

**A LAND USE MANAGEMENT POLICY FOR
KROMBOOM ROAD, ATHLONE,
RONDEBOSCH EAST & RONDEBOSCH**



DUXBURY'S

TOWN AND REGIONAL PLANNERS ■ PROFESSIONAL LAND SURVEYORS

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1. INTRODUCTION

In recent years there has been significant pressure for the conversion of residential properties to non-residential uses along Kromboom Road.

The Directorate: Town Planning frequently assesses land use applications along this road, but in the absence of a local area policy. The change of use rights attached to a property can be facilitated through the following mechanisms:

- Rezoning – where the existing rights attached to the land are converted to more, or less, restrictive use rights. Rezoning is a permanent land use right change;
- Consent – where predetermined secondary use rights are added to the primary rights attached to the property. Consents are usually permanent land use right changes;
- Home Industry Consents – where a resident uses part of his/her primary residence for certain non-residential uses;
- Departures – where a property is used in accordance with use rights of a different category other than what the existing zoning allows, but often on a temporary basis;
- Subdivisions – dividing the parent property into smaller erven;
- Consolidations – combination of erven into one entity, the reverse of subdivision;
- Removal of Restrictions – removal or amendment of restrictive title deed conditions that limit use of a property.

In each case, the City must evaluate the land use application using an integrated planning approach and on its merits of which a policy forms an integral part. The absence of a policy for this road thus hinders effective decision-making. A policy to deal effectively with the applications for land use change is therefore required.

2. LEGAL EFFECT OF THIS POLICY

A policy, once adopted by the City, does not automatically grant new land use rights nor does it remove any existing use rights. The policy remains an administrative and guideline document only, as a basis for fair, equitable and integrated decision-making.

3. AIM

The primary aim of this project is to formulate a local land use policy for Kromboom Road, from Milner to Belgravia Roads, for adoption by the City, which can attempt to guide and direct future market trends and guide decisions on land use applications.

The document is not intended as a Development Framework, and will not result in action from the City (such as the unilateral amendment of land use rights for any of the affected properties).

The aim of this policy is to provide clear guidance and principles for property owners, officials and public representatives as to the nature of applications that are desirable. It is recognised that land uses are subject to periodic pressures for change due to the dynamic nature of the urban environment.

A policy is not capable of solving all land use issues which face the specific environment under consideration. But policy should act as a clear and implicit vision for desirable development, informed by the contextual realities and dynamics of Kromboom Road in its function as a sub-metropolitan structuring element.

The policy direction to be assumed must take cognisance of the conflicting interests in the study area. The concerns of the local residents must be weighed up against the aspirations of the

burgeoning business fraternity, and the need for economic stimulation of Small, Micro and Medium Enterprises (SMME). This must be considered against the various broader planning policies as well as the strategic priorities of the City.

4. SUB-METROPOLITAN CONTEXT

Kromboom Road as a Route of Metropolitan Significance is a Secondary Arterial (class 3) from Milner Road to Jan Smuts Drive and a Local Distributor (class 4) from Jan Smuts Drive to Belgravia Road. Kromboom Road is located half-way between the metropolitan movement corridors along Klipfontein and Lansdowne Roads. Kromboom Road is not a dedicated public transport route.

As seen in Figure 1, Kromboom Road is highly accessible from the metropolitan road network, due to its interchange with Kromboom Parkway (M5) and its intersection with Jan Smuts Drive. Kromboom Road caters mainly for local, residential traffic distribution but also serves as a connection between a number of residential suburbs, from Rondebosch to Rondebosch East, Crawford, Belgravia and Athlone. Kromboom Parkway (M5) is the most important freeway into the Cape Town CBD in the area, and Kromboom Road is one of the few east-west connections to the M5. The effective connections to the metropolitan road network make Kromboom Road highly accessible, but direct property access onto the road is problematic because of the high traffic volumes. Two-way traffic volumes along Kromboom Road range from 1200 to 1600 vehicles per hour. The mobility function of the road is critical to the local residents' access to the north-south metropolitan road network.

Kromboom Road is a very important structuring element in the local area but retains a characteristically residential traffic status. The traffic signals along the route were installed to facilitate residential access to the metropolitan network. The termination of the route at Milner Road (in the west) and Belgravia Road (in the east) in predominantly residential areas indicates that the route itself serves mainly a residential access function.

Commercial and related non-residential uses are generally only located on the southern side of Kromboom Road between the railway line and Jan Smuts Drive. Similarly, this local commercial concentration is almost equidistant from the established, larger commercial service areas of the Athlone CBD (in the north) and Kenilworth Centre/Access Park hub (in the south). In terms of a hierarchical city structure it is clearly evident that Kromboom Road serves a residential purpose in this spatial arrangement.

5. THE STUDY AREA

The area under consideration and for which the policy needs to be formulated is the row of erven abutting either side of the length of Kromboom Road, from the Milner Road to the Belgravia Road intersections. Most properties have direct access off the road, except for the section between Jan Smuts Drive and the railway line, which provides service road access to the erven fronting the road.

The study area contains approximately 144 individual properties, and Figure 2 highlights the subject properties.

6. POLICY CONTEXT

At present, no specific policy exists for Kromboom Road. Two overarching policies adopted by the City, the Metropolitan Spatial Development Framework and the Municipal Spatial Development Framework, provide a very broad guiding framework for decision-making regarding land use

applications within the metropolitan and sub-metropolitan contexts. The principles guiding development are discussed in Section 11.

6.1 Metropolitan Spatial Development Framework (MSDF)

The MSDF does not make specific reference to Kromboom Road. The MSDF does, however, make reference to beneficial, orderly, city-wide spatial development which is directed by four concepts operating in combination:

- Urban nodes,
- Activity corridors,
- A metropolitan open space system, and
- An urban edge.

It is relevant to discuss aspects of activity corridors only. Lower order elements which structure the urban environment are activity streets, which are scaled down versions of a corridor. The MSDF tasks local authorities to determine which roads qualify as activity streets, and as such should attract higher intensity commercial and residential mixed uses and to provide spatial structure at the sub-metropolitan level.

According to the MSDF, to qualify as an activity street, the street must at least be a road-based public transport route, which Kromboom Road is not. More importantly, Kromboom Road does not integrate activity corridors (such as Klipfontein Road) and urban nodes (for example, the Athlone CBD) into the surrounding area.

