



CITY OF CAPE TOWN
ISIXEKO SASEKAPA
STAD KAAPSTAD

Case ID 1500138652

**Remainder Erf 65053 and Erven 65054,
65057, 65058 and 68080,
26 Gibson Road, Kenilworth**

Development Management

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ERVEN 65053, 65054, 65057, 65058 & 68080 CAPE TOWN

**APPLICATION FOR CONSOLIDATION, REZONING,
SUBDIVISION, SDP APPROVAL**

SUBMITTED TO THE CITY OF CAPE TOWN (SOUTHERN DISTRICT)

BY ANTON LOTZ TOWN AND REGIONAL PLANNING

ON BEHALF OF

November 2025

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1.0 INTRODUCTION

1.1 APPLICATION SUMMARY

Table 1 below provides a summary of the property and application details:

Table 1 – Property and Application Details	
Property Description	Erven 65053, 65054, 65057, 65058 & 68080, Cape Town
Registered Owner	
Applicant	Anton Lotz Town and Regional Planning
Site Extent	1,0060ha
Current Zoning	General Residential Zone 2 - Erven 65053, 65054 & 65057 Transport Zone 2 – Erven 65058 & 68080
Current Land Use	Residential
Applicable Zoning Scheme	City of Cape Town Development Management Scheme
Municipality	City of Cape Town
Administration / District	Southern
Title Deed	
Title Deed Restrictions	No
Proposed Development / Land Use	Continuation and Expansion of Residential Use
Application Components	▪ Consolidation – Section 42(f) ▪ Rezoning – Section 42(a) ▪ Subdivision – Section 42(d) ▪ Approval of SDP - 42(u)
Inside Urban Edge	Yes
Subject to NEMA	No
Subject to PHRA / SAHRA	NID Approved
Unauthorized land use / building work	No
Policy Compliant	Yes

Refer to **Annexures A – F** for the Application Form, Power of Attorney, Company Resolution, Title Deed, Conveyancer's Report, and draft Consolidation Diagram. **Annexure G** provides confirmation that the erven zoned as Transport have been closed as public roads and are now ordinary erven.

1.2 BACKGROUND

Erven 65053, 65054, 65057, 65058 and 68080, Cape Town (from here-on referred to as 'the site') are situated at the intersection of Gibson and Wargrave Roads, Kenilworth, to the east of the southern railway line. (Refer to **Figure 1: Locality Plan**).

LOCALITY MAP

0 50 100 150 200 m

Suburbs shown: CUMNOR, AUBURN, INDIAN, WARGRAVE, PUTNEY, BATHURST, WARRAGAMBA, ROSMEAD, PEARSON, GOLDBOURNE, BRAY, WELTON, CONNAUGHT, COUNTRY CLUB.

Lot numbers are displayed throughout the map, with some areas highlighted in red (e.g., 65054, 65057, 65058).

Figure 2: Site Plan



The residential buildings and garages on the site were approved and constructed between 1955 and 1957, straddling the boundaries of three of the erven (Refer to **Figure 2: The Site**). The two residential buildings, each being two storeys, together accommodate a total of 48 units. The units are and average size of 70m². The buildings require significant maintenance and it is considered a smarter investment to redevelop the site in order to modernize the residential offer. All the units are rented out and the owner will continue in its role as landlord and provide rental units in the redevelopment.

The applicant initially considered an exempted consolidation of the three erven, but at the pre-submission meeting held in May 2024 (Refer to **Annexure H**) it was requested that the erven zoned Transport Zone 2 be rezoned as these were no longer public roads and to this end the total land holdings are to be consolidated to create a single site with a zoning for medium-density residential.

