



CITY OF CAPE TOWN
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FREQUENTLY ASKED QUESTIONS

Proposed Redevelopment of the King David Mowbray Golf Course and Surrounds

City of Cape Town | May 2026

Important: This document provides information based on official project materials as at May 2026. The draft development concept is at an early stage. No development decisions have been made. Public input during the commenting period (28 May – 6 July 2026) will shape the way forward.

1. BACKGROUND AND OVERVIEW

What is the King David Mowbray Golf Course and Surrounds project?

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. The precinct is approximately 74 hectares in extent and comprises the King David Mowbray Golf Course, the Clyde Pinelands Association Football Club and sports fields, and a portion of undeveloped land to the east of the site.

The site is approximately 9 km from Cape Town's Central Business District and 12 km from the Cape Town International Airport. It is bounded by Settlers Way (N2) to the south, Links Drive to the north, and Raapenberg Road to the west.

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.

Why is the City considering the future redevelopment of this site?

The City identified the site's long-term development potential as early as 2015, when its Spatial Planning and Urban Design Department found it could contribute to broader municipal objectives as a mixed-use infill development. A further pre-feasibility assessment was undertaken in 2022 to evaluate planning, environmental, engineering, and economic viability.

The City's Municipal Spatial Development Framework (MSDF, 2023) formally designates the Mowbray Golf Course site as New Development Area (NDA 14), signalling that it should be assessed for its long-term potential to contribute to spatial planning objectives. These include:

- Investigating 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, on land outside the 1:100-year floodline.
- Sensitive integration with surrounding neighbourhoods and existing land uses.
- Maintaining green corridor functions, faunal habitat, and sensitive interface with open space systems and floodlines.

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

What is the history of the golf course and the Clyde Pinelands Football Club?

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 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 was founded in 1898 in Observatory and 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.

The City acknowledges the longstanding presence and significant contribution of both organisations to Cape Town's sporting and community life.

2. PROJECT STATUS AND CURRENT PHASE

Where is the project currently in the process?

The project is in the Draft Development Concept phase (May – July 2026). This follows two earlier voluntary engagement phases:

- **The public was invited to register as Interested and Affected Parties (I&APs). Approximately 1,112 people registered and 269 comments were received.** Pre-Registration Phase (November 2024 – January 2025):
- **The City's early vision and intentions were shared with the public. Public meetings were held – a hybrid in-person/online event at Pinelands Town Hall (144 in person, 184 online) and a further online session attended by 91 people. Specialist baseline investigations were commenced across environmental, heritage, engineering, transport, and social disciplines.** Vision Phase (February 2025 – April 2026):

The current Draft Development Concept phase shares the findings of those investigations and a draft high-level concept with the public, inviting comment before the concept is refined and formal statutory processes begin.

Why has it taken us a year since last engagement?

The period since the last engagement has been used to undertake **detailed specialist studies, technical assessments, and coordination with the City**, including alignment with bulk infrastructure planning. This process ensures that the development is **thoroughly assessed, responsibly planned, and aligned with municipal upgrade programmes**. Returning now allows for engagement based on

well-informed, coordinated proposals that demonstrate clear benefits and minimise risk to the surrounding community.

Has any development decision been taken?

No. Council’s approval to proceed with public participation does not approve any development or change in land use. It does not predetermine any outcome for current tenants, facilities, or land uses.

The current phase focuses on engagement around a high-level draft concept only. All future outcomes remain subject to further technical assessments, statutory processes, and formal Council decision-making.

Is the City planning to sell or privatise the golf course?

No final decision has been taken on the transfer or disposal of any portion of the site. Any proposed transfer of City assets is governed by the Municipal Asset Transfer Regulations (MATR) and requires Council approval following a formal public participation process. Public participation in terms of MATR is running concurrently with the current draft concept engagement phase (May – July 2026), and the Sub-council, National and Provincial Treasury, and Council via MAYCO will all have opportunities to comment.