It is therefore suggested that Kromboom Road is not an activity street, but merely an important residential structuring element as eluded to in Section 4.

6.2 The Municipal Spatial Development Framework (Muni-SDF)

This policy promotes urban restructuring and a more efficient utilisation of land, and also encourages residential densification across the City, where appropriate. Kromboom Road is indicated as an integrating continuous route. It integrates many neighbourhoods, and is identified as a priority area along which social facilities should be located for maximum accessibility.

6.3 Road Improvement Scheme

There is a Road Improvement Scheme for the eastern part of Kromboom Road, as an extension eastwards joining with College Road. The desirability of the scheme is being reassessed by the City and there is a possibility that the extension will be deproclaimed.

6.4 “General Principles for Land Development” in terms of the Development Facilitation Act, No 67 of 1995”

These principles include:

- i. reducing urban sprawl,
- ii. encouraging environmental sustainability,
- iii. optimising the use of existing resources and infrastructure,
- iv. promoting a diverse combination of land uses, also at the level of individual erven,
- v. promoting the availability of residential and employment opportunities in close proximity to or integrated with each other, etc.

Referring to these principles, the Green Paper on Development and Planning (gazetted on 21 May 1999) remarks that the principles "are intended to bring about a radical change to the characteristic form and structure of South African settlements. They represent an outright rejection of the low-density, sprawling, fragmented ... forms of development."

The Resource Document on the Chapter 1 Principles of the Development Facilitation Act, issued in February 1999 by the Development and Planning Commission clearly states that the principles affect, *inter alia*, "the planning of whole settlements as well as parts or elements of settlements" and "the decisions of all public authorities affecting land development under any law" (p4). The principles are normatively based and the Resource Document states that "an important point is that when designing and assessing projects, the principles cannot be applied one by one".

Not all of the principles will apply in all cases and, if they are not considered holistically, it may seem that some principles are in conflict with others. Projects should be "designed and assessed in terms of their potential to further the concerns underpinning the principles" (p10). It must be noted that the principles promote complexity and diversity in urban form, which is a "hallmark of positive environments" (p8). It rejects the static, blueprint (ie end-state) form of planning that once characterised many decades of urban development in this country.

7. CURRENT ZONING

Figure 3 indicates the current zoning of properties along Kromboom Road. It must be noted that zoning does not indicate Consent Uses or Temporary Departures.

The majority of properties along Kromboom Road are zoned Single Dwelling Residential. At Third Avenue there are two General Residential zoned properties which were recently granted these rights with Consent for Institutions (medical clinics).

Noteworthy is the containment of non-residential land use rights almost exclusively to the area between Jan Smuts Drive and the railway line, as General Commercial and Special Business along the southern edge of the road. Most of the six Special Business properties along the northern edge of Kromboom Road are not used for commercial activity but remain vacant, apart from one property that is used for car repairs.

Another feature is the road widening (Proposed Street Purposes) along Kromboom Road east of the Jan Smuts Drive intersection, and the provision having been made for extension of Kromboom Road eastwards from the intersection with Belgravia Road.

8. EXISTING LAND USE PATTERN

A land use survey was undertaken in October 2004. The results are depicted in Figure 4. It must be noted that the land use map simply reflects existing land uses regardless of whether or not they are legal.

It is clear that the dominant land use is that of single Dwelling Houses.

The section between Milner Road and Kromboom Parkway contains mostly single Dwelling Houses. Two home industries (medical practice and hairdresser) and a full medical practice are in operation. Baltintore, Firlands, Wakefield and Glenavon Roads, which are side streets, have been closed off to prevent through traffic. The character of this stretch of the road is typically suburban with well established trees framing the road; the houses are middle to upper income in nature. When comparing to the zoning map, it appears that the medical practice close to the substation is operating without authorisation.

Between Kromboom Parkway (M5) and the railway line, a service related character, particularly medical uses, has established. The intersection at Fourth Avenue is particularly dominant as a small node, with a mix of medical, office and home industry uses occurring. A large piece of vacant City-owned land lies between Seventh Avenue and Kromboom Parkway. The character of this stretch of the road is also typically suburban with well established trees framing the road. No mixed use properties were evident, apart from the home industries. The houses are middle income in nature, and some of the non-residential uses are very noticeable. When comparing to the zoning map, it appears that about half of the non-residential uses along this section may be operating without authorisation.

The variety of land use is highest between Jan Smuts Drive and the railway line. The commercial uses included here primarily fulfil a neighbourhood function, but capture some non-local passing trade as well. The bridge over the railway line overshadows the commercial area close to it. The dwellings and businesses along the northern edge of Kromboom Road appear less well maintained, as opposed to the commercial uses along the southern edge. From Burwood Road and Church Street westwards, properties do not have direct access to Kromboom Road, but are accessed from service roads. The park at the Jan Smuts Drive intersection forms a dominant local reference point. When comparing to the zoning map, no illegal uses seem to be in operation.

The eastern section of the road is dominated by the underutilised sports field of the College of Cape Town (Crawford Campus), and the College itself. There is a small nursery operating on the property, immediately opposite the entrance to the College. In contrast, the uses between Thornton Road and Jan Smuts Drive are mainly Dwelling Houses, with 4 home industries in evidence. The character of this section of Kromboom Road is quite different due to the effect of the wide unconstructed road reserve. The large, underutilised sports field adds to the lack of neighbourhood scale that is so typical of the area west of the railway line. When comparing to the zoning map, no illegal uses seem to be in operation.

9. LAND USE TRENDS

Land use trends are derived from:

- Recent land use planning applications (over the last 4 years) submitted to the City, and
- Correlation between the zoning map and observed land uses.

From documentation received, it appears that only the section of road between Kromboom Parkway and the railway line has had formal land use applications in recent years.

The lack of any formal land use changes or amendment of land use rights between Jan Smuts Drive and the railway line leads to the conclusion that the amount of commercial and office space is probably sufficient for the local area, since potential new demand is absorbed within existing zoning rights. What has however occurred is that non-residential land uses have established along Rockeby Road immediately south of the retail centre at the corner of Jan Smuts Drive and Kromboom Road.