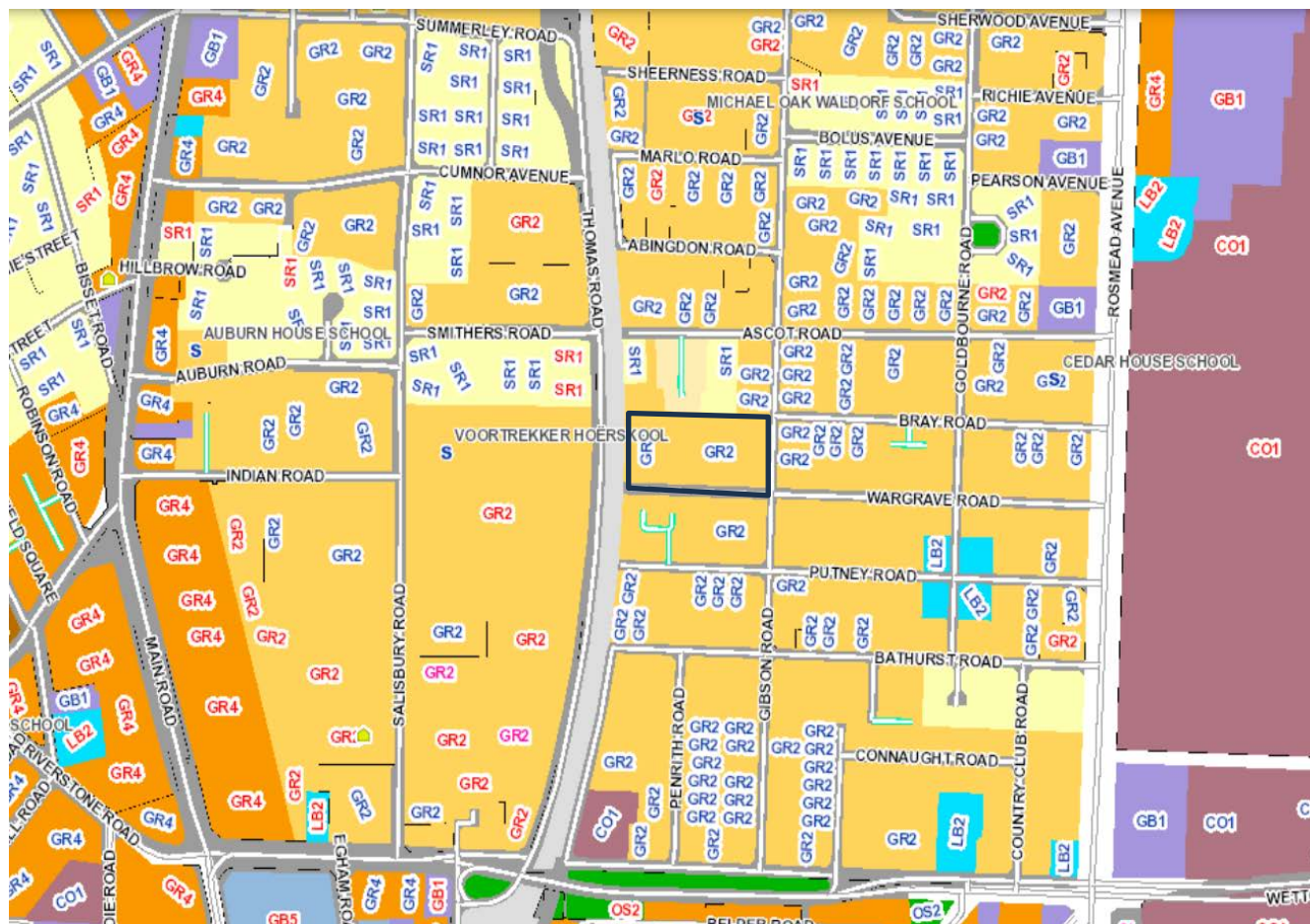
In considering future expansion options for their landholdings in Cape Town, Adelska Beleggings (Pty) Ltd initially considered rezoning the properties to a higher-density general residential sub-category and maximizing the use of the site, given its location within close proximity to a railway station. However, following input on and consideration of the current character of the area, it was decided to retain the General Residential Zone 2 and create a development that is in keeping with the zoning of the larger area. Subsequently, Anton Lotz Town & Regional Planning was appointed to prepare a land use application to facilitate the residential redevelopment of the site.

1.3 DEVELOPMENT CONTEXT

The predominant zoning of the local area is General Residential Zoning 2 (Refer to **Figure 3** below) which allows for medium-intensity residential use. The local area currently accommodates a combination of single residential properties, group housing units and apartments integrated with institutional sites such as Voortrekker High School and Cedar House Private School as well as a number of commercial uses along the Rosmead Avenue Activity Street and the Main Road Activity Corridor. The site is within walking distance (300m) of Kenilworth station. It is the intention of the Lower Kenilworth Improvement District to register a Heritage Protection Overlay for the local area within which the site is located but the area has not achieved this status yet. The site does not contain building of heritage value as confirmed by the Heritage Report and NID Decision contained in **Annexure I**)

The consolidated GR2 zoning of the site would allow a floor area of 10 060m² making a total of 130 residential units a possibility. However, being conscious of the adjacent uses, protecting the existing trees and proposing a layout design that offers a more contextually-appropriate development, a lower total development of 82 units is being proposed.

Figure 3: Zoning Extract (Source: City Map Viewer)



1.4 DEVELOPMENT CONCEPT

In modernizing the residential offer, it was decided that by demolishing the existing two residential buildings and garages and constructing two new buildings, the site can be best improved without negatively impacting the surrounding uses. The design proposal is aimed at optimizing the site's north orientation; retaining as many of the mature trees on the site as possible, retaining the setbacks offered by the incorporated street even that are being used for parking, circulation and open space; and providing sufficient on-site parking without jeopardizing the quality of living environment already offered by the site. In fact, the proposed site layout will improve the quality of the environment offered to the residents (Refer to **Figure 4 Site Development Plan** and **Annexure J**).

The architectural approach to the building aims to connect residents with nature, setting the buildings in a landscaped garden with mature trees and using balconies and windows to enjoy the views from the Constantiaberg mountain to Devil's Peak in the west and north, the False Bay coastal views to the south and the Stellenbosch and Hottentots-Holland mountain views in the east.

The architectural character of the development is referenced to the Victorian red face brick “railway station architecture” of the Southern commuter line, given the site’s location adjacent to this movement artery. It celebrates an important part of the history of the South Peninsula.

One-, two- and three-bedroom apartments are combined to make up the 82 units created. Of these, 61 units are larger than 70m² with the remaining 21 units smaller than 70m² (but larger than 30m²). The building design can facilitate different layouts and combination of units, the final configuration of which will be fixed on building plan submission. The buildings will be 4 storeys in height, but remaining within the height limitation of 15m, with the new buildings being moved closer to the railway line than the existing buildings, whilst maintaining the spacing towards the adjacent properties and using these spaces for parking and landscaping (Refer to **Figures 5 and 6**). There are already a number of 3-storey developments in the area (including on adjacent Erf 65039 where the heights are in the same height bracket as the proposed development. Concrete column-and-slab structures clad with contemporary face brick bookend the fire escape walkways. A single stretcher-lift is positioned in the centre of the circulation passages. Various water and energy conservation elements will be included in the units.

