

PURCHASER: _____

PROPERTY: Erf _____

FIFTH DEVELOPMENT FRAMEWORK



PROPOSED FYNBOS CORRIDOR IMPLEMENTATION AND DEVELOPMENT GUIDELINES

Fynbos Corridor Guideline Document in accordance with the Subdivisional
Approval issued by the City of Cape Town dated 07/12/2007.
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1.0 INTRODUCTION AND BACKGROUND

With the planning and submission of Phases 12 and 13 of the Parklands Fifth Development Framework, the development and extension of Parklands will now include and deal directly with the Fynbos Corridor by establishing the cadastral boundaries of this first, formal section of the overall Corridor.

Findings and mapping of significant Fynbos remnants (1993-1998) during the past years have broadly informed the alignment of the proposed Fynbos Corridor. These studies and the Fynbos Corridor proposal have been incorporated into the Blaauwberg City Scoping report (November 2000), which together with general principles of implementation were included in the Record of decision (ROD - May 2002).

The principle of the Fynbos Corridor has been identified and recognised by The Milnerton Estates and ASKA Joint Venture (MEAJV) as an important and integral component of the development of Parklands and has to date participated in the planning and definition of the Corridor to the extent of agreeing to cede substantial land areas to the City as well as applying appropriate urban design and subdivision layouts incorporating the corridor.

On approval of the Phases 12 & 13 Rezoning and Subdivision application, MEAJV will be agree to cede a total of ±17ha of private land to the City as an exclusive use area for Conservation Purposes and Open Space by the general public.

Further land use parcels will, in time, be ceded by The Milnerton Estates as the balance of their land holdings are developed up to their northern boundary, so ensuring the continuing development of the Fynbos Corridor towards the Blaauwberg Conservation Area.

2.0 PURPOSE OF THE IMPLEMENTATION GUIDELINES

Apart from the environmental conservation and ecological functions, it is important that the Corridor also function as a Public Amenity and Urban Park. Thus the main aspect that requires critical planning is to ensure that this large undeveloped area is accessible to the public and that the adjacent buildings recognise and relate to it in a positive and active way. This will ensure that corridor plays a multi-functional and active role in accommodating recreational activities, pedestrian movement and engineering infrastructure in addition to its all important ecological functions.

To promote the establishment of appropriate urban development along the boundaries of the Corridor, the Guidelines are intended to provide a framework for the City, MEAJV and private developers of properties adjacent to the Corridor, with regard to the appropriate implementation of infrastructure, built form, land use management, and the recreational use of the Corridor.

In order to achieve the successful implementation of the Corridor, it is required that the Guidelines be **approved** in terms of the City's Metropolitan Open Space System (MOSS) Policy, and so provide the statutory framework and clear directions for the City, MEAJV and private developers of individual land holdings, as to their respective responsibilities.

Whilst the design guidelines in this document provide a clear indication as to nature of development adjacent to the Corridor, further reference must be made to the more detailed General Residential Design Guidelines, also to be approved by the City. Developers of affected land units will thus have to adhere to the requirements of both documents before respective Site Development Plans will be approved.

It is important to note that that no single dwelling residential erven abut the Fynbos Corridor. As such, a great deal of control exists over the implementation of all aspects the design guidelines through the Site Development Plan approval process.

3.0 CONTEXTUAL ANALYSIS

3.1 Regional Context

Refer to **Figure 1: Regional Context**

It is envisaged that the Fynbos Corridor will extend from the Diep River in the south to the Blaauwberg Conservation Area to the north, approximately 7km in length, and will only be interrupted by five east-west and two south-north routes. The approximate total extent of the Corridor, including the satellite patches to the east and west will take up large portions of privately owned land (Garden Cities and The Milnerton Estates). It is the intention of these landowners to cede the necessary land portions to the local authority as development proceeds.

The City of Cape Town owns the Potsdam Outspan land immediately adjacent to the Diep River, which is the envisaged origin of the Corridor, as well as the Blaauwberg Conservation Area where the Corridor will end.