Figure 5 indicates the following recently submitted applications:

- The two rezonings to General Residential R4 with Consent for Institution (medical clinics) are as recent as 2003;
- The temporary land use departure (also for medical clinic) was granted in 2000, but only after a rezoning to General Residential R4 with Consent for Institution was initially refused;
- It is noteworthy that a temporary departure for an office was refused.

The general land use trend is towards working from home; home industries account for 12 properties along the road. A further characteristic of the land use trend is that there is a proliferation of potentially unauthorised land uses clustered between the M5 and the railway bridge. A total of 7 properties do not appear to have appropriate use rights.

10. IMPACTS OF LAND USE CHANGES

Of primary importance to the functioning of the urban environment along Kromboom Road is the effect of land use change from residential to non-residential use. The implications of such changes need to be identified, and serve as a basis for specific recommendations in the policy. The impact of land use change from residential to non-residential use must be viewed in a broader, cumulative context.

Context and Function

There is a hierarchy of spatial structuring elements that create a well functioning and integrated urban environment. Kromboom Road's place in this hierarchy does not support continued conversion to commercial and business uses at the expense of residential use. Neither does it support higher order mixed uses, beyond home industries and institutions. Higher order land use changes are better suited to incipient or existing activity streets that are supported by public transport. The cumulative impact, in terms of context, is that commercial expansion along Kromboom Road would weaken existing, proper activity streets in the vicinity. The spatial order at the sub-metropolitan scale becomes undermined.

Impact on Existing Business Areas

The conversion of residential stock to business or commercial uses is seen as having a negative cumulative impact on established business areas. Thresholds cannot be maintained, since Kromboom Road begins competing for the same customers that Klipfontein, Lansdowne and Belgravia Roads do.

Loss of Residential Stock

The supply of residential units in an area where they are sought-after is greatly affected by land use change to commercial use. The loss of housing stock is a cumulative issue. New residential opportunities in the suburbs along Kromboom Road are limited.

The retention of established residential areas in the Kromboom Road context is also important as they provide residential accommodation in close proximity to employment and recreation opportunities. Metropolitan transport networks are easily accessible, which means that the impact of commuting distances and attributed social and economic costs is lessened.

Commercial Creep

Continued business intrusion that does not relate to the residential neighbourhood has negative effects on the residential quality of the area. The impact of individual rezonings, or similar applications, to business or commercial has an ever increasing cumulative impact on the quality and amenity value of the residential environment along Kromboom Road.

Nuisance Uses

The introduction into residential areas of industrial type uses that potentially carry a nuisance factor for adjoining neighbours (such as the manufacture of pre-cast slabs, or panel beaters) is particularly problematic. The cumulative impact is that, as with commercial creep, the amenity value of the residential neighbourhood is diminished. This would include issues of crime related to unoccupied properties.

11. DEVELOPMENT PRINCIPLES

There are overarching development principles contained in the planning and strategic policies of the City which should form the basis of decision-making along Kromboom Road. These are formulated in a generic way since they are meant to apply equally throughout the City, and therefore have to be interpreted within each local context. What follows is a brief examination of these policies and how they apply to Kromboom Road.

- Cape Town Integrated Development Plan Strategic Objectives (2004/05)
 - Moving growth to urban areas
Application: Kromboom Road is suitable for absorbing additional residential growth.
 - Improving current settlements
Application: this relates to retaining the mobility function of the road, and easing access for residents fronting onto the road.
 - Becoming more competitive
Application: this principle is not directly applicable to Kromboom Road, since it refers to the City being more competitive regionally and globally. But indirectly a well functioning urban environment contributes to competitiveness.
 - Job creation
Application: the function of Kromboom Road is not to be a job creation hub, since it is predominantly a road within residential neighbourhoods and not well-served by public transport. However the notion of home industries as a source of job creation is a desirable addition to Kromboom Road.
 - Building better communities
Application: this includes all aspects of urban life: safety, comfort, privacy, choice, accessibility and variety of uses. For Kromboom Road the issue of balancing residents' needs for a good residential environment contrasts with aspirations for commercial growth. Generally, commercial growth should be accommodated elsewhere along higher order routes (activity streets and spines) in the interests of a better community.
 - Good public transport
Application: Kromboom Road is not a dedicated public transport route and therefore this issue is not of great relevance. The road is, however, close to public transport routes, such as Belgravia Road.
- The Metropolitan Spatial Development Framework (MSDF) which promotes among its key objectives:
 - A mutually supportive mix of residential, recreational, commercial and employment opportunities
Application: it must be reiterated that the MSDF is worded very conceptually, and deals primarily with the major spatial structuring elements within the City. The notion of a mutually supportive mix of opportunities should not apply to every street within the City that happens to carry relatively high amounts of traffic.
 - The identification of smaller scale routes, known commonly as activity streets, which can provide important opportunities within local areas, and serve to integrate activity corridors and urban nodes into the surrounding areas
Application: Kromboom Road does not perform the function of an activity street. The road is however an important structuring element locally, but mainly fulfils a residential traffic function.
 - Creation of quality urban spaces
Application: Kromboom Road has a well established residential quality which should be maintained.
 - Redressing past imbalances
Application: Kromboom Road serves as an integrating route, linking the western and eastern suburbs across the M5 freeway and the railway line.

- Residential intensification
Application: Kromboom Road is still characterised by Dwelling Houses with a low density of approximately 12 dwelling units per hectare. There is certainly scope for increasing the residential densities (particularly by means of Second Dwellings, ie "granny flats"), depending on specific impacts such as access to each site, height of buildings and effect on neighbours, and so on. The importance of appropriate building design is stressed to minimise the impact of densification.
- An important concept contained in the Metropolitan Spatial Development Framework is the "string of beads" which implies that the intensity of development and mix of uses is not necessarily continuous along a Corridor or activity street's length
Application: this is also an important concept equally applicable to Kromboom Road. The mere fact that passing traffic has increased does not engender the properties abutting the road to being inherently suitable for commercial use.
- The Municipal Spatial Development Framework:
 - The document clearly implies that there is a spatial hierarchy in which uses should operate. The intention is clear: "higher order uses associate with higher order routes, and so on" (p29).;
Application: this is similar in concept to the MSDF principles. By implication, lower order roads are not associated with higher order uses.
- Existing Local Area Land Use Policies:

There are numerous local area land use policies (such as the Claremont CBD Edges policy, Lansdowne Road policy) from which generic principles for addressing land use change can be deduced, which could be applicable to Kromboom Road:

- The effect of consolidation of erven on scale and location of buildings and site access
Application: encouragement of consolidations of properties as a method of overcoming access problems to corner sites particularly. Consolidated sites offer greater space to position new buildings sympathetically, relative to neighbours.
- Using the mid-block as the interface between residential and non-residential uses
Application: this concept already operates along the southern road edge between the railway line and Jan Smuts Drive, although business has crept south along Rockeby Road already.
- Every corner site cannot be seen as precedent-setting for business expansion onto adjacent residential sites
Application: this principle and the preceding mid-block one are mutually reinforcing. Should any corner properties along Kromboom Road obtain non-residential rights, it automatically places pressure on the adjacent property further in from Kromboom Road for conversion. This must be avoided.
- The retention of residential uses in areas between nodes, since the loss of viable housing stock should be prevented
Application: the existing commercial area between Jan Smuts Drive and the railway line is seen as the local node, and all other properties along Kromboom Road should retain a residential bias.

- The use of subdivision to increase residential densification
Application: the narrow frontages and long depths of most of the properties fronting onto Kromboom Road may make further subdivision difficult, particularly from the point of view of increasing the number of direct access points onto the road. Consolidation and General Residential zoning to achieve densification may be preferable solution.
- Discouraging uses that have an unreasonable impact on neighbours
Application: while *bona fide* home industries are particularly encouraged, there may be some home industry uses that could have unforeseen nuisance impacts.
- Ensuring a form of development that minimises impact on adjoining residential properties in terms of land use mix, overlooking, overshadowing, ie height, setbacks and architectural features
Application: the provisions of the applicable zoning scheme apply to redevelopment of properties along Kromboom Road.
- Retention of features of a site that ensure the general character of the area is not negatively affected
Application: properties to be redeveloped along Kromboom Road should retain existing mature trees and low or visually permeable boundary walls.
- Encouragement of direct street access for non-residential uses to create a relationship of use with the active street, and to minimise impact on side street single dwellings
Application: all building entrances particularly related to non-residential uses should orientate directly towards Kromboom Road.
- Business Plan Heading of the Land Use Management Business Planning Unit:
 - “to promote and manage land use change which is sensitive towards both people, built and natural environment.”
Application: the structure and function of the local area indicates a predominantly residential environment. This should be maintained.

12. APPROVING MECHANISMS

Some of the methods to achieve the change of land use that is envisaged along the Kromboom Road are:

- Approval of Section 22 home industries and similar uses as Consent Uses, so that residential use remains as predominant use;
- Rezoning to Special Business uses, with the condition that a residential component is retained;
- Rezoning to Special Business uses, without requiring a residential component;
- Rezoning to General Residential uses in a certain precinct;
- Consolidation of properties and rezoning to Special Business purposes with the condition that a residential component is included;
- Further subdivision of properties so that residential densification can be progressed;
- Consent uses to allow for Double Dwelling Houses and Second Dwellings in Single Dwelling Residential zones;
- Departures to allow for second dwellings (“granny flats”); and
- Temporary departures to allow changes of land uses for a temporary period.

The detailed application of these mechanisms is formulated as policy in Section 16.

13. PRECINCTS

The most practical way to deal with future land use change is to identify precincts in which a range of uses are to be supported. Similarly, conditions and policies can be tailor-made to each precinct, providing unambiguous guidance for desired land use change.

Precincts are derived from the agglomeration of existing uses and characteristics of a particular section of the road.

Kromboom Road should be considered in four precincts (see Figure 6):

- Precinct 1: Milner Road to Kromboom Parkway
 - Homogenous Dwelling Houses with, limited other uses. Kromboom Parkway and Milner Road are logical edges.
- Precinct 2: Kromboom Parkway to railway line
 - Area of recent and continuing pressure for land use change, with the railway line and Kromboom Parkway as logical edges.
- Precinct 2: Local Node
 - A **local node** is identified from Fifth to Third Avenues including the single erven immediately bordering the intersection of Third Avenue and Kromboom Road.
- Precinct 3: railway line to Jan Smuts Drive.
 - Local business node with use intensity terminating at Jan Smuts Drive, with the railway line as a logical edge.
- Precinct 4: Jan Smuts Drive to Belgravia Road
 - Mainly homogenous area with single Dwelling Houses and a large education facility, with Belgravia Road as the termination of the route.

14. VISION FOR KROMBOOM ROAD

As discussed in the preceding sections, it is clear that Kromboom Road is a residential street that also serves an important local structuring role. It collects and distributes residential traffic from the suburbs of Rondebosch, Claremont, Rondebosch East, Crawford, Athlone and Belgravia onto the close-by metropolitan road network (Kromboom Parkway / M5). The mobility function of the road must be maintained, as well as its residential character.

Further business creep must be discouraged, and the existing commercial and business centre between the railway line and Jan Smuts Drive must be contained within its existing boundaries. Business intrusion into viable residential areas should not be condoned.

15. PUBLIC PARTICIPATION

A public meeting was held on 7 December 2004 at the Crawford Campus of the College of Cape Town. The draft land use policy document was made available for public comment from the middle of January 2005. The closing date for public comment was 9 February 2005. A brief report on the public participation and comments is included as Annexure 1.

16. POLICY

This policy does not replace or supersede any of the provisions of the applicable zoning scheme. All parameters relating to height, space about buildings, bulk, coverage, allowed uses, parking provision, etc, remain in force for each application under consideration.

The general criteria for assessing land use applications must include, *inter alia*:

- Impact of proposed use
- Proposed changes to the built environment
- Character of the neighbourhood
- Traffic and parking
- Public participation input
- Security and safety
- Height / privacy
- Nuisance to the neighbourhood
- Economic stimulation

The policy is divided into general directives (Section 16.1) which are encouraged along the entire length of Kromboom Road, and specific directives (Section 16.2) applicable to the specific precincts and nodes themselves only.