The architects and landscape architects have liaised closely to create unique green spaces, a perimeter walking trail designed to promote exercise and relaxation, the use of indigenous, waterwise plants to minimize seasonal irrigation and to promote local biodiversity. The L-shaped form and mass of the two residential buildings create a landscaped courtyard creating a central focal point to a landscaped garden rich in species and experience. Refer to **Figure 7** Landscape Masterplan and **Annexure K**)

Parking is distributed throughout the site providing convenient parking for both buildings. Block 1, which is located adjacent to the railway line incorporates ground floor parking, with tandem bays included for residential comfort, but not calculated as part of the parking requirement (Refer to **Figure 9**). This parking will be accessed from adjacent to the railway line, thereby reducing visibility from the surrounding street environment, with the parking area façade facing onto the landscaped garden, being built as a feature wall to ensure enclosure of the garden and preventing visibility of the vehicles parked within the building.

The remainder of the parking requirement is accommodated along the access road along the southern edge (existing location) and a newly created parking area adjacent to Gibson Road. This area will be landscaped and a densely-planted landscaped boundary will be created along Gibson Road to reduce the visibility of this parking area. The design has been updated to limit the number of cars that parking next to Gibson Road, now being parallel parking along this edge. The site falls within the PT1 Zone and requires a parking provision of 103 bays. With the additional tandem bays and motorcycle bays, a total of 110 bays is provided. The visitors’ bays are located in the vicinity of the entrance and will be clearly marked and reserved for such use.

The site access is retained at the Gibson-Wargrave intersection, thereby making best use of the capacity of this intersection. A security gate will be added to improve site security. The setback of the gate and the provision of two lanes separating residents and visitors, will ensure sufficient stacking distance for vehicles to minimize any impact on the intersection. The on-site circulation road along the southern and western boundaries as well as the parking layout have been designed to retain as many of the conservation-worthy mature trees on site.

Refuse storage will be provided within each building, with the refuse room being provided on Gibson Street. Provision is made for a janitor to live on-site, who will be responsible for the management of bins and refuse removal when required. A servitude right of way in favour of the public will be provided to create a refuse embayment and pedestrian walkway on the site.

Table 2 provides a summary of the development details:

Table 2 – Development Summary	
Site Area	10 060 m ²
Existing Units	48 (average of 70m ²)
Units after redevelopment	82 (61 units larger than 70m ² , 21 units smaller than 70m ²)
Density	82 du/ha
Parking required	103 bays
Parking provided	110 bays (of which 6 tandem)
Total Floor Area	7 845 m ²
Permissible Floor Area	10 060 m ²
Floor Area Optimisation	57,46%

Figure 4: Site Development Plan (Source: JL&B Architects)

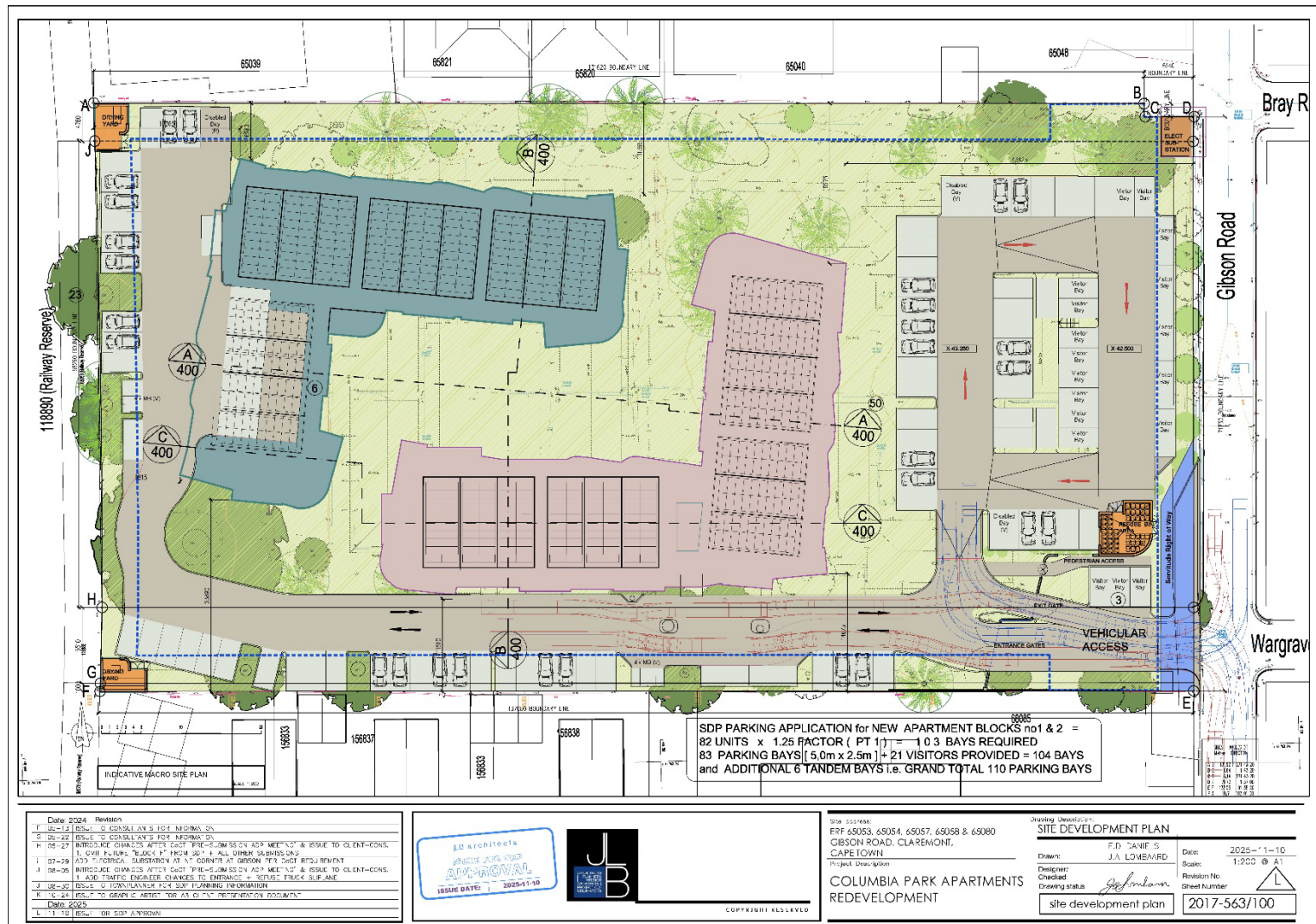


Figure 6: Elevations (Source: JL&B Architects)

