



CITY OF CAPE TOWN
ISIXEKO SASEKAPA
STAD KAAPSTAD

Case ID 1500153338

**Erf 3860, 202 Voortrekker Road,
Eikendal, Kraaifontein (Paarl)**

Development Management

This cover page is added by the City of Cape Town as part of our standard branding and document-management process. It does not indicate that the City authored, verified or endorses the submission. All application documents remain the responsibility of the applicant and the City assesses them as submitted. Any errors or discrepancies will be addressed through the normal land use assessment process.

All rights reserved. No part of this data may be reproduced or transmitted without written permission from the Development Management Department of the City of Cape Town. This document is available on the City of Cape Town website (www.capetown.gov.za/LandUseNotices) for a limited time. Please do not host the document independently; you may link to it from the City's site. Documents downloaded from any other website cannot be verified for authenticity.

OWNER	:	
APPLICATION TYPE	:	PROPOSED REZONING & DEPARTURE
PROPOSAL	:	PROPOSED SHOPS
SUBJECT PROPERTY	:	ERF 3860 KRAAIFONTEIN 202 VOORTREKKER ROAD, EIKENDAL
DATE	:	13 OCTOBER 2025
APPLICANT	:	MOGAMAT ESSOP



SUBJECT PROPERTY: ERF 3860 KRAAIFONTEIN

For Attention: Northern District / Municipality

Dear Sir/Madam

RE: APPLICATION FOR REZONING AND DEPARTURE IN TERMS OF THE CITY OF CAPE TOWN MUNICIPAL PLANNING AMENDMENT BY-LAW 2025: ERF 3860 KRAAIFONTEIN AT 202 VOORTREKKER ROAD, EIKENDAL.

Please find the following documents attached:

- Lums Application Form
- Power of Attorney
- Site Development Plan (Annexure 1)
- Motivation
- Conveyancer Certificate
- Title Deed
- SG Diagram
- Locality Map
- Surrounding Areas Map

TABLE OF CONTENTS

1 INTRODUCTION

2 BACKGROUND

- 2.1 Existing Site / Structures
- 2.2 Surrounding Area

3 PROPERTY DETAILS

- 3.1 Property Description
- 3.2 Locality
- 3.3 Surrounding Land Uses and Zoning
- 3.4 Impact on Surrounding Built Fabric

4 STATOTORY CONTEXT

- 4.1 Cape Town Spatial Development Framework 2023
- 4.2 City of Cape Town Northern District Plan 2023
- 4.3 Cape Town 5 Year Integrated Development Plan 2022 – 2027
- 4.4 Urban Design Policy 2024
- 4.5 Transit Orientated Development (TOD)
- 4.6 Cape Town Economic Growth Strategy
- 4.7 Social Development Strategy

5 DEVELOPMENT PROPOSAL

- 5.1 Rezoning in Terms of Section 42(a) of the City of Cape Town Municipal Planning Amendment By-Law 2019 from Residential 1 Zone to General Business Zone (GB 2)

6 SITE DEVELOPMENT PLAN

- 6.1 Proposal
- 6.2 Traffic Impact, Access and Parking
- 6.3 Other Services
- 6.4 Other Departures (DMS)
 - 6.4.1 Uses Permitted in Terms of the DMS

7 DESIRABILITY CRITERA

7.1 Considerations of Criteria in terms of Section 99

7.2 Desirability Motivation

8 CONCLUSION

1 PRE-CONSULTATION:

The Applicant requested a pre-consultation meeting on 13 November 2025 to be held on 19 November 2025. The Case Office Asavela Chincana then requested the meeting to be held on 20 November 2025. A telephonic discussion between the Case Officer and the Applicant (Mogamat Essop) proceeded on the 20 November 2025. The applicant briefly outlined the application proposal of which the Case Officer responded with the following: The Case Officer have no major concerns in principle to the proposal and advised the Applicant to ensure all services branches requirements is addressed within the report, especially with regard to Transport (parking / gla requirements). The parking requirements has been addressed within the report for which a Parking departure is required and applied for. The application would be circulated to Transport and or any other services branches for their input / requirements.

1 INTRODUCTION:

The owner/s of Erf 3860 Kraaifontein, located at 202 Voortrekker in Eikendal have appointed (Applicant) to lodge an application for the Proposed Rezoning in Terms of the City of Cape Town Municipal Planning Amendment By-Law 2019. The proposal is to Rezone the subject property from a Residential 1 (R1) Use Zone to a General Business (GB2) Use Zone to permit Two (2) Shops.

2 BACKGROUND:

This application is the owner's first application submitted to the Municipality for their assessment and approval. Therefore, a Rezoning Application is hereby made in terms of Sections 42(a) of the City of Cape Town Municipal Planning Amendment By-Law 2025 to permit Business Use (Shops) and a Departure (Parking) in terms of Section 42 (b) of the City of Cape Town Municipal Planning Amendment By-Law 2025, read in conjunction with Section 137 of the DMS, is also required and applied for.