It has been determined through environmental studies that the corridor will have a width of approximately 50 to 100m wide along the entire north-south alignment. However, as can be seen with the Phases 12 & 13, Parklands Fifth Development Framework Application, specific terrain conditions required further adjustments. It is therefore anticipated that further adjustments to the corridor will have to be made as development proceeds.

The area east of the R27 West Coast Road will eventually provide a substantial open space network, which, including the linear open space systems required for stormwater drainage, will total some 18km in length, much of which is already in existence or is part of subdivision applications currently awaiting approval.

3.2 Local Context and Site Characteristics

Refer to **Figure 2: First Phase Study area and Site Characteristics**

The Parklands Phases 12 & 13 Subdivision Application will establish the first cadastral boundaries of the Fynbos Corridor by providing three separate land parcels, totalling some 17.8ha in extent.

The three separate land units are the result of already approved regional road alignments for Parklands Main Road, Koeberg Road and Sandown Road, all with 32m wide road reserves. These road reserves have been carefully aligned so as to minimise impacts on the Fynbos remnants as identified and surveyed during the 1998 environmental survey.

The overall land area has little topographical variation. In a north-south direction the land falls from 19m above mean sea level adjacent to the future Sandown Road extension, down to 13m above mean sea level close to the Diep River along a total length of almost 1km. Over the Corridor's width, the topographical variation is no more than 4m, with the eastern edge being generally lower.

4.0 DEVELOPMENT GUIDELINES

Refer to **Figure 3: Phases 12 & 13 Development Guidelines**

Whilst the urban design and subdivision layouts will ensure a variety of edge conditions and land uses, individual developments should recognise the fact that the buildings will define the Corridor, and therefore should take cognisance of the Development Guidelines.

Only by developing buildings with a positive aspect towards the Corridor along its boundaries, will it be possible to ensure the continuous and safe use of the park, whilst also maintaining a pristine ecosystem through out the Fynbos Corridor.

4.1 Appropriate Land Uses

In order to create a continuous active edge to the Corridor, it is necessary to establish a range of activities around the Corridor, such as office, retail, commercial, institutional and residential so as to ensure a broad range of activities along the Corridor edge during most hours of the day.

Anti-social development proposals, in particular noxious industries and informal trading should not be allowed on land portions directly abutting the Corridor.

4.2 Architectural Design and Development Orientation

In order to promote visual surveillance over the park, all buildings should offer exposure to the Corridor.

These buildings should include design elements that will concentrate activities on the façades facing the Corridor. Elements such as windows and rooms leading onto balconies or patios overlooking the Corridor are important elements in this regard and should be encouraged.

Although a number of land units will not have a direct northerly orientation, developers should still endeavour to facilitate the above-mentioned elements through innovative and effective architectural design.

4.3 Height

All group housing or general residential buildings facing onto, or adjacent to, the Fynbos Corridor should be a minimum of at least two storeys high, and where possible, 3 storeys will be permitted.

Due to the large break the Corridor makes in the urban landscape, developers should make use of the opportunity to establish aesthetically pleasing prominent buildings close to and overlooking the Corridor, so creating visual focal points.

4.4 Densities

Higher densities should be encouraged close to the Corridor so as to both ensure the economical viability of the buildings abutting the Corridor, as well as to maximise use of the Corridor itself.

The predominant density for Group Housing is 45du/ha, thereby limiting the development to two storeys. For certain appropriate sites, as indicated on the Subdivision Plan for phases 12 & 13, a density factor of 70du/ha can apply, which will allow for a development of up to three storeys.