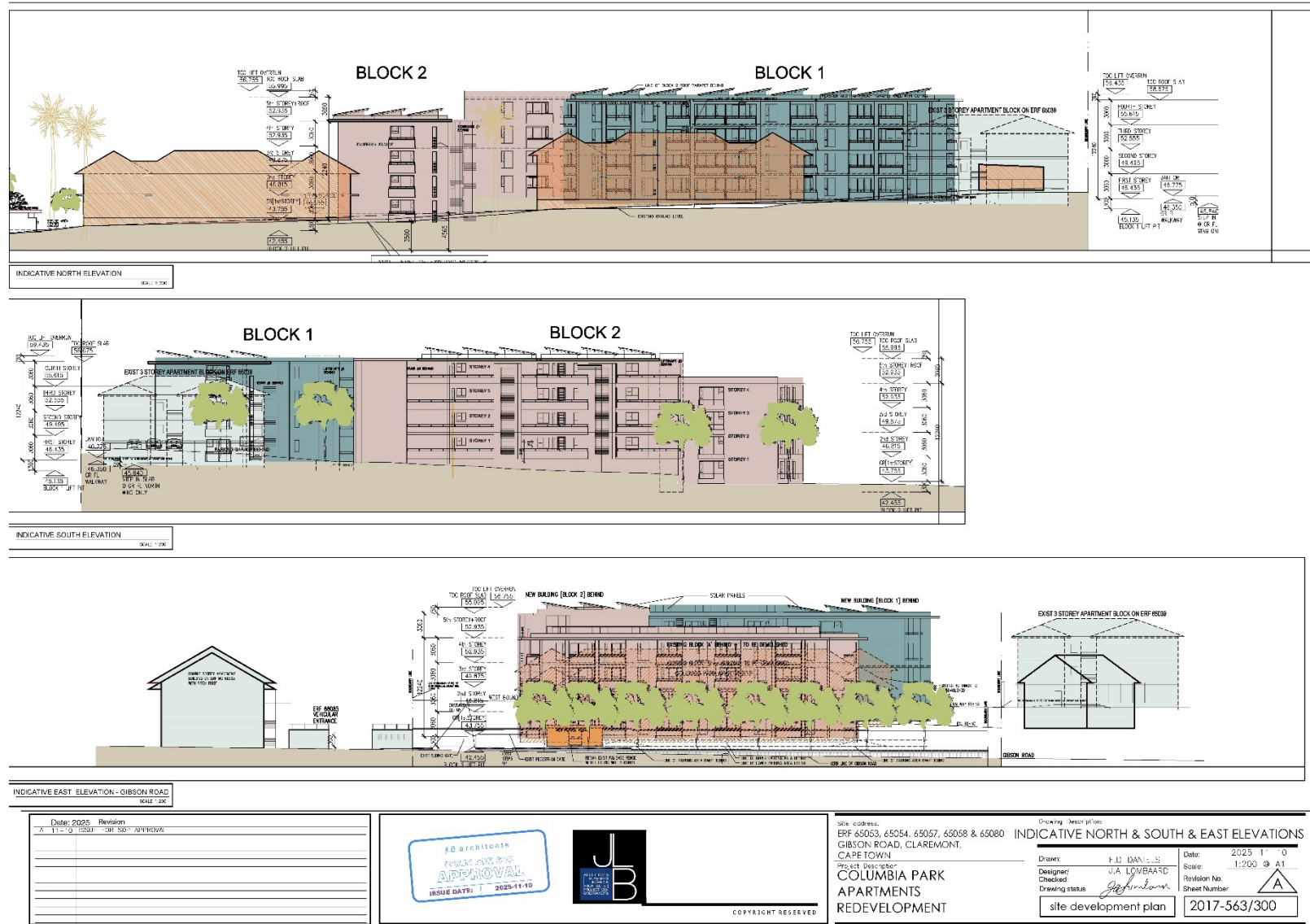
