

**Macassar and Environs
Spatial Development Plan
Executive Summary**

STRUCTURE OF DOCUMENT

The **Macassar and Environs Spatial Development Plan** comprises an executive summary and two volumes:

The **Executive Summary** is a synopsis of the Introduction, Development Challenges and the Spatial Development Plan Proposals.

Volume one contains the analysis and background of the Macassar and Environs Spatial Development Plan with regard to:

- The Public participation process;
- The legal framework;
- The contextual planning frameworks;
- The study area context; and
- The issues.

Volume two contains the proposals and recommendations that will guide future planning and development within Macassar and environs. The proposals consist of:

- The concept;
- Proposals for the various precincts;
- An environmental plan;
- Transportation plan; and
- Implementation proposals and recommendations.

EXECUTIVE SUMMARY

MACASSAR AND ENVIRONS SPATIAL DEVELOPMENT PLAN

1 Introduction

The City of Cape Town: Helderberg Administration has been involved in a process of reviewing and updating the draft Macassar and Sandvlei Structure Plans. The reasons for the review is that circumstances with regard to the local government restructuring have changed since the original plan was completed, Macassar and its environs having since been incorporated into the Helderberg Administration's jurisdiction. In addition, the 1990 Macassar plan was drafted prior to the decision to redevelop the large tract of the Somchem/AECI land to the east of Macassar. This action alone has had a major impact on the planning of Macassar as the original planning intended that Macassar's growth would be on a north-south axis, terminating at a planned railway station in the north. However, due to the proposals for the development of the land to the east, the axis of Macassar's growth will change and the focus is now on the spatial and functional integration of Macassar and its environs with the rest of the Helderberg Basin. Planning Partners were appointed in 1998 to review and update the draft Macassar and Sandvlei Structure Plans.

The study area of the original plan was broadened to include the surrounding areas of Faure, Croydon, Firgrove and Donald Cook's Factory land. The study area boundary runs along Baden Powel Drive in the west, and then north of the railway line to include Faure, Croydon, and Firgrove. The boundary in the east follows the Somchem cadastral boundary and the coastline forms the southern boundary for a portion of the area. Refer to **Figure 1.1**.

2 Scope and Purpose of the Report

The development plan lays down the guidelines for the future spatial development of the study area in such a way that it can grow and develop as an integral part of the Helderberg Basin.

As part of the consultative process, three public meetings were held between December 1998 and September 1999. Despite attempts to encourage the community to participate in the planning process, the meetings were not well attended and there was little response to questionnaires handed out at the public meetings. As part of a more focused consultative process, a series of bilateral meetings were held with stakeholders such as the RDP forum, the Taxi Association, the SA Police and surrounding landowners and industrialists. The Macassar and Environs Spatial Development Plan will be placed in local libraries and an open day will serve as the next phase of the community consultation process. Relevant national, provincial and local departments, and interested and affected parties will be notified of the proposals contained within the spatial development plan.

The study takes into account the legislative and planning framework that is applicable to spatial planning for the area.

The most significant legislation being:

- Local Government Municipal Systems Act (Act 32 of 2000);
- Western Cape Planning and Development Act (Act 7 of 1999);
- National Environmental Management Act (NEMA) (Act 107 of 1998);
- Environment Conservation Act (Act 73 of 1989);

- National Water Act 1998 (Act 36 of 1998); and
- National Heritage Resources Act (Act 25 of 1999).

A number of planning initiatives and studies have been undertaken that are relevant to the study area. The most significant planning reports being:

- The Urban Structure Plan for the Cape Metropolitan Area: Volume 3-Hottentots Holland Basin, 1988;
- Metropolitan Spatial Development Framework, (1996);
- Kuils River Moss Study, 1999;
- Draft Helderberg Structure Plan, 1999;
- Draft Macassar Structure Plan, 1990;
- Draft Sandvlei Structure Plan, 1998;
- Somchem Structure Plan, 1997
- Helderberg Urban Edge Study, 1999 and
- Macassar Dune Management Plan, 2000.