16.1 Generic Policy

P1	Conditions / Guidelines
Bona fide Home Industries (Home Occupation) are considered appropriate on all residential properties. (A Consent use application may be required in some instances; other uses may exist as of right.)	• Uses that require Consent in terms of Section 22 of the Zoning Scheme Regulations should adhere to the basic conditions of a Home Industry (unobtrusive signage, limited number of persons employed and floor area limitations, etc).
P2	Conditions / Guidelines
Residential densification, in the form of Double Dwelling Houses and Second Dwellings ("granny flats") is encouraged along the entire length of Kromboom Road.	• Relaxation of the Kromboom Road building line is encouraged so that a more positive interface between the dwelling and sidewalk is created; subject to approval of the Director: Transport Planning. • Side street access is encouraged where possible. • Buildings must interface positively with the street.
P3	Conditions / Guidelines
Residential densification, in the form of subdivision is encouraged along the entire length of Kromboom Road.	• As per P2.

16.2 Precinct Specific Policy

Precinct 1: Milner Road to Kromboom Parkway

P4	Conditions / Guidelines
Apart from uses encouraged in P1, P2 & P3, no further Rezoning or Consent uses should be granted along this road. No temporary departures are to be permitted, unless in exceptional circumstances and where the proposed activity is genuinely of a temporary nature.	• Not applicable

Precinct 2: Kromboom Parkway to railway line, but excluding the local node

P5	Conditions / Guidelines
Apart from uses encouraged in P1, P2 & P3, no further Rezoning or Consent uses should be granted along this road. No temporary departures are to be permitted, unless in exceptional circumstances and where the proposed activity is genuinely of a temporary nature.	• Not applicable

Precinct 2, Local Node (from Fifth Avenue to Third Avenue including one Erven 42740 & 42773 which are just to the east of the Third Avenue / Kromboom Road Intersection - refer to Figure 6).

P6	Conditions / Guidelines
Permit rezoning to General Residential with Consent for Institutions (medical practice/clinic and nursing home).	• Relaxation of the Kromboom Road building line is encouraged so that a more positive interface between the building and sidewalk is created; subject to approval of the Director: Transport Planning. • Public pedestrian access to the building from Kromboom Road should be provided, so that a more desirable interface between the building and sidewalk is created. • Buildings to be restricted to a maximum of 3 storeys in height. • A residential component of not less than 33% of the total floor area of buildings on the property must be provided. • Impact of overlooking features onto neighbouring Dwelling Houses must be minimised, to respect the privacy of the neighbours. • Side street vehicular access is encouraged. • Parking and access to be to the satisfaction of the Director: Transport Planning.

Precinct 3: Railway line to Jan Smuts Drive

P7	Conditions / Guidelines
Particularly on the northern side of Kromboom Road, permit rezoning to General Residential to enable Blocks of Flats and Residential Buildings. Consolidation of properties to be encouraged, to allow for better access arrangement.	• Buildings to be restricted to a maximum of 3 storeys in height. • Public pedestrian access to the building from Kromboom Road (or service road) should be provided, so that a more desirable interface between building and sidewalk is created. • If street boundary walls or fences are provided, these must be visually permeable. • Subject to a landscaping plan approval by the Director: City Spatial Development. • Access and parking to be to the satisfaction of the Director: Transport Planning.

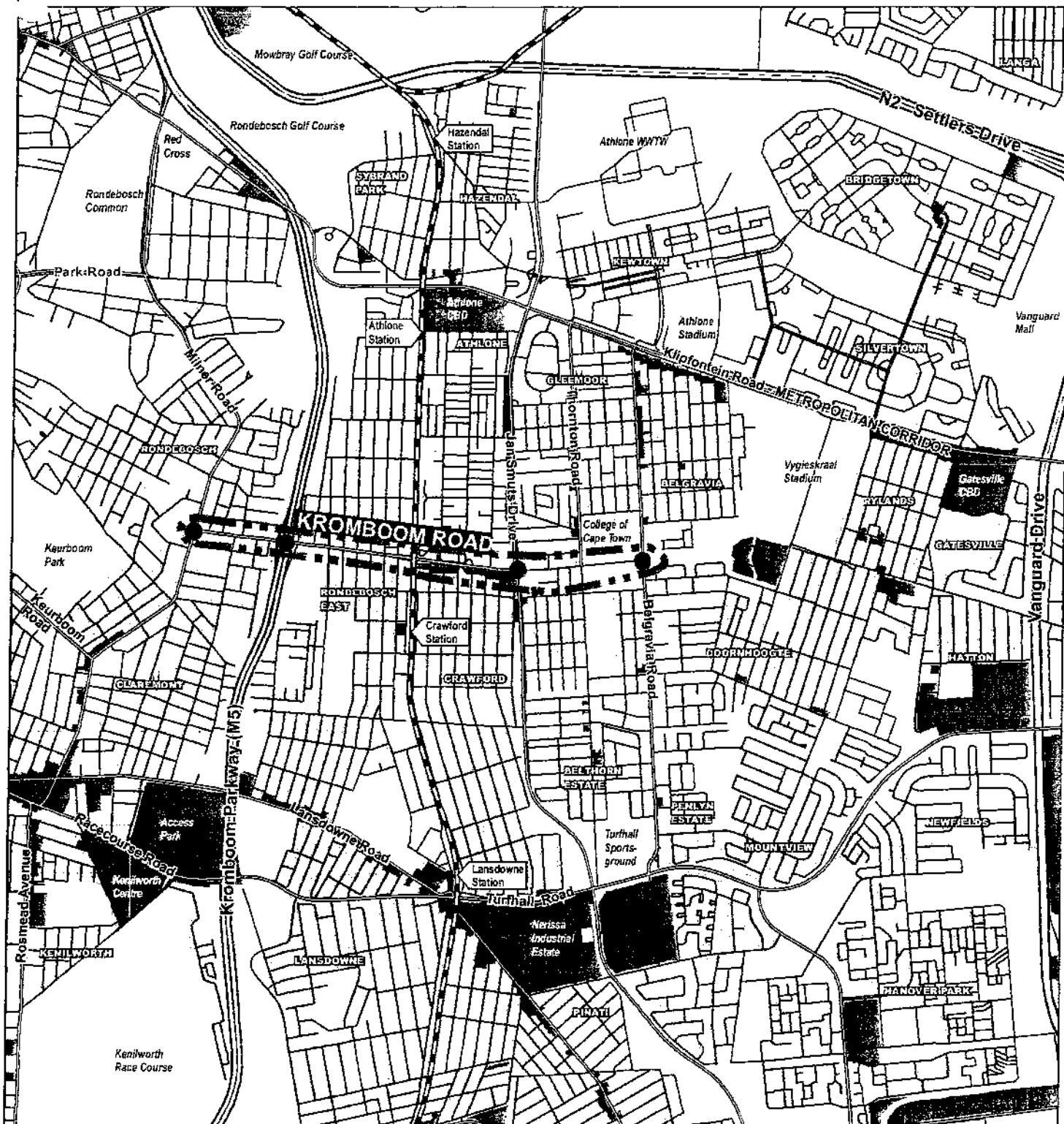
P8	Conditions / Guidelines
Permit rezoning to Special Business to allow a Business Premises or Institutions (medical practice/clinic and nursing home); and rezoning to General Residential with Consent for Institutions (medical practice/clinic and nursing home).	• Relaxation of the Kromboom Road building line is encouraged so that a more positive interface between the building and sidewalk is created; subject to approval of the Director: Transport Planning. • Public pedestrian access to the building from Kromboom Road should be provided, so that a more desirable interface between the building and sidewalk is created. • Buildings to be restricted to a maximum of 3 storeys in height. • A residential component of not less than 33% of the total floor area of buildings on the property must be provided. • Impact of overlooking features onto neighbouring Dwelling Houses must be minimised, to respect the privacy of the neighbours. • Approval subject to a landscaping plan to the satisfaction of the Director: City Spatial Development. • Side street vehicular access is encouraged. • Business use to front onto Kromboom Road only. • Development must take cognisance of security issues at interface between neighbouring residential properties and property to be rezoned. • Parking and access to be to the satisfaction of the Director: Transport Planning.