2.1 Existing site / structures

The subject property is approximately 1487 square meters in extent as indicated in the property title deed. It is proposed to Rezone the subject property to allow the site to be developed for Business Use (Shops) as indicated on the Site Development Plan uploaded to the case folder.

2.2 Surrounding Area

The immediate surrounding properties consists of Single Residential Zonings but also have Business Zonings, i.e. General Business (GB2) and Local Business (LB2) etc located in close proximity of the subject property. Also, refer to Section 3.3 below for further elaboration on the surrounding uses and zoning.

3 PROPERTY DETAILS:

3.1 Property Description:

- Registered Owner :

- Erf Number : Erf 3860 Kraaifontein
- Street Address : 202 Voortrekker Road, Eikendal
- Extent : 1487 Square Meters
- Title Deed Number :
- Existing Zoning : Residential 1 Zone (R1)
- Proposed Zoning : General Business (GB2)
- Proposed Use : Shops

3.2 Locality:

The subject property is located at 202 Voortrekker Road in Eikendal for which it must be noted that Voortrekker Road is a Proclaimed Main Road. Other than the Proclaimed Main Road, the closest other Major Roads to the site are Van Riebeeck Road located to the East of the subject property, Botfontein Road located to the South East, Frans Conradie Drive to the West and Okavango Road to the South-West of the subject property. Further note that the site is also in close proximity to the National Road (N1) located further North of the subject property linking off Van Riebeeck Road.

The immediate adjoining suburbs / areas surrounding the site are Peerless Park, Eikendal, Scottsville, Vredeklouf and Eversdal to the Western side of the site, Kraaifontein Industria and Joostenberg Vlakte to the North, Scottsdene, Wallacedene, Brackenfell, Northpine all located to the South West side of the property. All these areas are in close proximity to the site and being close to the Main Road has private as well as public transport (bus and taxi) services operating to and from various neighbouring areas. The site is also in close proximity to rail (train stations) which runs through the neighbouring areas. The property is well located within the metropolitan context as it is in close proximity to recreational opportunities, existing major transport routes and existing businesses. Refer to the Locality Map **uploaded to the case folder** to identify the neighbouring areas and Streets.

3.3 Surrounding Land Uses and Zoning

The existing properties within Eikendal Area have a mixture of different zonings and uses whereby the attached area zoning map clearly depicts the existing surrounding properties zonings and land use patterns in the vicinity of the subject property.

Specifically along Voortrekker Road to the East there are numerous sites zoned for business purposes (existing shops & other business uses) which stretch right up to Belmont Park. Voortrekker Road to the West also has sites zoned for business purposes i.e. Existing Shops, Pharmacies and Doctors Surgeries & Other Business Uses, etc.

There are even businesses within the local streets within Eikendal which can be determined from the Aerial Photograph uploaded to the case folder that the existing land uses are generally in accordance with their zoning

3.4 Impact on Surrounding Built Fabric

The subject property, if developed as proposed, would benefit all the immediate adjacent properties as it would act as a defined structure between the existing neighbouring properties and the proposed building / shops. Therefore, with the site being more fully built up, the adjacent residential properties would welcome a fixed building with boundary walls surrounding their boundary which will act as protection to their side or rear boundaries.

The proposed development will also contribute positively to the surrounding area as it will provide an interactive façade for the existing buildings along Voortrekker Road. Therefore, from a visual impact point of view, the proposed development will serve to upgrade the area and be in character with the surrounding built fabric.

4 STATUTORY CONTEXT:

The following planning documents must be referred to and assist in providing guidelines for development of the property concerned:

4.1 Municipal Spatial Development Framework (MSDF 2023):

The City of Cape Town defined six priorities for spatial development in the next five years of which economic growth is the most important. Based on these priorities, the MSDF defines the three spatial strategies on Page 67 of the COCTMSDF, 2023 as follows:

1. Plan for economic growth and improve access to economic opportunities.
 2. Manage urban growth and create a balance between urban development, food security and environmental protection.
 3. Building an inclusive, integrated, vibrant, and healthy city.
- It is stated that providing support for labour intensive sectors is a pre-requisite for spatial transformation (P.44).

The MSDF furthermore establishes spatial transformation areas (STAs) to prioritize development and investment and to define the applicability of policy guidelines relating to the strategies mentioned above.

The policy guidelines, which are most relevant for this application, are as follows:

Spatial Strategy 1:

- Introduce land use mechanisms that will support the development and growth of small businesses.

- Promote Cape Town as a globally competitive, diversified, and productive city.

Spatial Strategy 2:

- Provide efficient access to destination places where potential exists, especially in or near areas of high social need.
- Enable resource-efficient land development by leveraging the protection of renewable resources.