3 Development Challenges

The study area is approximately 35km from Cape Town and 13km to the west of Somerset-West. The Kuils River and the Eerste River form a confluence within the study area. On the eastern side the Moddergat Spruit flows southwards through the area and forms a confluence with the Eerste River from where it flows southwards and into the sea. The N2 cuts through the study area and provides access to both the Cape Town CBD as well as Helderberg area, where many of the inhabitants of the study area work. The study area is an integral part of the Cape Metropolitan Area, the Kramat is a destination point for the Muslim community, the area has many conservation worthy attributes and the Macassar Beach Resort is a regional recreational facility.

A number of challenges have been identified from the numerous planning initiatives undertaken within the area as well as from the consultation process with the public. These are summarised below:

- Macassar suffers from being a racially exclusive town planned in the 1960's that was expected to have a high growth rate and be largely self-sufficient. This has not happened for a number of reasons including the subsequent development of Blue Downs and Kleinvlei. This scenario has resulted in a fragmented and struggling community dependant on work and urban facilities some distance from Macassar. All the communities operate as separate areas e.g. Firgrove, Somchem Village, Croydon/Faure, Macassar east and west, Macassar Beach and Sandvlei.
- Macassar is not well integrated and suffers from a lack of an internal east-west movement system, which makes pedestrian and public transport movement difficult. The poorest groups within Macassar tend to live the furthest away from the public transportation and community facilities.
- There is a high percentage of youth in the 1-19 years old category, which constitutes 43.2 % of the population.
- Approximately 83% of income earners earn less than R 3 500.00 per month.

- Approximately 50% of households have a household size of more than 5 persons.
- Lack of housing, social problems of gangsterism and crime, prevail in the area.
- The environmental resources of Macassar and environs are under threat from the impact of urban development (especially the Macassar dune system). The sand mining of the dunes has led to unsightly borrow pits and ecologically sterile environments. Dust and heavy vehicle /machine movements are also a problem.
- The drainage system and associated landforms are an important part of the character of Macassar. The river ecosystems, in combination with the coastal ecosystems combine to form an area of metropolitan conservation significance. In addition there are a number of buildings that are of historical value.
- On occasion, the Kuils and Eerste Rivers are responsible for large scale flooding, which has an impact on the informal settlement of Madalabos, the Sandvlei smallholdings and the properties below the Sheik Yussuf Kramat.
- Grazing of livestock on the dunes and in the flood plain poses a threat to sensitive plant species.

4 Spatial Development Plan Proposals

4.1 Spatial Plan

Over the past decade the direction of growth within the western Helderberg Basin has been reoriented along an activity spine (R102) to accommodate development on the Somchem/AECI land. This proposed corridor has meant that the axis of future development in Macassar has shifted radically from a north-south orientation, along Albatross Way, to an east-west orientation to benefit from the alignment of the proposed Somchem/AECI activity corridor. The spatial plan is based on the following principles:

- Intensifying development within Macassar;
- Integrating Macassar by means of a ring road to connect the existing and planned routes;
- Developing nodes of mixed use activity;
- Maintaining the low density residential areas of Firgrove and Faure;
- Protecting the rural-urban interface;
- Developing a metropolitan open space system; and
- Protecting conservation worthy areas and agricultural land.

The spatial plan as indicated in **Figure 1.2** is an overview of the proposals for the study area and illustrates how the proposals for the individual areas relate to each other since the study area contains a number of unique areas e.g. Macassar, Coastal node, Sandvlei, Firgrove, Faure and Croydon.