P9	Conditions / Guidelines
Apart from uses encouraged in P1, P2 & P3, no further rezonings or consent uses should be granted along this road. No temporary departures are to be permitted, unless in exceptional circumstances and where the proposed activity is genuinely of a temporary nature.	• Not applicable

P10	Conditions / Guidelines
The southwards expansion of non-residential uses into valuable residential housing stock along Rockeby Road is not considered acceptable.	• Not applicable

Precinct 4: Jan Smuts Drive to Belgravia Road

P11	Conditions / Guidelines
Apart from uses encouraged in P1, P2 & P3, no further Rezoning or Consent uses should be granted along this road. No temporary departures are to be permitted, unless in exceptional circumstances and where the proposed activity is genuinely of a temporary nature.	• Not applicable



-  Commercial and/or industrial
-  Residential
-  Class 1 roads
-  Class 2 and 3 roads
-  Major intersection
-  Railway line



CITY OF CAPE TOWN / SIKIZAKI SAKAHLA / STAD KAAPSTAD

LAND USE MANAGEMENT POLICY: KROMBOOM ROAD, ATHLONE / RONDEBOSCH EAST/RONDEBOSCH

March 2005

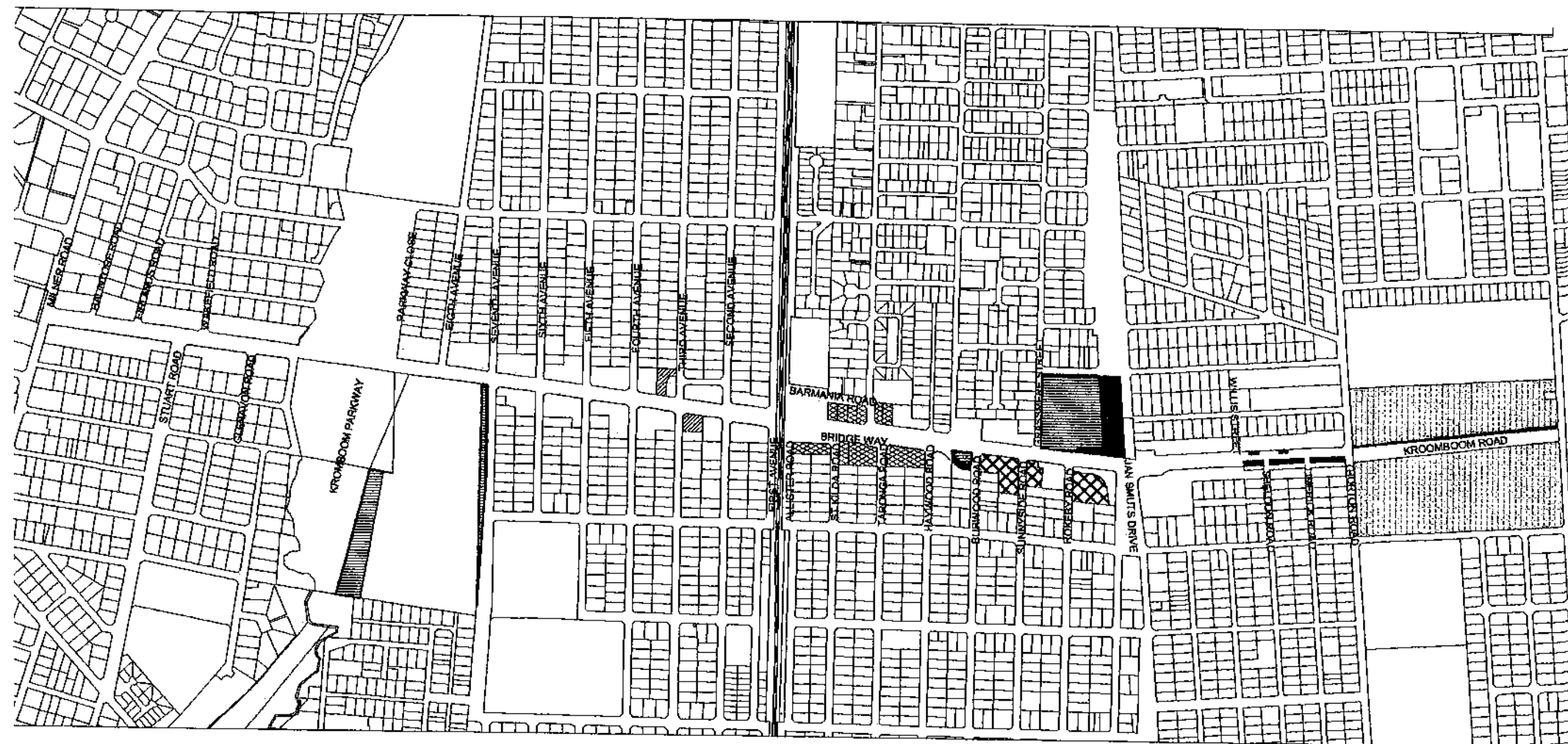
Linescale



TOWN AND REGIONAL PLANNERS / PROFESSIONAL LAND SURVEYORS

**Figure 1:
Context**





Zoning

	General Business B1		Public Open Space		Special Business
	Community Facility		Proposed Street Purpose		Single Dwelling Residential
			General Residential R4		