4.5 Walling and Edge conditions

- So as to create a more visually perforated edge to the Fynbos Corridor, walling and fence conditions of developments abutting the Corridor must be consistent with those recorded in the General Residential Guidelines for this phase of the development. These are:
 - Walling/fencing abutting public open space shall be visually permeable, save for the screening of kitchen yards, drying yards and patio or pool areas.
 - No pre-cast walling or timber fencing shall be permitted on any street boundary or any boundary abutting Public Open Space.
 - Brickwork/blockwork (where applicable) to be plastered and painted white or the same colour or complimentary colour as the residential units.
- Solid walling on the street boundary must be limited to 50% of the total edge (length of the boundary).
- Introduction of design elements, such as flower boxes, is encouraged for walls along street boundaries.
- Screening of palisade fencing, except by means of natural vegetation, not permitted.
- Boundary walling/fencing to be a maximum height of 2.1m ANGL.

The natural, dense vegetation covering the Corridor will be substantially different to the standard linear open spaces, and as such, would also greatly assist in “softening” the walled sections.

Where roads directly abut the Fynbos Corridor, the MEAJV will define the edge with 750mm high “post and rail” fencing similar to what has been implemented along the linear open spaces in Parklands. This will be constructed as part of the township infrastructure phase and handed over to the City on completion of the township roads and services contracts.

4.6 Parking

As outlined by the General Residential Design Guidelines, communal parking areas should be included as a central and integral feature of a development, potentially directly adjacent to open spaces and as such extending the functionality of such communal areas. Thus the design implementation of communal parking areas in relation to the edge condition of the Corridor must be treated with care so as to avoid a continuous open ended parking areas lining the Corridor.

4.7 Lighting

Outdoor lighting is seen as a sensitive aspect where development abuts public areas, such as the Fynbos Corridor and other open spaces. In order to implement lighting as a safety and surveillance measure, yet preventing harsh, insensitive lighting conditions, low-level lighting should be incorporated as part of the edge conditions of all development adjacent to the Corridor.

Lighting should preferably be integrated with walling and fencing.

4.8 Access

Refer to **Figure 4: Typical Signage and Access.**

In order to maintain the environmental integrity of the Corridor, access and movement need to be controlled through well-defined access points and pathways.

Whilst it would be the City’s responsibility to implement a path and open space system within the Corridor, MEAJV will provide designated access points, or “gateways”, to the Corridor as may be appropriate, so as to encourage the use of formal entrance points rather than allowing ad-hoc undefined informal entry along the perimeter.

These access points could take the form of “park and walk” areas and be equipped with signage and information boards, gravel parking areas and tree planting. In some instances the access point could be combined with additional hard and soft landscaping and recreational play equipment.

Public access to the park should be restricted to pedestrian access, with limited vehicular access for maintenance purposes only.

Direct access from adjacent residential and mixed-use developments will not be permitted. Access to the Fynbos Corridor may only be taken from the designated access points.

5.0 ZONING - Refer Figure 5: Phases 12 & 13 Subdivision Diagram

The Zoning of the Fynbos Corridor will have to be the most appropriate zoning category that will provide the statutory framework within which conservation and public activities can be officially managed, while having access to the City's budget allocations.

Currently the most appropriate Zoning is "Public Open Space" in terms of the Table View Town Planning Scheme. However, the proposed "Cape Town Integrated Zoning Scheme", for instance, could potentially provide a more appropriate zoning by means of the proposed "Open Space Zones 1 and 2" categories. Although currently still in draft form, the definitions of these zoning categories provide a more comprehensive and appropriate framework within which the Fynbos Corridor could be managed for both conservation purposes and as a public amenity.

The Zoning of the Fynbos Corridor should therefor always correspond to the highest order and most appropriate legal definition. The City should ensure that the above-mentioned "Public Open Space Zoning" be changed when new and more suitable zoning categories become applicable.

6.0 OWNERSHIP

Ownership and management responsibilities of the Fynbos Corridor land areas will vest with the City of Cape Town.

As mentioned before in this report, the land for the Fynbos Corridor is ceded to the local authority on condition that it is used for Conservation and Public Recreation Use Purposes only. These Conditions are to be included in the Approval of the relevant Subdivision and Rezoning Applications as well as in Title Deed(s) of the relevant land units.