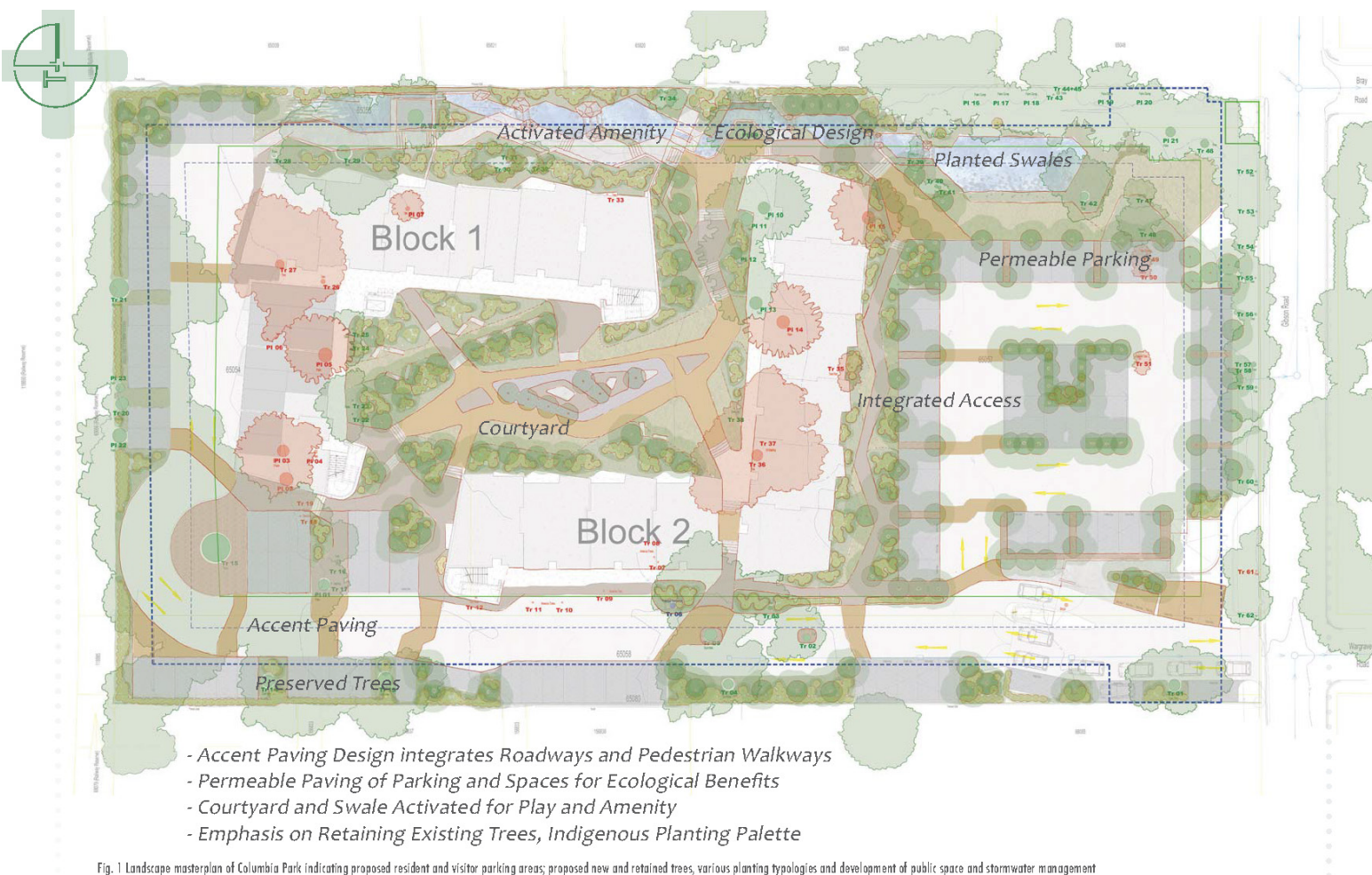


