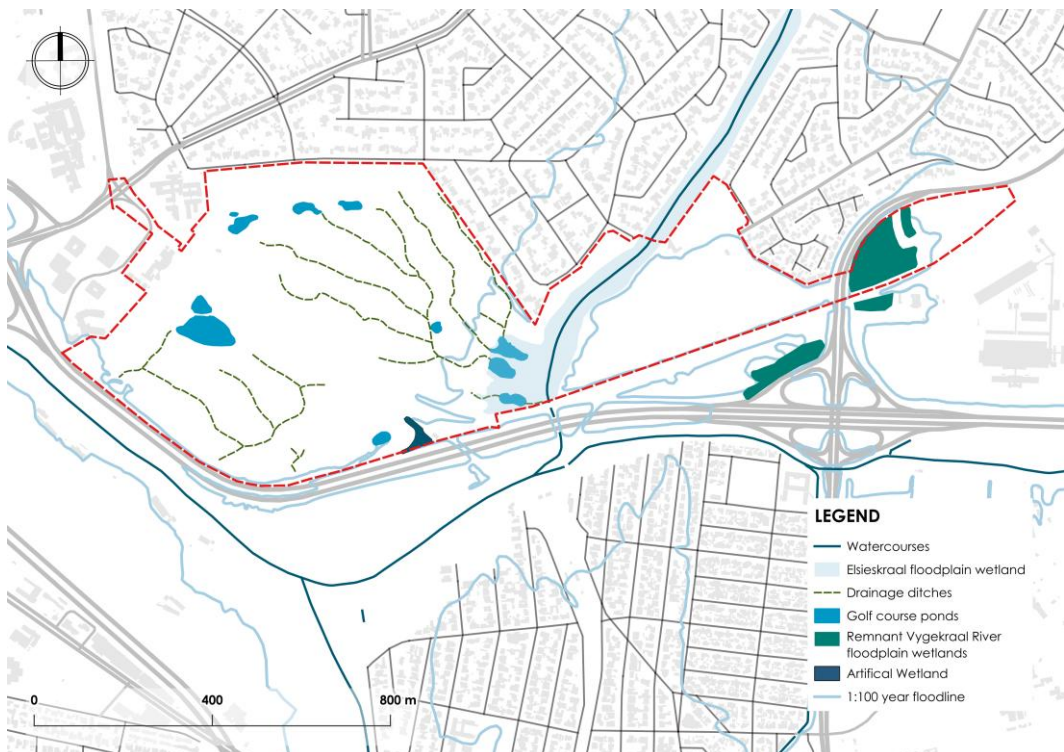
The following high-level assessments show the preliminary findings and are subject to change based on public comment and ongoing assessments.



ENVIRONMENTAL

A baseline assessment of river and wetland systems has been prepared by Freshwater Consulting as an informant to the concept design. The assessment found several aquatic ecosystems on site including the Elsiekraal River and associated floodplain wetland, and floodplain wetlands associated with the Vygekraal River. These wetlands are severely modified but important in providing flood alleviation and stormwater management functions in an otherwise hardened catchment. The assessment recommended that these aquatic ecosystems be retained on site with the provision of development setbacks / ecological buffers to minimise impacts from the proposed development. The existing golf course ponds are entirely artificial, but some of these will be retained for incorporation into public spaces and/or for stormwater management.

The proposed development also includes decanalisation and rehabilitation of a section of the Elsiekraal River. The decanalisation will involve replacing sections of the concrete canal with improved habitat in an unlined channel surrounded by public space.