Spatial Strategy 3:

Support the integrated intensification and diversification of land uses:

The proposed use as a shop lays the foundation for a small to medium business creating employment opportunities to locals as well as professionals residing in close proximity to the site. Furthermore, the site is located on a Proclaimed Main Road (Voortrekker Road) which should be supported when considering developing land in terms of the integrated intensification and diversification of land uses for the development benefits the site holds.

In terms of the Spatial Planning Categories identified in the CTSDf, the subject property is defined per the Spatial Transformation Area (STAs) being within the Urban Inner Core and situated within an area earmarked for Urban Development within the Urban Edge. The proposed development is a Business Use (GB2) Shop development with the primary focus on economic development to benefit the surrounding properties and residents. The subject property does not include environmental sensitive areas and is surrounded by other similar businesses developments along Voortrekker Road in an urban development area. As such, no environmental protection is required. Therefore, it can be concluded that this application is consistent with the MSDF.

Table 4.2: Investment partnerships for spatial transformation

STA	INVESTMENT PARTNERSHIP	INVESTMENT PRIORITY	PUBLIC EXPENDITURE	GRANT PRIORITISATION	PRIVATE SECTOR OPPORTUNITIES
URBAN INNER CORE (UIC)	Public sector investment priority. Areas of co-investment between public and private sector (development charges and City budget allocations cover capital and operational cost of infrastructure).	Future proofing of UIC through bulk infrastructure prioritisation. Cross-sectoral collaboration, maintenance and upgrade of bulk engineering infrastructure and social infrastructure.	Priority: Implementation of key public sector interventions associated with bulk and social infrastructure, including existing and planned public transport network.	Urban development zone. Special economic zones. Manufacturing incentives. Social housing restructuring zones. Prioritised human settlement areas.	Spatially targeted mechanisms, incentives and facilitation to support urban regeneration and spatial integration, increase access to affordable housing opportunities and drive sustainable and inclusive economic growth.

4.2 Northern District Spatial Development Framework / Northern District Plan (2023)

Status: This District Plan is a medium-term plan (± 10 years) that will guide spatial development processes within the district. It includes the policy objectives and principles, and provides spatial development guidelines and implementation actions (restructuring, upgrading proposals and directing investment) and mechanisms that set out how to achieve the desired spatial vision. The District Plan offers a broad level of guidance in decision making at the district scale with supplementary guidelines at a sub district level. There is also an implementation volume that sets out implementation actions and potential mechanisms that can help achieve the district's spatial vision.

This integrated District Spatial Development Framework (DSDF) and Environmental Management Framework (EMF) (hereafter referred to as the District Plan) form part of eight spatial plans developed for each of the planning districts of the City of Cape Town (CCT), all of them informed by, amongst others, the citywide Cape Town Municipal Spatial Development Framework (CTMSDF). The Northern Planning District boundary delineation is explained in section 1.1.

The eight integrated DSDFs and EMFs are informed by, amongst others, the citywide Cape Town Municipal Spatial Development Framework (CTMSDF). Whilst this plan is grounded, in a sense, on the current realities in the district, and the vision from the MSDF, its focus is on influencing the future, today. In doing so, it has relevance on a wide range of stakeholders, including communities and interest groups, the drivers of development and regulatory decision makers who all play a role in shaping urban development.

Summary: The subject property falls within the Northern District Plan whereon the Broad Provincial Spatial Planning Category identify the site being located on a Development Corridor. The site is contextually located in close proximity to and between Various Nodes, i.e. an Industrial / Mix Use Node to the North-East, a Mix Use Metropolitan Node to the West and an Industrial Local Node to the South-East of the subject property.

Development Corridor: Typified by intensified and diversified land use, these corridors reflect the targeted, prioritised areas earmarked for the largest spectrum of land use mix associated with the highest density of population and employment. They are inclusive of Integration Zones and link diverse economic nodes - ranging from mature and developing to emerging, and across a hierarchy of function and services levels (metropolitan and sub-metropolitan).