Figure 7: Landscape Masterplan (Source: Terra+ Landscape Architects)



LANDSCAPE MASTERPLAN: CONCEPT

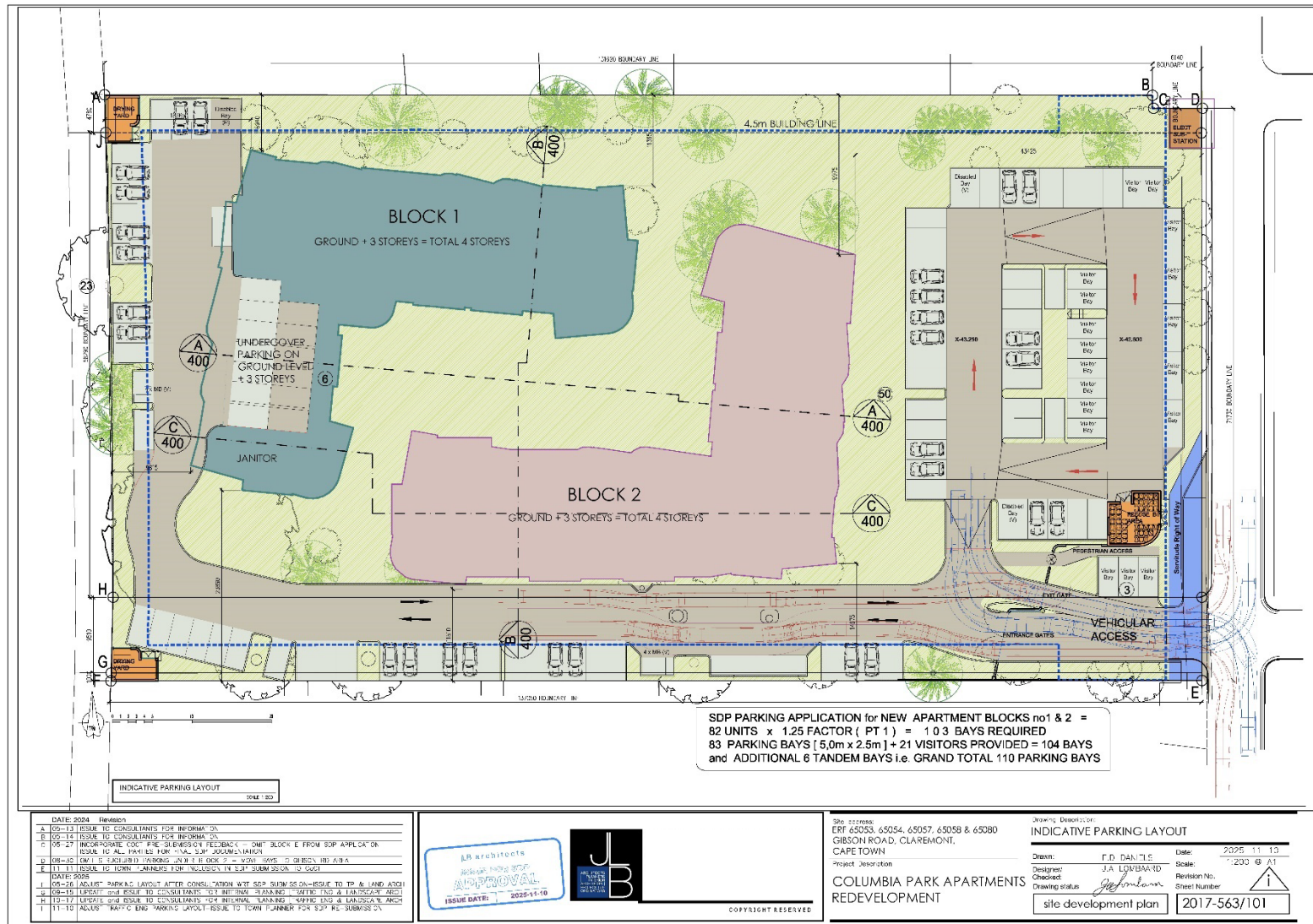
TERRA+
landscape architects

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Figure 8: Zoning and Subdivision Plan



Figure 9: Parking Plan



2.0 NATURE OF THE APPLICATION

2.1 APPLICATION COMPONENTS

Application is made for the following in respect of Erven 65053, 65054, 65057, 65058 and 68080, Cape Town (Refer to **Figure 8: Zoning and Subdivision Plan**):

- Application for consolidation of Erven 65053, 65054, 65057, 65058 and 68080, Cape Town in terms of **Section 42(f)** of the City of Cape Town Municipal Planning By-Law (2015) to create an erf to be rezoned and subdivided.
- Application in terms of **Section 42(a)** of the City of Cape Town Municipal Planning By-Law, (2015) for the rezoning of the proposed consolidated property (consisting of Erven 65053, 65054, 65057, 65058 and 68080) to Subdivisional Area Overlay Zoning.
- Application for subdivision of the site into two portions in terms of **Section 42(d)** of the City of Cape Town Municipal Planning By-Law (2015), and zoning of Portion 1 to be allocated as Utility Zoning with the Remainder being allocated a General Residential Zoning 2 based on Plan number 24069-001 Rev B dated 29 August 2025.
- The approval of a new Site Development Plan in terms of **Section 42(u)** of the City of Cape Town Municipal Planning By-Law (2015), read with Section 123 of the City of Cape Town Development Management Scheme based on the Site Development Plan with plan number 2017-563/100 Rev L dated 10 November 2025

2.2 CONSOLIDATION

Erven 65053, 65054, 65057, 65058 and 68080, Cape Town are to be consolidated to create the new Erf 179383, Cape Town (Refer to Annexure F).

2.3 REZONING

Rezoning of the proposed consolidated erf to Subdivisional Area Overlay Zoning Rezoning to allow the subdivision of the site into two portions being a Utility Site and a Development Site in accordance with the Subdivision and Rezoning Plan drawing no 24069-001 Rev B dated 29 August 2025.

2.4 SUBDIVISION

The newly created Erf 179383 is to be subdivided into two portions, Portion 1 and Remainder to create the residential site and allow the provision of a mini-substation in the north-eastern corner of the site. The proposed subdivision as per the Plan no 24069-001 Rev B dated 29 August 2025:

:

- 1 Portion zoned Utility Zone - Portion 1
- 1 Portion zoned General Residential Zoning 2 (GR2) for flats - Remainder

2.5 APPROVAL OF SDP

A Site Development Plan with plan number 2017-563/100 Rev L dated 10 November 2025 (**Figure 4**) is to be approved.

3.0 MOTIVATION – NEED & DESIRABILITY

Section 99(2) of the City of Cape Town Municipal Planning By-Law (2015) stipulates that when deciding whether or not to approve an application, the decision maker must consider all relevant considerations including, where relevant, the following:

- Any applicable spatial development framework;
- Relevant criteria contemplated in the development management scheme;
- Any applicable policy approved by the City to guide decision making;
- The extent of desirability of the proposed land use;
- Impact on existing rights (other than the right to be protected against trade competition);
- Other considerations prescribed in relevant national or provincial legislation.

The following sections is an assessment of the application in terms of the criteria listed above as required by the City of Cape Town Municipal Planning By-Law (2015), and serves as the motivation for the approval of this application.

3.1 CONSISTENCY WITH PLANNING POLICY

The site is located with the Urban Inner Core as identified by the Cape Town Municipal Spatial Development Framework (2023) where Intensification and diversification of land uses are supported. The development allows private sector investment in close proximity to existing, underutilised transport infrastructure and provides an opportunity to maximise the use of services infrastructure available in the area. This development proposal supports the intensification of land use within the priority spatial transformation area of the City as well as the objectives and spatial strategies of the MSDF.