3. THE DRAFT DEVELOPMENT CONCEPT

What does the draft development concept propose?

The site has been divided into three development parcels (A, B, and C), each with its own set of constraints, opportunities, and proposed land uses. The concept is a high-level exploration only, not a final plan.

PARCEL A (northern portion)

- Residential (open market and affordable)
- Ground floor neighbourhood retail
- School and sports facilities

PARCEL B (southern/central portion)

- Residential (open market)
- Retail and commercial complex

PARCEL C (eastern portion, adjacent to railway)

- Residential (open market and affordable)
- Retail and commercial complex
- Community facilities
- Proposed new train station

These proposals are conceptual only. They will be refined through public input, technical investigation, and statutory processes before any formal applications are made.

How many residential units are envisaged?

Based on the high-level concept, the precinct could accommodate between 5,300 and 6 800 residential units across all three parcels depending on unit typology mix. Of these, approximately 1,800 to 2400 units would be designated as affordable residential. At least 30% of all units would consist of affordable housing, integrated across the site, in line with MSDF guidance and City policy.

The concept proposes a range of building types and unit sizes – from studios to three-bedroom apartments – to cater for different household types. At least 42% of units are proposed to be two- or three-bedroom. Building heights range from two- and three-storey terrace housing along Links Drive (to be sensitive to the existing neighbourhood character) to four- to eight-storey apartment blocks closer to the N2 and railway line.

What market segment will the proposed residential units target?

The residential component is intended to cater to a **mixed-income market**, with a particular focus on the **gap and middle-income segments**, in line with the City's objective of promoting inclusive and accessible urban development.

Further detail on unit typologies and indicative pricing will be provided as the development concept and feasibility are refined through the next phase of the process and public participation.

What non-residential uses are proposed?

The concept explores opportunities for retail, office, commercial, and light-industrial uses clustered around key access points (particularly near the Parcel B entrance and the proposed railway station in Parcel C). Summary indicative figures from the concept:

- Total retail GLA: approximately 23,390 m² across all parcels.
- Total office and other GLA: approximately 42,870 m².
- Light industry GLA: approximately 8,530 m² in Parcel C.
- A school and shared sports fields in Parcel A, and an additional sports field in Parcel C.
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These figures are indicative only and subject to revision through public input, technical studies, and statutory processes.

How much open space is provided in the proposed KDMGC development and how is it allocated?

The quantum and configuration of open space is not yet a fixed or approved outcome, but rather an initial spatial response informed by environmental constraints, structuring informants, and urban design principles. The feasibility assessment will test the appropriateness, extent, and economic implications of this allocation.

Crucially, the open space structure has been informed by:

- The preservation of mapped green corridors to maintain ecological connectivity across the site and with the broader metropolitan open space system.
- Integration of blue infrastructure, including waterways, wetlands, and stormwater systems, which are fundamental to flood management and climate resilience.
- The need to accommodate floodplain areas, which inherently limit developable land but provide an opportunity to create resilient landscape systems.
- The intention to deliver well-distributed, high-quality public open spaces that enhance liveability, accessibility, and long-term place-making outcomes, rather than residual or fragmented spaces.

Accordingly, while the current proportions may appear higher than conventional benchmarks, they are largely driven by site-specific environmental informants and structuring systems, and will be further tested, rationalised, and optimised through feasibility and design development to ensure an appropriate balance between environmental compliance, urban quality, and development viability.

What are the urban design principles guiding the concept?

The following principles guide the draft concept:

- **Development should respond sensitively to site conditions and context within each parcel.** Distinctiveness and sense of place:
- **A biodiverse, connected open space network linking all parcels, with public and private open space realms.** Green and open space as mediator:
- **Active building edges and passive surveillance to support safe public spaces.** Safe and activated interfaces:
- **A variety of housing types, tenures, and price points to promote a live-work-play environment.** Vibrant mixed-use development:
- **Green infrastructure, passive energy design, and strong links to public transport and non-motorised transport.** Integrated sustainability:
- **Distinct identities within each parcel and opportunities for communities to socially mix.** People-centred design:

4. ENVIRONMENTAL, HERITAGE AND INFRASTRUCTURE

Will the development reduce green space or harm the environment?