Zoning

	General Business B1		Public Open Space		Special Business
	Community Facility		Proposed Street Purpose		Single Dwelling Residential
			General Residential R4		



CITY OF CAPE TOWN | ISIXEKO SASEKAPA | STAD KAAPSTAD

LAND USE MANAGEMENT POLICY: KROMBOOM ROAD, ATHLONE/ RONDEBOSCH EAST / RONDEBOSCH

March 2005

1:9000

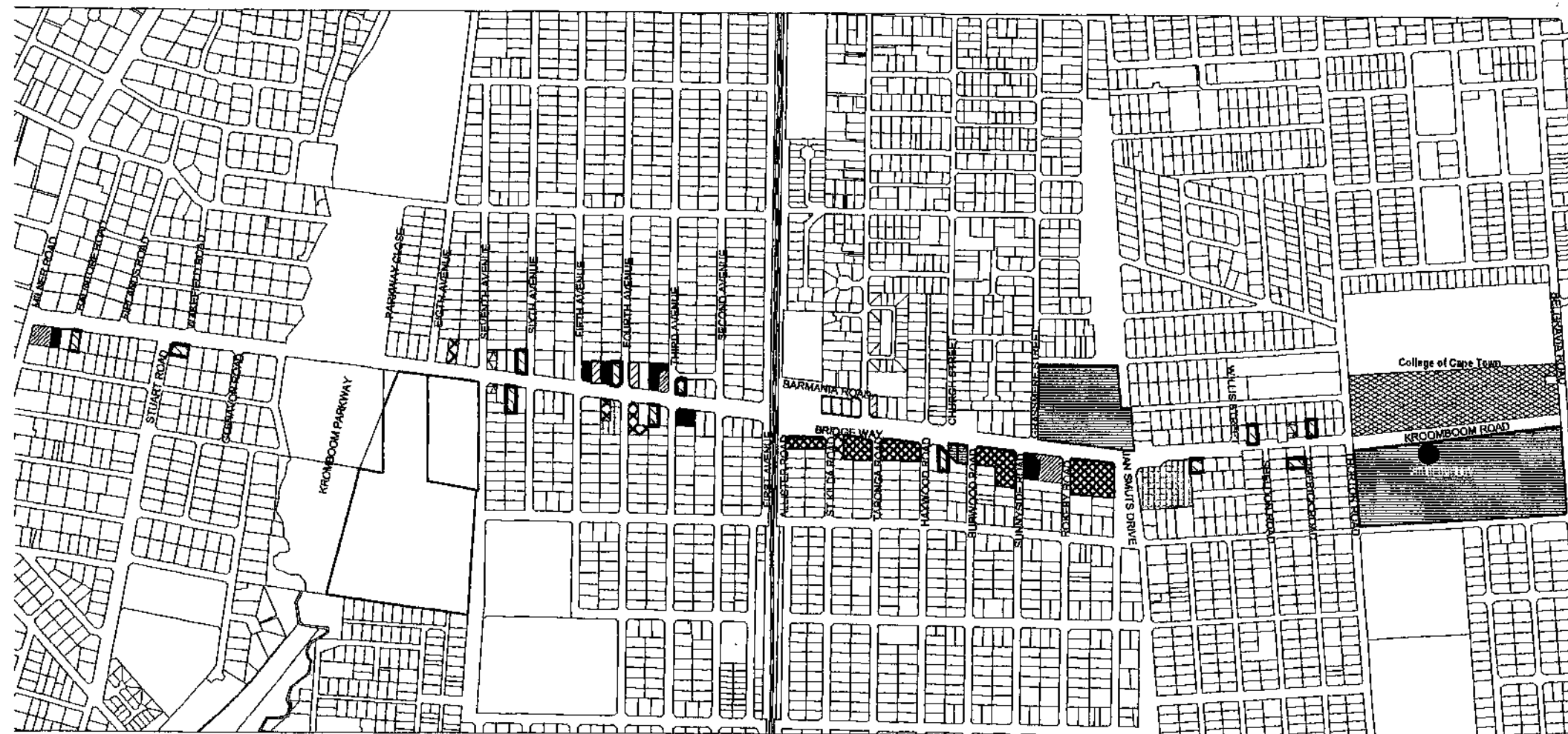
0 80 160 240 320 400 Meters



DUXBURY'S

TOWN AND REGIONAL PLANNERS PROFESSIONAL LAND SURVEYORS

**Figure 3:
Zoning**



Land Use

	civic use (worship, hall, clinic)		education		medical offices/practitioners		single dwelling
	commercial: offices		home industry		park / sportsfield		under construction (refer report)
	commercial: retail		utility (substation/telkom)		service trade		vacant



CITY OF CAPE TOWN | ISIXERO SASENAPA | STAD KAAPSTAD

LAND USE MANAGEMENT POLICY: KROMBOOM ROAD, ATHLONE/ RONDEBOSCH EAST / RONDEBOSCH

March 2005

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DUXBURY'S

TOWN AND REGIONAL PLANNERS PROFESSIONAL LAND SURVEYORS

Figure 4:
Land Use Survey (Oct 2004)