HIGH LEVEL ASSESSMENTS

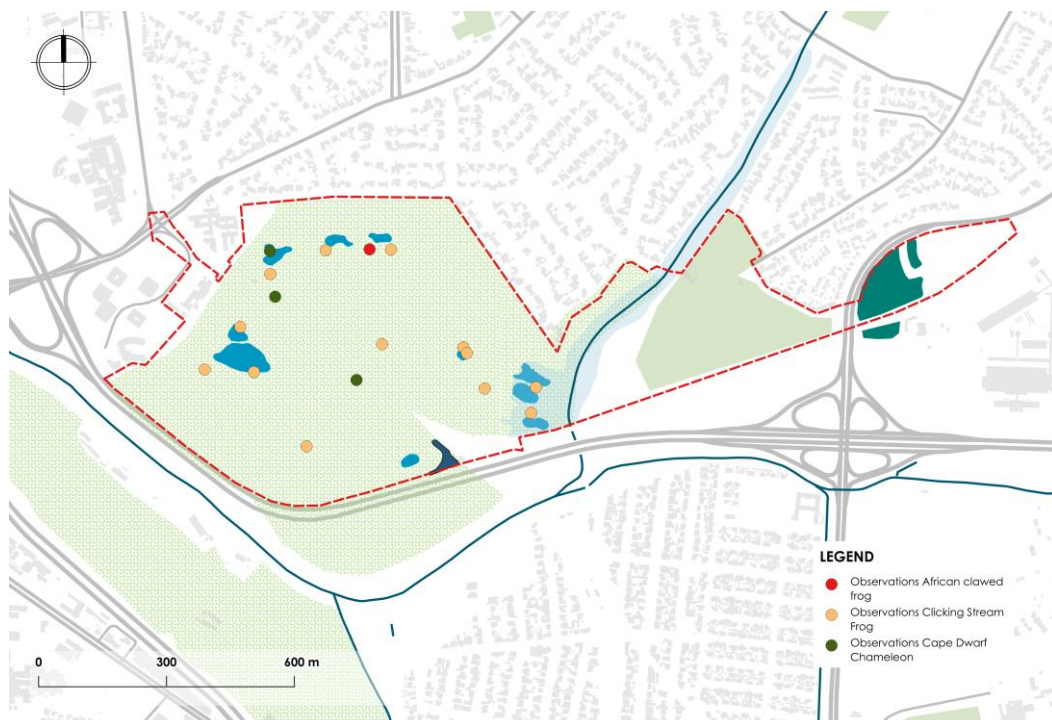


ENVIRONMENTAL

Surveys were conducted on the site to determine whether it supports any threatened frog or reptile species. During the surveys there were observations of an African Clawed Frog, Clicking Stream Frogs and Cape Dwarf Chameleons. No species of conservation concern were observed on the site.

There is a significant opportunity for improvement and restoration of foraging and breeding habitats, as well as the corridors of habitat connectivity, specifically for Western Leopard Toads. The removal of fish from the wetlands and ponds, management of weeds in combination with the general halting of pesticide use may enable this species to return and breed successfully.

It was recommended that the proposed development design allow for open spaces and ponds that cater for Western Leopard Toad requirements. No further assessments will be undertaken as a part of this project as the specialists anticipate no major negative impact on the significant species, such as the Western Leopard Toad from the proposed development.