Environmental considerations are central to the draft concept. Specialist baseline investigations have been undertaken and more detailed assessments will follow. Key findings and design responses include:

- The floodplain wetland (Elsieskraal River and associated habitat) will be retained in situ to protect its hydrological functionality – no hard infrastructure will be built below the 100-year floodline.
- Portions of the Elsie'skraal River are proposed for decanalisation to enhance stormwater attenuation and water quality.

- The Elsieskraal wetland will be kept on site due to its flood control function.
- Flood detention ponds will be incorporated as landscape amenity features.
- Sustainable Urban Drainage Systems (SuDS) will be incorporated into road reserves and public spaces.
- A comprehensive tree survey of 1,701 points has been completed. Mature trees with aesthetic, ecological, or cultural value are to be retained and integrated into the landscape design.
- Ecological connectivity is to be maintained and improved across the site. The concept specifically provides for open spaces and ponds that support Western Leopard Toad habitat and movement corridors.
- No natural vegetation was recorded on the golf course site (it is not part of the biodiversity network), which provides flexibility for ecologically sensitive design improvements.

What heritage considerations apply to the site?

A preliminary heritage assessment has been undertaken. Key findings are:

- The site has no buildings of sufficient architectural significance.
- The golf course and treed open spaces have medium aesthetic significance in the local context.
- The socio-historic significance of the site is assessed as limited, as the golf course is not a public open space accessible to all.
- The site has medium contextual significance due to the visual amenity of open space in a dense urban environment and its relationship with historic houses on Links Drive.

Heritage Western Cape (HWC) has indicated that a Heritage Impact Assessment (HIA) will likely be required. This will include specialist inputs such as a Social Historical Study, Cultural Landscape Assessment, and Visual Impact Assessment, to be undertaken as part of the Environmental Impact Assessment (EIA) process.

How will traffic and infrastructure capacity be managed?

A transport baseline assessment was undertaken in November 2024. Key findings and proposed mitigations:

- The existing road network faces capacity constraints that will require mitigation.
- A range of road network and intersection upgrades will be required, including a new connection to Jan Smuts Drive.
- A new rail station is proposed in Parcel C, which would enhance public transport access and provide a safe pedestrian crossing.
- Improved integration between the development and road-based public transport services will be required.
- Non-motorised transport (NMT) infrastructure including wide pedestrian walkways and protected cycling routes will be incorporated.

A preliminary civil services assessment found the site is well-located for stormwater, sewer, and potable water connections, though upgrades will be required. Network upgrade requirements for

electrical infrastructure will also need to be addressed. Final capacity confirmation from the City of Cape Town is still pending.

How will this development impact on the existing water supply issue in the area?

Comprehensive specialist studies and impact assessments confirm that the development will not negatively impact the existing water supply system. Instead, it will improve overall service delivery through the upgrade and expansion of bulk and internal water infrastructure. The development is also phased in alignment with the City’s planned infrastructure upgrades, ensuring that capacity enhancements are implemented in sequence with development rollout, resulting in a net positive benefit for both the new development and surrounding communities.

5. EXISTING TENANTS AND CURRENT LAND USES

What will happen to the King David Mowbray Golf Club and Clyde Pinelands FC?

No decisions have been made regarding the future of the golf club and the football club. Existing lease arrangements remain in place and continue to govern occupation while the planning process unfolds. The King David Mowbray Golf Club and Clyde Pinelands Football Club have been personally briefed by the City on the project status and the current public participation process.

Any future changes to lease arrangements would be subject to due process, appropriate notice, and engagement with affected parties. The City is committed to a fair and consultative process.

Have existing tenants been formally notified of this process?