◆ Macassar Precinct

In terms of the study area Macassar is proposed as the area where the maximum use of urban development potential should be encouraged. The rest of the study area tends to be more suitable for low-density development, resort type activities, agricultural activities and conservation areas. With this in mind it is proposed that:

- The location of affordable housing close to existing economic, social and transportation opportunities is promoted;
- The largely undeveloped area between Albatross Way and Kramat Road can accommodate a range of housing densities and approximately 2 640 erven could be accommodated in this area. The majority of the erven vary between 140m² to 300m² in extent and a limited amount of land closer to the N2, provides for slightly larger erven of 500m²;
- A mutually supportive mix of land uses such as residential, recreational and employment activities is encouraged especially at the town centre and at key intersections where access is highest;
- The town centre is encouraged to be formalised around a system of community facilities, a commercial spine and a series of public spaces;
- An effective and equitable transport system that links residential areas with economic and recreational opportunities is developed by means of the formalisation of an internal road system. The new road system requires that a new road be constructed between Ring and Musica Roads, as well the construction of a connection from Albatross Way to Nagtegaal Road; and
- Kramat Road forms the boundary of urban development on the western side of the town.

◆ Coastal Node Precinct

The coastal node precinct is the land identified between Macassar Road and the coast. It includes the Macassar Beach Township, the Macassar Beach Resort, the Kramat and surrounds, the Eerste River Estuary and the Macassar Wastewater Treatment works. The precinct is an environmentally sensitive area due to the presence of the Eerste River to the north of the Kramat, and the False Bay coastline and dunes to the south. The Kramat and its surrounding old cottages have a unique rural character and are of great historic significance. It is recommended that an appropriate detailed urban design and conservation plan should be prepared for this area prior to any new development being allowed within the institutional/residential area.

The Macassar Beach Township, undeveloped at this stage and owned by the National Housing Board, offers an opportunity for limited residential development close to the coast. Macassar Beach Resort offers a valuable recreational facility for the region and is in need of upgrading. The Macassar Beach Township and Macassar Beach Resort have the potential to be redesigned to form an integrated nodal development. Detailed guidelines regarding architectural character, planting, access and fencing should be established for the future development of both areas.

The Eerste River Estuary is located within this precinct and must be integrated into the proposed Coastal Reserve as well as the future Somchem development proposals. Limited recreation activity at this location would be consistent with the nodal strategy for the False Bay Coastal Policy Plan. Any further activity in this precinct must be well integrated and sensitive to the ecological and historical context of the area.

◆ Faure and Croydon Precinct

The Faure and Croydon precinct is viewed as a low-density urban area within an agricultural and rural setting. In this area the urban edge has been limited to the existing urban areas as well as the recently approved portion 44 of Farm 654, Croydon. It is recommended that the township above the railway line in Croydon, where rights were granted before legislation made it compulsory for township developers to provide essential services prior to the sale of erven, should remain as agricultural land. To this end the authorities and the landowners will have to negotiate an equitable resolution.

◆ Firgrove Precinct

Firgrove, located between the Moddergat Spruit, the railway line and the N2 is a low-density residential area with associated services. Single residential development should dominate this area, with higher density flats and group housing in appropriate nodes and adjacent to public transportation routes. Any additional commercial business development should be in keeping with the scale and character of the area.

◆ Sandvlei Precinct

The well established agricultural smallholdings within Sandvlei, adjacent to the open space system, have a special rural character. Any further development that is undertaken in the area should not compromise its rural character or the open space system of the Kuils and Eerste Rivers. The areas to the west of the Eerste River and south of the N2 should be utilised as bone fide agriculture smallholdings in keeping with the provincial authority's policy regarding the establishment of agricultural small holdings within the urban fringe.

The area to the south of Macassar Road is currently being sand mined, an activity that, in terms of the approvals already granted, will continue for the next twenty years. Although numerous proposals have been made on a conceptual level for the future of the area, it is difficult to predict which land uses would be appropriate in the long term, especially with regard to ultimate mining levels and post mining quality of the land. It is thus recommended that future land uses be reviewed closer to the expiry dates of the mining approvals.