The Southern District Plan (2023) refines the Urban Inner Core Area through identifying Development Focus Areas (DFA) which are targeted areas for urban restructuring. It is stated that diverse and dense land uses in association with current and future public transport infrastructure provision is supported. Key intervention/ actions are proposed to facilitate the achievement of the spatial objectives through the spatial vision, the role of the district and the spatial concept of which a focussing of future urban growth and economic development on structuring urban nodes and corridors of highest access and high density and intensity mixed-use areas in the district is central to the area development. This comprises the Main Road corridor (from Mowbray down to Steenberg) amongst others

The District Plan includes development guidelines for the Mowbray to Muizenberg Sub-District. The vision for the area is that of a highly diverse city environment that is adaptable to changing social, economic and environmental dynamics, and which offers a wide range of urban forms and opportunities to which an increasing number of people can have access, that the area will continue to develop on the basis of a strong urban structure, and reinforcement of the development corridor, and that a significant increase in the number of dwelling units in the area is envisaged, with most, but not all, of this increase occurring within development corridors.

The development guidelines is clear that residential densification is encouraged in all areas along the corridor, but that new development should be context-specific, and guided by available service and infrastructure capacity. It is also stated that residential development within or in close proximity to urban nodes within the sub-district that caters for a wider range of income groups and housing types should be encouraged.

A Kenilworth-specific guideline states that careful attention should be given to maintaining a balance between densification and retaining sense of character. This includes limiting development to minor additional contextually appropriate residential densification (compared to adjacent residential areas) along higher order through (or boundary) roads in the area.

It is considered that this development of rental units which have been designed to be sensitive to the character of the area is a contextually appropriate residential densification project.

3.2 COMPLIANCE WITH THE DEVELOPMENT MANAGEMENT SCHEME (DMS)

The consolidated development property will be zoned General Residential Sub-zoning GR2 which is the predominant zoning within the local area. The development parameters of the GR2 zoning pertaining to floor area, height, coverage and building lines will be adhered to.

3.3 DESIRABILITY OF THE DEVELOPMENT

In terms of Sections 99(2) and 99(3) of the City of Cape Town Municipal Planning By-Law (2015), the following considerations are relevant to the assessment of the extent which the proposed land use would be desirable.

3.3.1 Economic Impact

The project will have direct and indirect economic benefit which includes that creation of jobs during construction. It also facilitates additional residential opportunities within the Main Road activity corridor with easy access to public transport, employment, and commercial opportunities. It will therefore make a positive contribution to the economic efficiency of the metropolitan area.

3.3.2 Social Impact

The project will continue to be used as rental stock thereby catering for an important part of the residential market. The project will add rental stock to a dynamic, cosmopolitan neighbourhood that offers a range of residential opportunities.

3.3.3 Scale of Capital Investment

The capital cost for the construction of the 82 units have been determined at R85m. The parent company has international roots and investing in South Africa where new investment and economic growth is critical to the socio-economic stability and future of the country and Cape Town.

3.3.4 Compatibility with Surrounding Uses

The site is located in a neighbourhood that is predominantly zoned GR2, thereby facilitating high land use intensity. The properties surrounding include a combination of flats, town houses and single residential units. The site is bordered by the southern suburbs railway line to the west, which reduces the direct impact of this site on immediately neighbouring properties. There are already a number of properties in the area, including Erf 65039 where the blocks of flats, being a three-storey development, are similar in height and scape impact because of the nature of the roof lines (Refer to Figure 6- Elevations)

In addition, the intention is to retain the building setbacks created by the incorporated old road reserves, in particular the 10m of the Wargrave Road, thereby preventing any overlooking or overshadowing of the townhouse units located to the south. The two proposed residential buildings are similar in scale and impact to the existing buildings on site. The design has focused on being sensitive to the surrounding uses and this development is considered to retain the character of the local area as the addition of residential units in a park-like site adjacent to a railway line and with expanded setbacks to adjacent properties will have a limited impact on surrounding residential uses.

3.3.5 Impact of the Consolidation (Section 99(2)f)

The residential buildings and garages on the site currently straddles the boundaries of three of the erven, which would have allowed an exempted consolidation. The scale and location of the proposed buildings do not exceed what is currently on site, with an improved layout and protection of existing landscaping allowing a reduced impact in building mass even though the number of units are being increased (Refer to **Figures 5 and 6**).

The height difference between the existing and proposed buildings will be mitigated by the larger setbacks from the common boundaries being maintained, which will help to maintain the view lines of the existing neighbouring properties and mitigate any chance of overshadowing of adjacent units.

3.3.6 Impact on the Existing Engineering Services

The impact on existing engineering services will be manageable.

The Engineering report on water and sanitation (Refer to **Annexure L**) concluded the following:

- The peak domestic water demand will be 1.66 l/s (excluding fire flow), which is 0.6 l/s more than the current demand of 1.06 l/s. A new DN 110mm water connection point is proposed to replace the existing DN 50mm. The average annual daily water demand placed on the external system by this development is 32.2 kℓ/day.
- The peak sewage generated will be 0.503 l/s (IPDWF) and 0.578 l/s (IPWWF). Two existing sewer connections are available on the current site, discharging to independent reticulations. A DN 110mm internal sewer reticulation is proposed for the development and connection into the DN150mm and DN225mm municipal connection, that already exists. The sewer demand placed on the external system by this development is 27.3 kℓ/d (ADDWF) and 31.4 kℓ/d (ADWWF), respectively. This may be offset against the current usage which is 9.8 kℓ/s (ADDWF) and 11.3 kℓ/s (ADWWF) respectively less than the current demand.