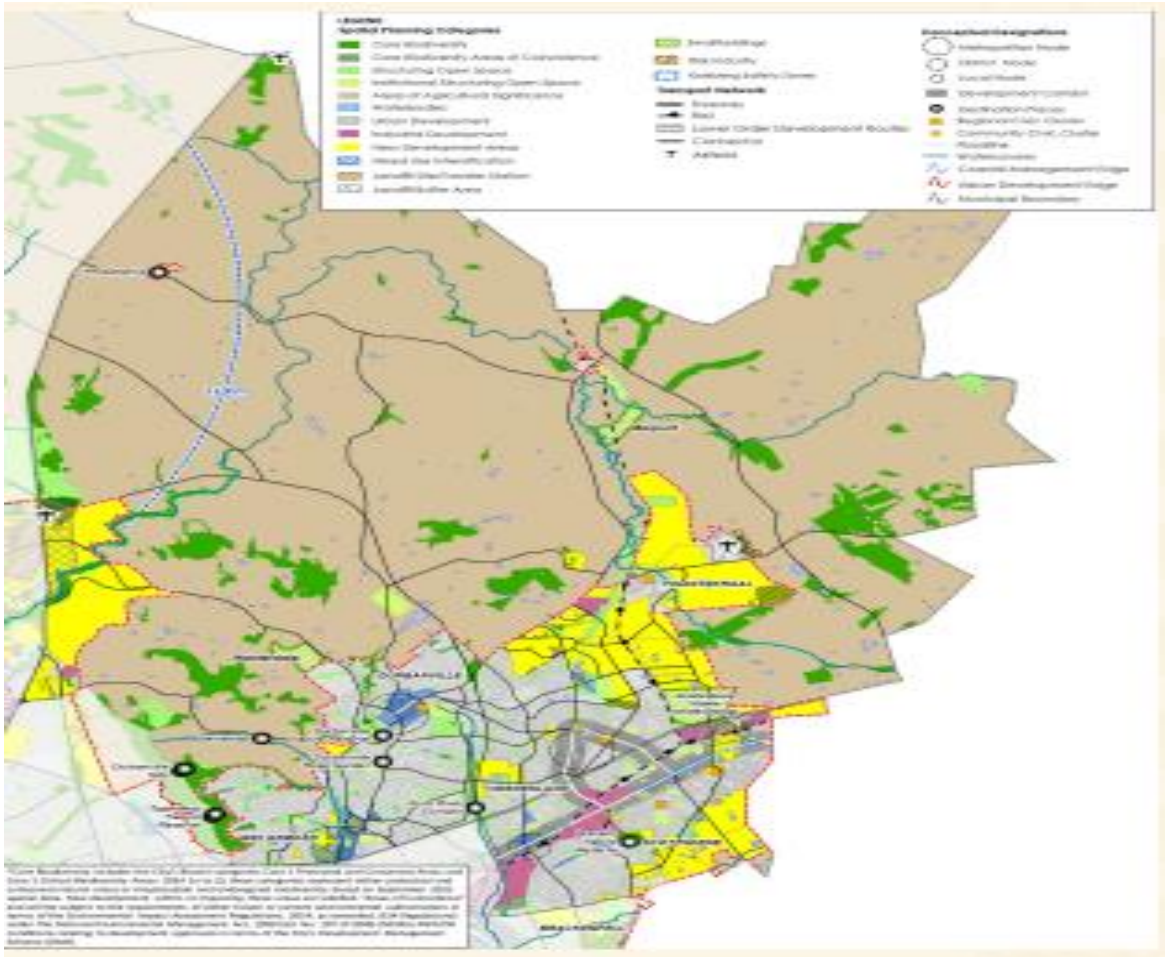
Development corridors are wide areas of (where) higher-intensity urban development (is focussed) on either side of development routes (than in surrounding urban areas further away from these routes). They are characterised by a dynamic, mutually supporting relationship between land use and the movement system.

Development corridors are generally supported by a hierarchy of transport services that function as an integrated system to facilitate ease of movement for private and public transport users. Corridor development is focused predominantly on routes serviced by mass rapid public transport services (i.e. rail or bus rapid transport (BRT) trunks). However, the routes may serve different functions, with some routes combining route functionality in terms of accessibility and mobility. The concentration of intense bands of high-intensity urban development reduces overall trip lengths and improves access to opportunities, offering a means of conveniently integrating communities with service provision, and fulfilling a range of economic and social needs. (See Below)

	SDF Route Categories & Designations	Sub-categories	Indicated on District map	Indicated on Sub-District maps only
E	Development corridors	High order (metro scale)		
		Low order (district scale)		

Nodes: The subject property is also in close proximity of various nodes i.e. Industrial / Mix Use Node, Mix Use Metropolitan Node and Industrial Local Node.

Refer to below Northern District SDF Map (indicating the Spatial Planning Categories and the Conceptual Designations specified above.



4.3 Cape Town's 5 Year Integrated Development Plan (2022 to 2027)

What is the Integrated Development Plan? The Integrated Development Plan (IDP) is the central strategy of the City of Cape Town (the City). The IDP communicates to residents, businesses and investors the City's long-term vision, and how the City plans to achieve it. It is required in terms of the Municipal Systems Act 32 of 2000, which defines the IDP as a municipality's principal strategic planning instrument that guides all municipal planning.

The IDP is made up of two parts - Strategic plan and an Implementation plan.

The strategic plan is informed by community needs, stakeholder inputs, a contextual analysis, and an evaluation of the existing state of Cape Town, all of which help identify the challenges that the City needs to address to achieve its vision. Priorities and objectives provide focus in addressing the most critical strategic challenges.