HIGH LEVEL ASSESSMENTS

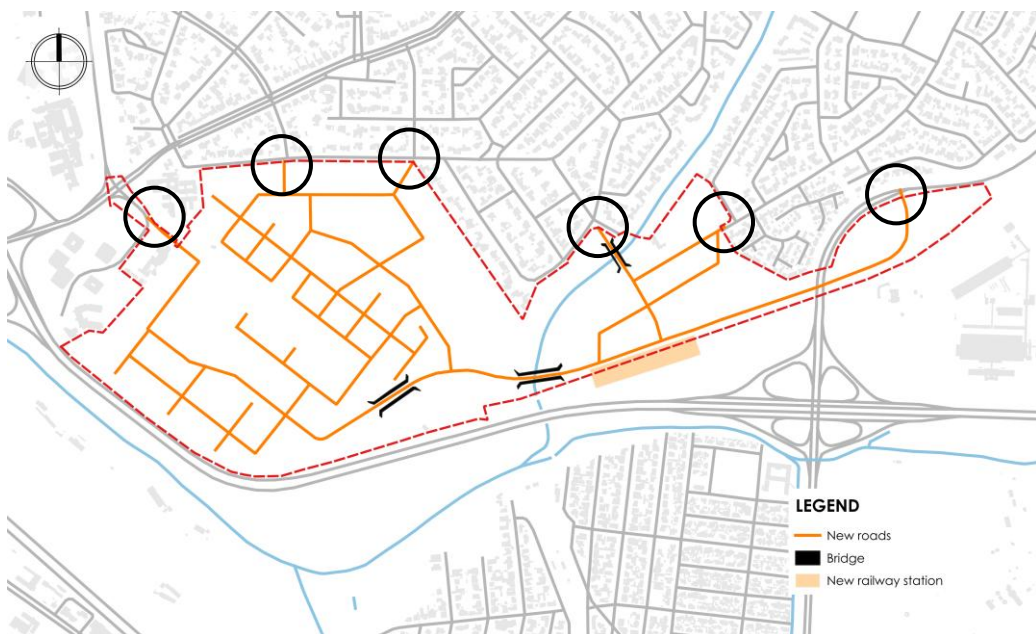


TRANSPORT

A Transport Baseline Assessment has been undertaken by ITS Engineers to determine the potential impacts of the redevelopment. As part of this study, peak period traffic counts were conducted at various key intersections between 06:00 and 09:00 in the morning and between 15:00 and 18:00 in the afternoon in November 2024. The 2026 existing traffic conditions and the 2031 traffic conditions with the development trips were modelled. See the proposed access points in the figure below.

The surrounding road network, together with the proposed upgrades and new linkages, will be able to accommodate the additional traffic demand. The proposed offsite upgrades include: 1) Signal optimisation and lane reconfiguration at the Forest Drive/St Stephens Road/Alices Ride intersection, 2) Signalisation of Forest Drive/The Crescent intersection, 3) Conversion of Ringwood Drive/Nightingale Way intersection to a mini-roundabout, 4) Conversion of Howard Drive/Ringwood Drive intersection to a mini-roundabout, and 5) Signalised control at the future Jan Smuts Drive intersection.

In terms of public transport, the proposed road network provides access to the future MyCiti station on Jan Smuts Drive. A new rail station is proposed between Pinelands Station and Langa Station, this is a key informant to the transport strategy, as the proposed station is intended to form the backbone of the public transport for the development.



HIGH LEVEL ASSESSMENTS



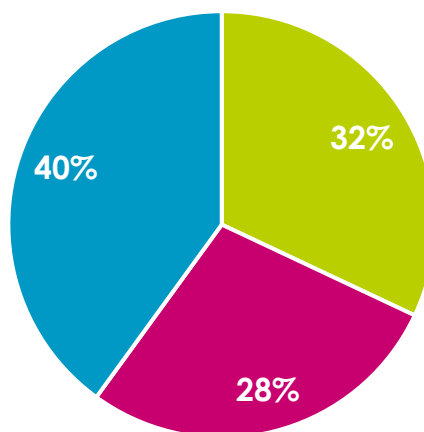
MARKET ANALYSIS

The market analysis conducted found that the surrounding property trends suggest that a strategic mixed-use development around the Mowbray Golf Course could capitalise on property market trend dynamics by integrating modern residential spaces, office hubs, retail precincts, and industrial logistics facilities. The market analysis determined the demand and proposed development supply which are summarised below. The Net Effective Demand was calculated for each type of space, which considered the total supply, or the potential interception or capture rate for the site.

The proposed development would enhance economic activity, support sustainable urban growth, and cater to Cape Town’s evolving property landscape. A Socio-economic Impact Assessment will be undertaken to determine the potential social and economic impacts of the proposed development.