Additionally, a Reversionary Clause is to be included in the Title Deed to the effect that should any portion of the Fynbos Corridor become subject to a process to change the exclusive Conservation and Public Recreation Use Purpose, ownership of the relevant land unit would automatically revert back to The Milnerton Estates.

7.0 MANAGEMENT

Just as urban development on the edges of the Corridor will be managed and established through the Development Guidelines and SDP processes, the ecological integrity of the Corridor will remain under constant threat from fire, alien infestation, inappropriate use, and informal settlement, unless an appropriate management strategy is put in place.

Thus the City must prepare a scientifically informed Management Plan so as to ensure that it remains a visually pleasing, functional and safe asset within the surrounding urban environment.

The Management Plan must address the City's responsibility towards a number of critical aspects, including:

- establish appropriate zoning;
- promote the active use of the Corridor by the general public;
- implement infrastructure for public usage such as a pedestrian path network;
- ensure safety for park users and abutting private developments;
- maintain the Corridor's ecological integrity and provide sufficient financial support;
- ensure the Corridor remains in Public Ownership;
- establish a proper legal framework within which the Fynbos Corridor can operate;

8.0 PHASES 12 & 13, SPECIFIC CONDITIONS

Figure 3: Phases 12 & 13 Design Guidelines illustrates the implementation of the Guidelines outlined in this document, specifically in the development of Phases 12 & 13.

8.1 Parklands Main Road and Koeberg Road intersection

The Parklands Main Road and Koeberg Road intersection will be a highly visible and important node as well as a future gateway to Parklands. As such it is necessary to maximise the development potential of these corner sites. In anticipation of future development requirements on these sites and due to constraints vis a viz road access, the Fynbos Corridor alignment and linear open space alignment the shape and form of the Corridor in this instance had to be adjusted slightly during the design process.

However, as part the design process, Stepney Road to the west has been moved from its previous alignment so as to increase the width of the Corridor, and as such, will compensate for the above-mentioned encroachment. This re-design has resulted in a width of almost 130m, which is an increase of $\pm 70\text{m}$ from the minimum width of 50m.

8.2 Koeberg Road extension

It is anticipated that Koeberg Road extension will not be constructed in the near future, and thus the road reserve will remain part of the Corridor, until construction occurs. However, the alignment has been approved in terms of the EIA process and ROD, and as such the relevant section will form part of the subdivision with its own cadastral description, and will be zoned "Road Reserve", so as to allow for future road construction.

8.3 Engineering Services

As outlined in the engineer's report in **Annexure B**, a storm water drainage system will be incorporated into the eastern buffer zone of the Corridor.

Additionally, a detention facility will also have to be built on the edge of the Corridor close to the intersection of Parklands Main Road and Stepney Road. Well established environmentally acceptable design principles will guide the design, siting and construction of all these facilities.

In addition two sub-regional electrical sub-stations, which needs to be centrally located so as to best serve the surrounding areas, will also be located on the edge of the Corridor in this area.

8.4 Land Use Designations

Several dedicated General Residential land areas abut the Fynbos Corridor in Phases 12 and 13, which will allow high density Group Housing or Sectional Title residential development.

It is also intended that the use of the Sub-divisional Area sites that abut the Corridor should be limited to non-industrial type developments such as residential, office, institutional, or compatible commercial activities.

9.0 CONCLUSION

These Guidelines set out general statements to direct the urban development and planning, engineering services, land uses and building design, close to the first phase of the Fynbos Corridor.

As such, future Subdivision and Rezoning applications incorporating more of the Fynbos Corridor will involve further on-site surveys and detailed planning exercises, leading to the updating and amending of these guidelines.

It is therefor proposed that the City **adopt** these Guidelines as Policy so as to provide a development framework to guide urban development adjacent to the Fynbos Corridor, the use of the Corridor by the general public, and the Corridor's management by the City.