The implementation plan, in turn, focuses on only those key strategic programmes, projects and initiatives that are critical to support the achievement of the strategic priorities during the current five-year term of office. The implementation plan also sets out which City departments are accountable for each programme.

Vision: The vision is for Cape Town to be a City of Hope for all – a prosperous, inclusive and healthy city where people can see their hopes of a better future for themselves, their children and their community become a reality.

The **below diagram** shows the focus areas of the City over the next five years. The City will focus on six priorities, the most important of which is economic growth to reduce poverty. These priorities will rest on three foundations essential to realise 'A City of Hope'.



STRATEGIC FOCUS AREAS OVER THE NEXT FIVE YEARS:

ECONOMIC GROWTH: The guiding Development Plan priority for everything the City does is to support meaningfully faster economic growth that enables people to lift themselves out of poverty. Economic growth is needed to rekindle our hope in a more prosperous future for all.

BASIC SERVICES: Economic growth is dependent on the City doing the basics well. The City is committed to doing all it can to protect Cape Town's economy from the worst effects of failing national government services. Ending load-shedding over time is a key focus. Securing a reliable supply of water in the future and providing quality sanitation and refuse collection services are essential to enable a life of hope and dignity to communities.

SAFETY: Crime causes people to live with constant fear and anxiety. This is a terrible form of oppression. No one can be free so long as this level of violent crime persists. Crime also chases away investment and economic activity. This is stealing our hope for a better future. Making Cape Town a city where all people can live with less fear of crime and violence requires collective action at scale, where government, the private sector and residents work together to make communities safer.

HOUSING: The lack of adequate housing is an urgent concern that affects the city's health and well-being, and slows down efforts to unstitch the legacy of apartheid spatial planning. The City must do everything it can to support the accelerated building of homes, both formal and informal, by the private sector to ensure adequate supply of housing to meet the needs of Capetonians.

PUBLIC SPACE, ENVIRONMENT AND AMENITIES: Maintaining a quality environment, public spaces and waterways helps to make our city healthier, more liveable, more attractive and more resilient. We will work with communities to keep our city clean so that Cape Town is a place that its people take pride in and its visitors love to return to.

TRANSPORT: Efficient and sustainable public transport and quality road networks are key enablers to businesses, workers and job seekers. A city that is better connected will be more productive and create more economic opportunities. We will work to make it safer and cheaper for all people to travel, increasing their freedom to enjoy all that our city has to offer. We will also work to change the dysfunctional nationally managed passenger rail system so that Cape Town can have a greater role in running a train system that works. Our city must be built on the right foundations if we are to succeed in becoming a City of Hope. These foundations are essential to achieving a prosperous, sustainable and inclusive city in the long term.

A RESILIENT CITY that meets its resource needs sustainably, responds to climate change and is able to withstand disaster events. The most significant way to increase the resilience of Cape Town's communities is to reduce poverty, being the primary driver of household vulnerability to shocks.

A MORE SPATIALLY INTEGRATED AND INCLUSIVE CITY, where people have more equitable access to economic opportunities and social amenities, and the barriers to inclusion and well-being are reduced. The City is committed to investing in public infrastructure to address the injustice of apartheid spatial planning.

A CAPABLE AND COLLABORATIVE CITY GOVERNMENT, which is modernised, financially healthy, administratively efficient, innovative and future-focused. A city government that empowers residents to contribute to decision making and is a collaborative and reliable partner to other government entities, residents and businesses in addressing persistent urban challenges. A city government that consistently fights for the needs of residents, even when the responsibility to meet those needs rests with the national or provincial government or a state-owned enterprise.

4.4 Urban Design Policy 2024:

What is the Designing Quality Places – Urban Design Policy?

The quality of our cities, towns, neighbourhoods, streets and public places have an important influence in our daily lives. The quality of these places contributes to our economy, our natural and built environments, their sustainability and the overall liveability and safety of our cities. This helps businesses to grow, promotes quality of life and influences our physical and mental health and well-being. It is through the application of design that the qualities of these environments are transformed, given purpose, become relevant, and have meaning. People and communities are at the centre of what this document seeks to promote. It looks to draw on a number of principles and design objectives to guide design responses in order to achieve a quality and well performing city. The strong links between quality of place and quality of life are widely recognised. Social, environmental, and therefore long-term economic benefits are derived from well-designed places. The Policy seeks to add value, through design (refer to Figure 03). The Policy is guided by overarching design principles (refer to Chapter 4.1-6), aligned with the City's strategic objectives and with an emphasis on achieving a resilient and more spatially integrated city, supporting a capable and collaborative city government (refer to Chapter 3.1). The Policy principles inform **nine objectives (see below)**. Each Policy objective is supported by a number of associated policy statements. Together, these provide the criteria that should inform the design of development proposals and form the basis on which development applications will be assessed (refer to Chapter 1.2-4).