Housing Demand

- Affordable Housing
- Middle Income Households
- High Income Households



Non-residential Use	Net Effective Demand by 2035
Office Space GLA	84 689 m ²
Retail Space GLA	100 733 m ²
Industry Space GLA	12 353 m ²

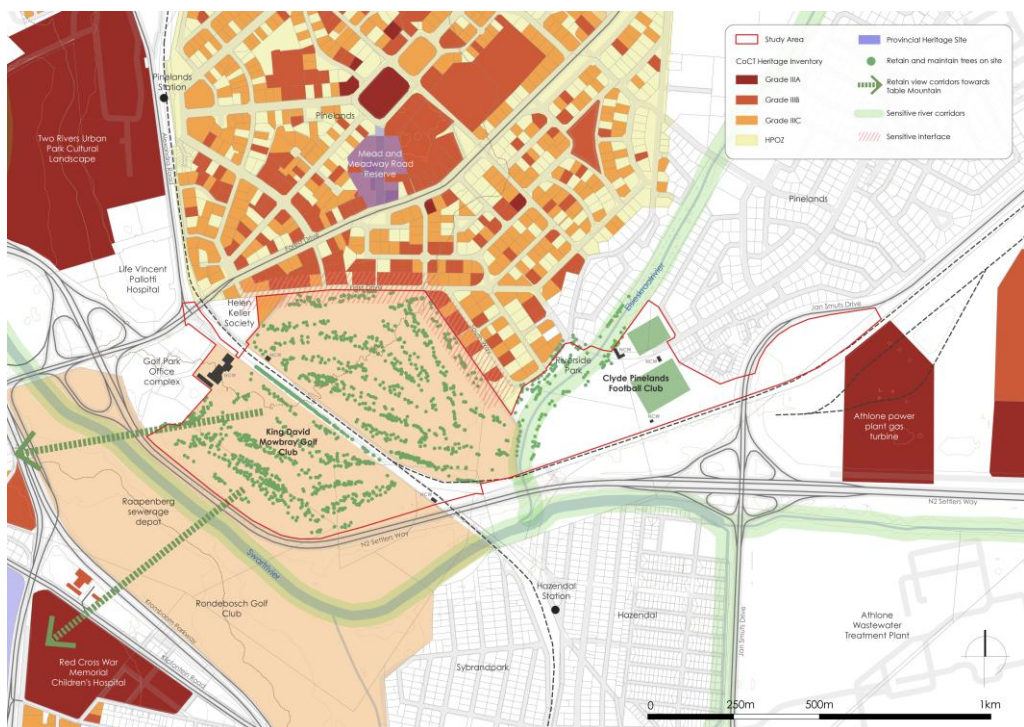
HIGH LEVEL ASSESSMENTS



HERITAGE

The heritage assessment undertaken found that:

- The site has no buildings older than 60 years or of sufficient **architectural significance** to warrant a grading.
- The site, particularly the green areas and the treed open spaces, has aesthetic value of significance in the local context in particular. **The aesthetic significance is assessed medium.**
- The historic golf course and Clyde Pinelands sports facilities is of significance to a relatively small group of people invested these particular sports. The site is unlikely to have formed part of the colonial frontier established by the Dutch Colonialists and arena of the Second VOC-Khoen War and is thus not regarded as of special significance with regard to pre-colonial history. **The socio-historic significance is assessed as low.**
- The site has contextual significance as a green space in a relatively dense urban environment. The golf course, not accessible to the general public, offers mainly a visual amenity, particularly to the historic homes lining Links Drive and South Way. The south-eastern portion offers some opportunity for active recreation. **The contextual significance is assessed as medium.**



HIGH LEVEL ASSESSMENTS



VISUAL

The landscape character sensitivity of site and its surrounding area varies significantly, influenced by the diversity of land uses and their cultural, ecological, and social significance (see figure below). The **site itself has moderate landscape character sensitivity** as a managed recreational landscape.

A preliminary assessment of the development framework was conducted against a set of visual indicators derived from the landscape character analysis. The design demonstrates:

- Retention of key landscape elements, including mature trees and open space systems
- A coherent open space network aligned with natural drainage and river corridors
- Distributed built form with spatial separation and permeability
- Compatibility with surrounding urban grain
- Maintenance of a permeable skyline subordinate to the mountain backdrop

The development represents a transition from a contained recreational landscape to an integrated urban neighbourhood, while retaining key structuring elements of the existing landscape.