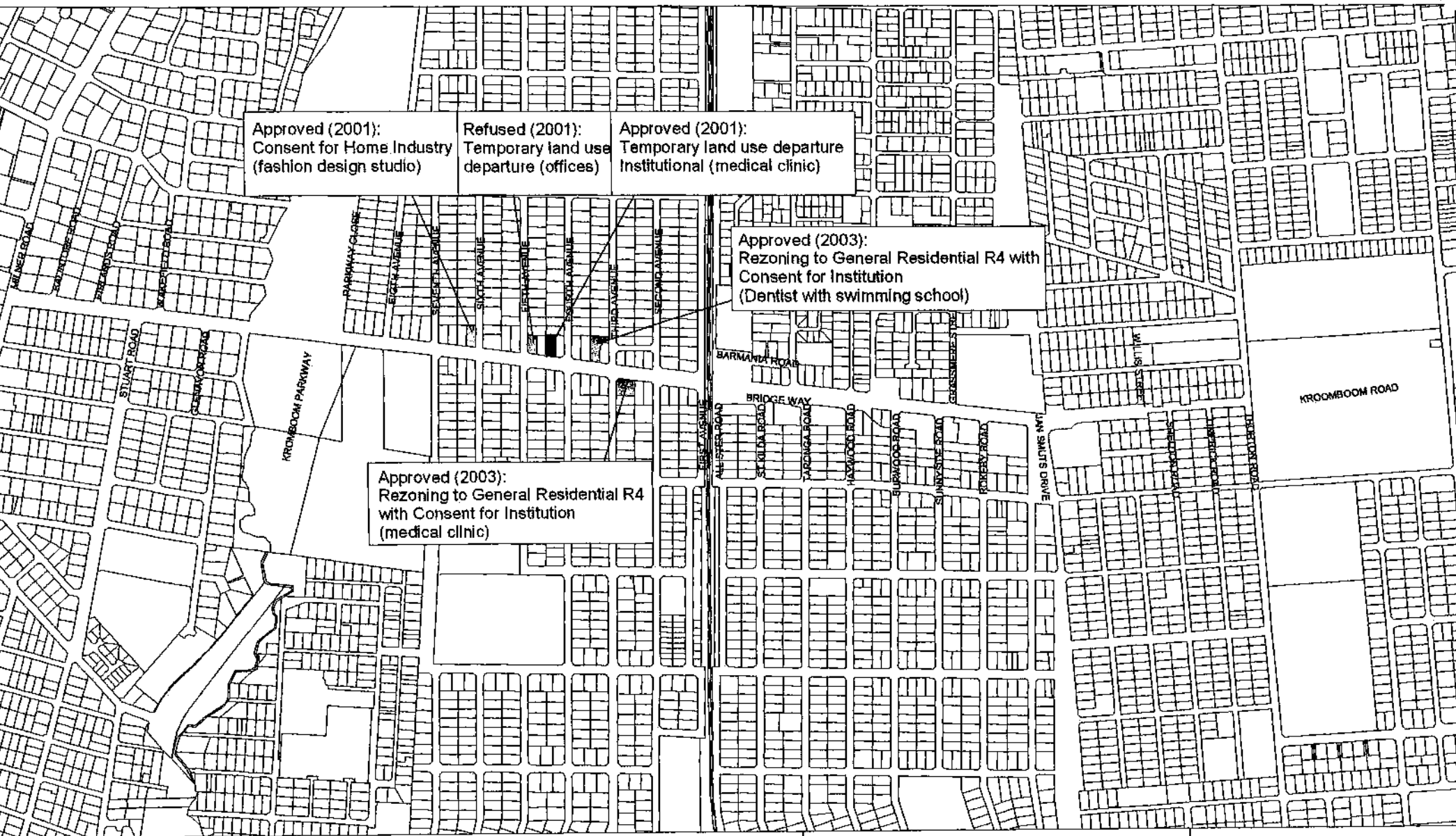
Approved (2001):
Consent for Home Industry
(fashion design studio)

Refused (2001):
Temporary land use
departure (offices)

Approved (2001):
Temporary land use departure
Institutional (medical clinic)

Approved (2003):
Rezoning to General Residential R4 with
Consent for Institution
(Dentist with swimming school)

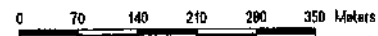
Approved (2003):
Rezoning to General Residential R4
with Consent for Institution
(medical clinic)



**LAND USE MANAGEMENT POLICY:
KROMBOOM ROAD, ATHLONE/
RONDEBOSCH EAST / RONDEBOSCH**

March 2005

1:9000



DUXBURY'S

TOWN AND REGIONAL PLANNERS PROFESSIONAL LAND SURVEYORS

**Figure 5:
Recent Approvals/Refusals**

PRECINCT 1

PRECINCT 2

PRECINCT 3

PRECINCT 4

Millner Road to Kromboom Parkway (M5)

Kromboom Parkway (M5) to railway line

Railway line to Jan Smuts Drive

Jan Smuts Drive to Belgravia Road

LOCAL NODE



LAND USE MANAGEMENT POLICY: KROMBOOM ROAD, ATHLONE/ RONDEBOSCH EAST / RONDEBOSCH

March 2005

1:9000

0 80 160 240 320 400 Meters



DUXBURY'S

TOWN AND REGIONAL PLANNERS PROFESSIONAL LAND SURVEYORS

**Figure 6:
Precincts**

ANNEXURE 1

PUBLIC COMMENTS REPORT

1. INTRODUCTION

An initial public meeting was held on 7 December 2004 on the Crawford Campus of the College of Cape Town as part of the public participation phase of drafting the Land Use Management Policy for Kromboom Road. Councillor Mowzer chaired the meeting, and in attendance were approximately 60 members of the public.

In January 2005 formal comment was invited from the public. The closing date for public comment was 9 February 2005, allowing for a total comment period of 21 days.

The purpose of this report is to list the party that commented, summarise the concerns and comments expressed and respond to relevant issues raised. It was not necessary to amend the policy as a result of the public comment received.

2. COMMENTING PARTIES

Formal comments was received from the following organisation only:

- Bethel Bible School (corner Jan Smuts Drive and Kromboom Road)

3. SUMMARY OF COMMENTS RECEIVED

- a. Informal trading on the sidewalks along Kromboom Road between Jan Smuts Drive and Thornton Road, creates a nuisance. A suggestion is made to allocate space on the park at the corner of Jan Smuts Drive and Kromboom Road, for informal trading.
- b. There is local traffic increase due to businesses establishing in the area. A suggestion is made to make use of parallel street parking bays as an additional traffic lane during peak times.
- c. Formal business creates empty buildings during night time, leading to increased risk of anti-social behaviour.

4. RESPONSE

- a. Informal trading should not be addressed by the land use policy. It is a matter of policing by the City's Informal Trading Services Branch.
- b. Traffic growth throughout the City is a natural symptom of growth. The temporary widening of the road could be explored by the Directorate: Transport, Roads and Stormwater, but this is not an issue relevant to the aims of the land use policy.
- c. To mitigate against the potential problem of empty buildings at night, the land use policy limits further business growth to existing nodes.