NINE (9) POLICY OBJECTIVES:

OBJECTIVE 1:

Ensure legible spatial structure: Spatial structure refers to the organisation of space and urban activities to create legible places and neighbourhoods experienced at varying scales. This includes, urban, natural and green infrastructure systems, which structure the city as a whole.

Spatial structure lays the foundation for unique identity and the character of a place, its functionality, performance and connectedness. In our context, spatial structure has been used as a divisive tool; developments should therefore bridge these divides with the objective of contributing positively to the spatial structure of the city.

OBJECTIVE 2:

Create good quality open space through place-making: Quality open spaces are places of social exchange, retreat, reflection, relaxation and recreation that contribute to the health and well-being of city residents, workers, and visitors. These spaces play an important role in supporting biodiversity and instilling a sense of belonging, in addition to building resilience and adapting to climate change. It is critical to ensure that the public realm is of a high quality, is adequate, and is generous, as these are the environments that people use and experience collectively on a daily basis. The quality of the public realm is determined by how well the open space and its respective interfaces are designed, built, maintained and activated.

OBJECTIVE 3:

Contribute to the creation of healthy and safe communities: People's quality of life is dependent on their environment. Developments and the urban environment should contribute to the increased safety, sense of stability and general well-being of communities. Developments should build resilience and therefore reduce exposure to natural and human-induced environmental hazards, such as heat, flooding, fire, pollution, climate risks and resource shortages. Places should be designed to promote safe and secure environments. Where levels of safety are increased and where the occurrences of vandalism are reduced, criminal and violent activities are more difficult to commit and perpetrators of crime are easier to identify.

OBJECTIVE 4:

Design streets as positive public space: In order to create a people-centred, liveable city, streets and squares should be multifunctional spaces that form an integral part of the city's public realm. This should be considered as part of, and in parallel to an accessible urban mobility and non-motorised transport (NMT) hierarchy and network. These well-designed public spaces help to create a neighbourhood's 'sense of place', while assisting with accessibility and connectivity. These spaces should promote a safe community and social, cultural and commercial activities.

OBJECTIVE 5:

Promote intensity, diversity and adaptability of uses: Positive development attracts a diverse range of people and the intensity of use that they bring. Aspire to design places that can be used for multiple activities, now and into the future. These locations play a pivotal role in cultivating cultural, spatial, physical, and socio-economic diversity. These places contribute to the success of a development and the performance of the City.

OBJECTIVE 6:

Ensure positive interfaces onto the public realm: The creation of positive interfaces is fundamental to the way that people experience the city and is therefore central to good place-making. Positive interfaces between buildings and the public realm have a huge impact on the success of the public environment. Appropriate scale, urban grain, massing and the interface of the built form play an important role in creating the quality of the public realm.

OBJECTIVE 7:

Provide support to sites of informality: Informality is an integral part of our urban environment, which has particular implications for urban development. Informality and sites of informality have an interdependent relationship with the formal economy. Urban development should acknowledge and support the role that informality plays in our city and for its residents, recognising that the informal sector supports many food insecure households. Public and private investment is key to developing a city that accommodates the needs of the informal sector. This objective therefore seeks to support informality through making appropriate design provision that enables the improvement of lives and livelihoods.

OBJECTIVE 8:

Value and enhance green open spaces: Green open spaces are invaluable resources to the city and the broader public. Urban built form, with its associated human activities often has an impact on nature. It is therefore important that development is sustainable, while respecting, protecting and enhancing the surrounding natural environment. Development should focus on creating positive relationships and opportunities with the wider natural environment. Green open spaces must be accessible and safe, and should be positive recreational, social, educational and conservation resources for communities.

OBJECTIVE 9:

Respond to the character and identity of an area: The qualities that come together to give a place a particular character or identity are what distinguish one part of the city from another. This character or 'sense- of -place', is influenced by natural features, land use, landmarks, heritage structures and built form as well as layered, intangible qualities such as cultural practice and memory. These qualities need to be acknowledged, protected and enhanced through sensitive design.

NOTE: The Design of the proposed building is compatible to what exists in the Broader Eikendal Area as well as the in close proximity Belmont Park Area. The proposed building will therefore blend into the existing buildings and or other businesses along Voortrekker Road. The proposal can also allow for trees to be planted along Voortrekker Road if required in order to provide a soft edge to the business use. The proposal has noted the Urban Design Policy and is envisaged to be compatible to what the Urban Design Policy objectives outlines.

4.5 Transit Orientated Development:

The intent of the said policy is to address spatial inequality, improve public transport affordability and address sprawl which is driven by the integration of sustainable public transport and strategic land use intervention. It also fosters the principles of affordability, accessibility, intensification and densification.