The Engineering report on roads and stormwater (Refer to **Annexure M**) concluded the following:

- The Stormwater Management Plan concluded that the facility will discharge stormwater at the same rate and volume for future development, compared to the current site conditions. This equates to 139l/s for the 1:5-year storm event, 160l/s for the 1:10-year event and 208l/s for the 1:50-year event. There is currently no piped stormwater reticulation around the site, and stormwater is managed through channel flow adjacent to the road surface. This will continue to be the approach for the new development. Stormwater attenuation of 43m³ is required to ensure the ½-year storm event with a duration of 24 hours is accommodated, and treated to WSUD principles. The Outlet was sized at DN 25 mm. The surrounding property Stormwater will not be affected by the proposed new development.
- For road design it is planned that the proposed access road that enters into the site will be privately owned and maintained by the client, as well as the internal stormwater infrastructure. The proposed roads and stormwater infrastructure will have no negative impact on the surrounding municipal and private land.

The Electrical Services report (Refer to **Annexure N**) concluded the following:

- The Council's requirement with respect to a new Substation site of a 4,0m x 5,0m on the Northeast corner of new site boundary has been approved.
- There will be one bulk council meter to serve the whole site and each building will be designed to accommodate solar panels on the roof and to include a small battery / Inverter system for common spaces to reduce electricity demand.

3.3.7 Impact on Safety, Health and Well-being of the Surrounding Community

The proposed use will have no negative impact on the health and safety of the surrounding community. The continuation of a rental offer in well-designed buildings within a park-like environment will be of benefit to the surrounding residential environment.

3.3.8 Impact on Heritage

The site has no heritage status and the development will have no impact on a heritage resource as confirmed by the Heritage Report and NID Decision contained in Annexure I. The development has been scaled to be sensitive to the existing built form of the area and the design was inspired by the Victorian railway architecture of the Southern commuter line.

3.3.9 Impact on the Biophysical Environment

The site is not located in close proximity to any natural environments and the application therefore does not impact negatively on the biophysical environment.

3.3.10 Traffic Impact

The increase in residential units within the permitted GR2 zoning will be minimal. The site is in close proximity to public transport facilities (Kenilworth Station and road-based options) and in an area with a well-established grid road system that offers options and choice. The limited additional trips that will be added to the road system through the implementation of this project will be easily accommodated without having a negative impact on the functioning of the roads and intersections.

The Traffic Impact Study (Refer to **Annexure O**) concluded the following:

- The current development is just over 45% of the maximum permissible bulk. On a pro rata basis this means that the property could potentially develop a total of 105 units and still be within the current original permissible bulk of 8 598 m² and therefore no Development Contributions should be payable.
- The development has an anticipated increased trip generation in the AM and PM peak hours of only 18 trips. This is considered negligible and does not warrant a detailed Traffic Impact Assessment
- Access to the proposed site remains in the current position off Gibson Road opposite Wargrave Road. The access control (swing gates) is set back approximately 30 m with ample space for stacking.
- The refuse embayment is proposed along the northbound lane of Gibson Road immediately downstream of the access. It is proposed that a servitude right of way be registered over the consolidated Erf to accommodate the embayment and a pedestrian sidewalk.

4.0 CONCLUSION & RECOMMENDATION

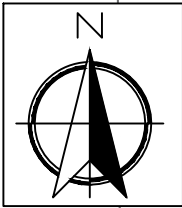
New investment by an international-rooted company in the Cape Town housing market should be welcomed. The proposed expansion of the rental stock in the area and the implementation of a modernized housing offer will bring significant benefits to a well-established residential neighbourhood.

It has been demonstrated that the proposed expansion of the residential offer on this site will not have a negative impact on the local environment. We highlight the following in conclusion:

- The existing buildings straddle the cadastral boundaries of three of the properties – the proposed consolidation and subsequent rezoning will allow a more efficient layout, rectify public road zonings that are not applicable and will not impact negatively on the surrounding area.
- The development is in line with the planning policy and although a higher density could have been achieved on the existing GR2 zoning, the District Plan's Kenilworth-specific guideline which states that careful attention should be given to maintaining a balance between densification and retaining sense of character has been taken into account in designing a scheme that adds units whilst being cognisant of the scale and nature of the surrounding development.
- The GR2 zoning and restriction of the development height to 15m ensures that the buildings are similar in impact to the recent three-storey developments in the area.
- The proposed location of the new buildings, vehicular circulation, parking and landscaping will ensure that the park-like environment of the site is retained and expanded and that the impact on the adjacent properties and the larger community is minimized.
- Services and infrastructure capacity is available to accommodate this development.

Anton Lotz Town & Regional Planning recommends that this application for consolidation, rezoning, subdivision and SDP approval be considered for approval.

Anton Lotz Town & Regional Planning



REVISION HISTORY:

- Rev A:** Proposed subdivision and rezoning plan of Unregistered Erf 179383, Cape Town.
- Rev B:** Existing external services and existing buildings added.
- Rev C:** Existing tree's and street address added

NOTES:

- All distances and areas are provisional and must be verified by cadastral survey.
- Figure **ABCDEFGH** represents Unregistered Erf 179383, Cape Town, with an area of (10 060m²).
- Figure **xyzDx** represents proposed Portion 1, with a size of 20m², zoned Utility Zone to accommodate an Electrical Substation.
- Figure **ABCKLMEFGH** represents proposed Remainder, with a size of 10 040m², zoned General Residential 2.

Figure **abcd** represents a proposed Right-of-Way servitude (45m²) in favour of the City of Cape Town.

Existing structures on the property

Existing Tree's on the property

TITLE:

PROPOSED SUBDIVISION AND REZONING PLAN

SCALE: 1 : 500 (A3)



PROPERTY DESCRIPTION:

UNREGISTERED ERF 179383, CAPE TOWN

PROJECT DETAILS:

Project Name:
Project No:
Client:
Property Address:
Municipality:
Administration:

PLAN DETAILS:

Plan No: 24069-001
Revision: C
Date: 2026-05-15
Drawn by: LK
Checked by: AL



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