Yes. The City’s tenants – the King David Mowbray Golf Club and Clyde Pinelands Football Club – were briefed on the project status and the upcoming public participation process during the period 11–15 May 2026. They have been registered as Interested and Affected Parties (I&APs) to ensure their continued engagement and consultation throughout the process.

Will golf and sports activities continue on the site during this process?

Yes. Golf and sports activities will continue on site in line with current lease agreements with the City. These are not affected by the current public participation process.

6. PUBLIC PARTICIPATION PROCESS

What is the overall public participation process?

The project has a structured, multi-phase public participation process:

- **Completed. 1,112 I&APs registered; 269 comments received.** Phase 1 – Pre-Registration (November 2024 – January 2025):

- **Project introduction completed. Voluntary Pre-statutory Engagement: Public meetings held; specialist studies commenced.** Phase 2 – Vision (February 2025 – April 2026):
- **Draft Development Concept underway. Voluntary Pre-statutory Engagement: 30-day comment period (28 May – 6 July 2026). Open House on Saturday, 13 June 2026.** Phase 3 – Draft Development Concept (May – July 2026):
- **Statutory public participation (MATR) running in parallel with Phase 3, including sub-council input and review by National and Provincial Treasury.** Concurrent – Municipal Asset Transfer Regulations (MATR) (May – July 2026):
- **Full Scoping and Environmental Impact Assessment process, followed by planning applications.** Phase 4 – Statutory EIA and Planning (August 2026 – February 2027):

How can I participate in the current phase?

The commenting period for the draft development concept runs from 28 May 2026 to 6 July 2026. You can participate in the following ways:

- Attend the Public Open House: Saturday, 20 June 2026, 10:00–14:00, King David Mowbray Golf Club (Clubhouse), Pinelands. Project team members will be available to answer questions and discuss the draft concept. Attendance is flexible – come at any time that suits you.
- Download the Information Document and submit written comments via the channels below.
- If you cannot attend the Open House, posters will be available on the project website.

How to submit comments or get more information:

 Website: www.infinity.capetown/mowbray

 Email: mowbray@infinity.capetown

 Tel: 021 834 1600 | WhatsApp: 060 524 7676

 Public notices published in: Southern Suburbs Tatler and Vukani (4 June 2026); Cape Argus and Die Burger (5 June 2026).

 City's "Have Your Say" platform: capetown.gov.za

How can the public be sure their input will be considered?

All comments received during the public participation period will be recorded and reviewed by the project team. The draft concept will be refined based on public feedback before any statutory applications are advanced. This process is designed to be transparent and responsive: the concept explicitly remains open to adjustment based on community priorities, technical feasibility, and environmental considerations.

The City has designed a structured, multi-phase public participation process with multiple submission channels, open-house engagement, and formal statutory processes (including EIA and planning applications) that themselves require further public participation.

Who else will be consulted?

In addition to the general public, the following statutory bodies and stakeholders will be engaged:

- The relevant Sub-council (Subcouncil 16) and Ward 53 Councillor.
- National and Provincial Treasury, in terms of MATR requirements.
- Heritage Western Cape, in respect of heritage resources.
- The Department of Water and Sanitation, in terms of the National Water Act.
- Environmental authorities, during the Scoping and EIA process.

7. PLANNING AND STATUTORY PROCESS

What statutory approvals will be required?

A number of statutory processes will be required before any development can proceed. These include:

- **A full Scoping and Environmental Impact Assessment (EIA) is required in terms of the EIA Regulations, 2014 (as amended). The proposed development triggers 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.** Environmental authorisation:
- **An application to the Department of Water and Sanitation under the National Water Act, 1998, for activities including impeding or diverting water flow in a watercourse (Section 21(c)) and altering the bed, banks, or course of a watercourse (Section 21(i)).** Water use authorisation:
- **Required in terms of guidance from Heritage Western Cape, including specialist inputs such as a Social Historical Study, Cultural Landscape Assessment, and Visual Impact Assessment.** Heritage Impact Assessment (HIA):
- **These will include subdivision of existing land parcels, consolidation into three development parcels (A, B, and C), and rezoning to a Subdivisional Area Overlay Zone in terms of the City's Development Management Scheme.** Town planning applications:
- **Public participation in terms of the Municipal Planning By-Law of the City of Cape Town will take place after completion of the environmental applications.** Planning By-Law requirements:
- **Any transfer of City assets is governed by MATR and requires Council approval.** Municipal Asset Transfer Regulations (MATR):

What is the Package of Plans process?