With regard to the proposed development, the said business use will be located along Voortrekker Road of which Voortrekker Road being a Proclaimed Main Road is a key transit route connecting surrounding areas. This makes the development proposal very accessible as it is in close proximity to various social and economic services and more importantly to public and private transport links along Voortrekker Road. Voortrekker Road is also a popular mini-bus taxi route and also has many bus-stops located along it. As such, the proposed shop will be highly accessible to the surrounding communities alleviating pressure on the wider road network.

4.6 Cape Town Economic Growth Strategy:

The EGS strives to contribute to a global competitive city through fostering competitiveness, productivity, infrastructure investment, trade promotion, inclusion and sustainable economic growth.

The rezoning of the subject property is firmly entrenched in the building blocks of the EGS Policy for promoting a competitive urban environment. This is based on the fact that the proposed rezoning is to facilitate a newly built building to accommodate a business (shop) for the benefit of the surrounding community that will be easily accessible along both Voortrekker Road. The proposed use will thus provide a local service to the community and promote additional job creation within the local community. Current similar existing services (Business Uses) along Voortrekker Road in both directions has been successfully providing a successful service to the community. Voortrekker Road in particular will be enhanced by the proposed new building proposal and fit in with the EGS's policy objectives.

4.7 Social Development Strategy

The development policy strives to foster social development of people, especially the poor and marginalised, through the promotion of safety, poverty alleviation, social integration and access to infrastructure and social facilities.

In terms of the principles and objectives set out in the Cape Town Social Development Strategy, namely, the proposed rezoning application will contribute positively to the improvement of lives. The improvements will be through job creation opportunities to communities who will then be able to meet their needs. Furthermore, having access to business uses is an everyday social need and the proposal contributes to proving / fulfilling that need to communities.

5 DEVELOPMENT PLANNING PROPOSALS:

5.1 Rezoning in Terms of Section 42(a) of the City of Cape Town Municipal Planning Amendment By-Law 2025:

- The application is to Rezone the subject property from Residential 1 Use Zone (R1) to a General Business Use Zone (GB2) to permit Business Use (Shops). The proposed development consists of Two (2) Shop as depicted on the attached Proposed Site Development Plan (SDP).

5.2 Departure in Terms of Section 42(b) of the Municipal Planning Amendment By-Law 2025, Read with Section 137 of the DMS:

- Departure to permit Eight (8) On-Site Parking Bays in lieu of Twenty Six (26) On-Site Parking Bays Required. Also refer to Point 6.2 further below with regard to the parking Departure required.

6 SITE DEVELOPMENT PLAN:

6.1 Proposal:

The subject property to be utilized for Business Purposes will be developed with Two (2) Shops as depicted on the **attached Site Development Plan (SDP)**.

Shop 1 which is 796 Square Meters in Extent will be utilized as a Hardware Store, and Shop 2 which is 61 Square Meters in Extent is to be utilized as a Small Convenient Store providing Daily Necessities i.e. bread, milk sugar, electricity, airtime etc to the immediate surrounding property owners.

The Site Development Plan is submitted for the proposed rezoning application and if required, formal building plans will be submitted for approval, once the rezoning is approved.

It must be noted that the design and development of the subject property for Business Use (Shops) purposes are considered important to any region. Other than providing end users with needs, the development of business properties are also seen as being important stimuli for the much needed job creation during construction as well as after construction when the proposed Shops comes in operation.

Sufficient space is available on the subject property to accommodate the proposal. The subject property owner wants to maximize the site to its full potential and still maintain characteristics which are valued by the community.

Also note that Voortrekker Road and surrounding area has a number of existing businesses already built and currently operating.

The proposed rezoning will not lead to any deterioration in the general character of the area, but will rather enhance, add value and fit in to what already exists/or was previously approved in the broader Kraaifontein / Eikendal Area.

6.2 **Traffic Impact, Access and Parking:**

Traffic: It is envisaged that the proposed Shop will not impact or contribute negatively to the existing traffic situation of the area as only one additional use consisting of two shops is proposed.

Access: Access to the site will remain from Voortrekker Road as currently exercised. Also note that Voortrekker Road is a Classified Main Road with multiple means of existing Transport Modes (Bus, Private Taxi, Mini-Bus Taxi) easily available to utilize operating along Voortrekker Road.

Parking / Parking Departure: The site consisting of two shops totaling 857 square meters in extent, requires 26 on-site parking bays as per Section 137 of the DMS. However, with only eight (8) on-site parking bays and one (1) delivery loading parking bay being provided, a Parking Departure is required and applied for to permit eight on-site parking bays provided in lieu of 26 parking bays required. It must be noted that the amount of parking bays required seems excessive especially with the property being located on a Proclaimed Main Road (Voortrekker Road) which has various / numerous means of current transport modes (Bus, Private Taxi, Mini Bus Taxi etc) profoundly and easily available to and from the site. The application will also be circulated to the Department of Transport for Cape Town (TCT) in order to assess the Rezoning Application related to Parking, Traffic and Access requirements. It is envisaged that a parking departure can be provided.