HIGH LEVEL ASSESSMENTS



CIVIL SERVICES AND STORMWATER

A preliminary assessment concluded that the proposed site is well located with regards to stormwater, sewer and potable water connections.

With regards to stormwater, each parcel will have dedicated detention ponds. The stormwater runoff will traverse the roadways and green corridors and will discharge into the ponds which will then discharge into the canal. The detention ponds will also function as an amenity feature part of the proposed development.

Sufficient bulk potable water supply is available, with connection points on Alexandra Road, Links Road and Ringwood Drive. The total average annual daily water demand was calculated as 4689 kl/day. A treated effluent main near the site also offers opportunities for non-potable reuse in landscaping and irrigation.

Existing sewer pipes lack capacity and upgrades are required. Development sewage will be routed via two pump stations to the Athlone WWTW, with delivery phased to align with treatment capacity upgrades. The sewer demand as the average daily weather flow was calculated as 3853 kl/day.

Electrical network upgrades are required and feasible. Existing 33kV and 11kV infrastructure traverses the site and provide the basis for integration into Cape Town's bulk electricity network.

All road networks will act as service corridors, allowing buildings to connect easily. Upgrades to the existing civil services infrastructure will be determined following the capacity letter from the City of Cape Town.

WAY FORWARD

The following statutory processes will be undertaken following the draft concept design phase:

ENVIRONMENTAL LEGISLATION

Given the nature of the proposed concept, which includes changes to land use, the development of new infrastructure, and potential interactions with watercourses, environmental approval will be required for the development of the site. The proposed development triggers the following listed activities in terms of the Environmental Impact Assessment (EIA) Regulations, 2014 (as amended): Activities 19 and 19A of Listing Notice 1; Activity 12 of Listing Notice 2; and Activities 4, 15, 18 and 26 of Listing Notice 3. Based on these listed activities, a Scoping and Environmental Impact Assessment (EIA) process will be undertaken. An application will also be made to the Department of Water and Sanitation in terms of the National Water Act, 1998, for water uses associated with the development. This includes Section 21(c) for impeding or diverting the flow of water in a watercourse, and Section 21(i) for altering the bed, banks, course or characteristics of a watercourse.

HERITAGE

Based on the preliminary heritage informants identified for the site, it is anticipated that the proposed redevelopment may have an impact on heritage resources. Consultation with **Heritage Western Cape (HWC)** has indicated that a **Heritage Impact Assessment (HIA)** will likely be required. The HIA is expected to include supporting specialist inputs such as a **Social Historical Study**, **Cultural Landscape Assessment**, and **Visual Impact Assessment**, and will be undertaken as part of the **EIA process**.

TOWN PLANNING APPLICATIONS

The land use management planning process will include the subdivision, consolidation and rezoning of the site.

HOW TO PROVIDE FEEDBACK ON THE DRAFT DEVELOPMENT CONCEPT

You are invited to attend a **Public Open House on Saturday, 20 June 2026**, between **10:00am – 14:00pm**, at the **King David Mowbray Golf Club (Raapenberg Road, Cape Town)**. Please come at any time that suits you.

Posters illustrating the draft development concept will be on display, and the project team will be available to answer questions and discuss the draft urban design. If you are unable to attend, the posters from the open house will be shared on the website.

Should you wish to comment or provide input on the draft urban design, you are encouraged to submit your comments using the details provided below. The stakeholder engagement period for the **draft development concept will commence on 28 May 2026 and close on 6 July 2026**, after which all input will be reviewed and considered. If you are unable to attend the open house or would like to share your input, please provide comments by 6 July 2026 at the details below.



mowbray@infinity.capetown



021 834 1600



www.infinity.capetown/mowbray



060 524 7676



For more information, please visit
www.infinity.capetown/mowbray



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