Given the scale and complexity of the precinct, future planning and development proposals will follow a Package of Plans approach as provided for in Item 136 of the City's Development Management Scheme (DMS). This is a phased approval process with increasing levels of planning detail over time. For this site, the statutory process is expected to commence with a Development Framework Plan, followed by Precinct Plans, Subdivision Plans, Site Development Plans, and Building Plans. Lower-order plans must comply with higher-order plans, ensuring coherent and accountable development.

How long will the overall process take?

The redevelopment and planning process is expected to unfold over multiple years, given the scale and complexity of the site and the need to complete all required technical studies, statutory approvals, and public engagement processes. The current engagement phase runs from May to July 2026, with the statutory EIA and planning phase anticipated from August 2026 to February 2027. Actual timelines may vary.

8. COMMUNITY IMPACT AND BENEFITS

What are the potential benefits of the proposed development?

Preliminary investigations indicate the site has significant potential to contribute to broader public objectives, subject to feasibility, approvals, and public input. Potential benefits include:

- Delivery of affordable housing in a well-located, well-connected urban area close to employment opportunities.
- Creation of jobs through construction activity and new business investment.
- New community facilities, a school, and sports fields accessible to the wider community.
- Enhanced public open space and ecological corridors that improve biodiversity and public access to green spaces.
- A proposed new rail station in Parcel C that would improve public transport access and connectivity.
- Revitalisation of the surrounding urban environment through improved local services, retail, and amenities.
- Revenue generated from the site to be reinvested into city-wide service delivery and infrastructure.

How will the development affect property values in surrounding areas?

Property values are influenced by many factors. Well-planned, mixed-use developments in well-located areas generally have a positive impact on surrounding property values over the long term through improved local infrastructure, amenities, and connectivity. The concept has been designed with neighbourhood character in mind – lower-density buildings are proposed adjacent to existing residential areas (such as along Links Drive), with higher-density development concentrated towards the N2 and railway line.

A Socio-economic Impact Assessment will be undertaken as part of the statutory EIA process to assess potential impacts more rigorously.

How will congestion and traffic impact on surrounding neighbourhoods be addressed?

The transport baseline assessment has identified that road network upgrades and intersection improvements will be required as part of any development. These will be assessed in detail through the EIA process. The concept also emphasises public transport, non-motorised transport, and pedestrian infrastructure to reduce vehicle dependency. Community input on traffic concerns is encouraged during the public participation period.

9. NEXT STEPS

What happens after the current public participation phase?

Following the close of the current commenting period on 6 July 2026:

- All public input will be reviewed and used to refine the draft development concept.
- The refined concept will inform the preparation of formal statutory applications.
- Environmental Scoping and Impact Assessment processes will commence (anticipated August 2026 – February 2027).
- These statutory processes include additional rounds of formal public participation.
- Planning applications (subdivision, consolidation, and rezoning) will follow completion of the EIA.
- All formal decisions remain subject to Council approval.

Where can I get more information?

Project website: www.infinity.capetown/mowbray
Regarding the development concept and studies Email: mowbray@infinity.capetown
Tel: 021 834 1600 | WhatsApp: 060 524 7676
City of Cape Town 'Have Your Say' platform: capetown.gov.za
Regarding proposed disposal: Email: development.mowbray@capetown.gov.za

All information in this FAQ is based on official project documents current as at May 2026. The draft development concept remains subject to change based on public input, technical assessments, and statutory processes. No development has been approved.