A portion of land to the north of Macassar Road and the Zandvliet Wastewater Treatment works has been demarcated for residential smallholding purposes, as the soil quality for agricultural purposes in this area is low. This land could be considered for residential smallholding activity in terms of the provincial authority's land reform process mentioned above.

5 Environmental Plan

The study area is well endowed with valuable natural assets. At the local level the river corridor is one of the most important aspects of providing a continuous link of open space within the study area. The Kuils and Eerste Rivers, the confluence of these two rivers and the Moddergat Spruit are proposed to be included in the Metropolitan Open Space System (MOSS) whereby these areas can be managed as an important community resource and at the same time ensuring that the water quality is managed appropriately. The area within the Kuils and Eerste River confluence experiences flooding which impacts on the residents and farms located below the 1:50 year flood line. No dwellings should be allowed below this line and existing dwellings in the flood line should be allowed to relocate to higher ground.

Formal conservation is recommended for the Macassar dune system, selected wetland areas, the estuary and the coastline. Efforts should be made to pursue the establishment of an ecologically functional link between areas of conservation value along this stretch of the False Bay coastline from the False Bay Coastal Park at Strandfontein to the Lourens River Protected Natural Environment. Formalisation of certain recreation activities in the dunes, on the coastline and in the wetland areas is encouraged. Appropriate activities would include walking, bird watching and picnicking.

6 Transportation Plan

As a consequence of most of the inhabitants of the study being dependant on travelling to employment opportunities outside of the area, ease of access to an efficient transportation network and public transport is critical. Macassar and its surrounds are currently linked to the N2 via two interchanges, one at Baden Powel Drive and the other where the N2 intersects with Macassar Road at Firgrove. In line with past proposals, additional access is proposed from the N2 to Macassar. Earlier proposals have been scaled down to incorporate a half diamond interchange at Kramat Road, feeding in the direction of Cape Town, which will reduce travel distances to the N2 and allow a more even distribution of traffic on the internal Macassar road system. This intervention will also benefit road based public transport heading in the direction of Cape Town.

Macassar Road will act as a mobility route to the south of Macassar connecting Firgrove, Macassar, Sandvlei and Khayelitsha to the proposed employment opportunities on the Somchem/AECI land.

In anticipation of development opportunities on the Somchem/AECI land an integrated heavy rail and light rail passenger service is recommended. Future studies should consider the option of extending a light rail system as a more appropriate means of establishing a link between Khayelitsha, Macassar and the Helderberg employment areas.

The preferred transportation system encompasses:

- Heavy rail as the long haul commuter service with a link established between the Khayelitsha line and Bellville-Strand link, to the west of Macassar; and
- An interim bus service could be provided to establish a link between Khayelitsha, Macassar, Somchem/AECI to Helderberg, which could be replaced in the long term with a light rail system.

Combi-taxis currently play an important supplementary role in providing a feeder service to the stations as well as a local service within Macassar and Firgrove. No proper ranking facilities have been provided and an investigation by the Helderberg Administration is underway regarding the provision of future facilities.

7 Conclusion

The proposals contained in the report are aimed at creating a spatial development plan that integrates Macassar and its environs into the rapidly developing Helderberg Basin in a meaningful way, as well as providing guidance regarding future decision-making for both the local authority and the residents of the area.

A number of action areas are highlighted that will enable the local authority to prioritise and prepare budgets as part of the implementation programme. These action areas are categorised in terms of land uses i.e. further studies and guidelines that need to be undertaken for areas such as Macassar Beach Township, Macassar Resort and the Kramat precinct. Transportation actions include the implementation of the ring road within Macassar, provision of facilities at the taxi rank (in the preferred location) as well as budgeting for increased access to Macassar from the N2. Environmental actions include the delineation of the MOSS system, monitoring of the sand mining activities and formalising the conservation status of the Macassar dune system.