- **GLA / Parking Ratios Calculation for the Proposed Shop:** The proposed Eight (8) on-site parking bays provided for do not comply with Section 137 of the DMS. A ratio of three (3) parking bays per 100 square meters GLA for 857 total square meters for shops is required to calculate the on-site parking requirements. As per the calculation below, a Parking Departure of is now required and applied for, **See below GLA / Parking Calculation:**

<u>SITE PARKING REQUIREMENTS:</u>	
CALCULATED AT THREE (3) BAYS PER 100 SQUARE METERS (GLA)	
SHOP 1 SQUARE METERS OF 796 SQUARE METERS	
PLUS (+)	
SHOP 2 SQUARE METERS OF 61 SQUARE METERS	
EQUALS (=)	
857 SQUARE METERS IN TOTAL	
SHOPS OF TOTAL 857 SQUARE METERS IN TOTAL	
CALCULATED AT THREE (3) BAYS PER 100 SQUARE METERS GLA	
(857 SQUARE METERS / THREE (3) BAYS PER 100 SQUARE METERS GLA	
= 26 PARKING BAYS REQUIRED FOR 857 SQUARE METERS OF SHOP.	
DEPARTURE REQUIRED TO PERMIT 8 BAYS IN LIEU OF 26 BAYS REQUIRED	

6.3 Other Services:

The application will also be circulated to the various services branches i.e. water, electricity, sewerage for their comment and approval subject to their conditions of approval of which the applicant will comply with.

6.4 Other Departures (DMS):

Other than the Parking Departure required and applied for, No Other Departures for i.e. Street and Common Building Line Setbacks, Heights, Coverage, etc are required in Terms of the Development Management Scheme for the Proposed General Business (GB2) Zone. Therefore, the proposal complies with the Regulations within the DMS, (**See Below**)

Building Lines	Street 0,0 m up to 10,0 m height; 4,5 m above 10,0 m	Common 0,0m	Compliant
Floor Factor	2,0		N/a - Compliant
Coverage	100%	N/a	Compliant
Height	15m Permitted	6,1 Proposed	Compliant
Parking	26 Required	8 Provided	Departure Required

6.4.1 Uses Permitted in terms of the DMS:

The General Business Use Zone permits that the site can be built up with a Business Premises as of Right. The proposal is to erect Two (2) shops at the site for which the Rezoning Application is applied for.

7 DESIRABILITY CRITERIA:

Considerations of criteria in terms of Section 99

The desirability of this proposed development will be assessed against the following desirability parameters as indicated in Section 99(3) of the Municipal Planning By-Law.

CRITERIA	MOTIVATION
Socio Economic Impact	The proposed development with the creation of a proposed warehouse will stimulate the local economy by the creation of additional jobs for the local population during construction, during further maintenance on the properties as well as when the proposed use become operational.
Compatibility with	As broadly explained in 3.3 and 3.4 above the proposal is highly

Surrounding Uses	compatible with the existing surrounding land uses as the area has a variety of mix uses and other zones. Voortrekker Road has existing businesses which the proposal will easily fit into and be enhanced.
Impact on Engineering Service	There is no negative impact expected on the existing external engineering services as the proposal is situated in an existing built up area that is well serviced with roads, water, sewerage and storm-water to easily accommodate the proposed development.
Safety, Health and Wellbeing of Surrounding Community	The proposed development does not have any adverse impact on the safety, health and wellbeing of the surrounding community. The site will be built up with a new building and the community will be pleased to see the site being developed rather than being vacant. Vacant sites bring endless problems to areas i.e. squatters, vagrants and dumping which affects the health, wellbeing and safety of the community. Eight (8) safe onsite parking bays has been provided for and a parking departure is also being applied for. National health and safety measures will be implemented during the construction and operating stage. When the proposal is complete, it will benefit the community and surrounding properties as it could increase the value of the surrounding properties.
Heritage	None: The subject property does not form part of any heritage area and does not have any natural features that would be affected. This application does not trigger anything in terms of the Natural Heritage Resources Act.
Biophysical Environment	None: This property is not environmentally sensitive and the effects of the development will not have a negative impact on the biophysical environment.
Traffic Impact, Parking, Access and Related Transport Considerations	No major negative impacts is envisaged on the existing traffic situation, access or parking. The site accommodates a total of eight (8) on-site parking bays and access and exit to and from the site is easily accessible from Voortrekker Road. A parking departure is also required and applied for to permit reduced on-site parking.
Mitigating Issues	The application will be advertised to the Internal Services Branched who will issue their conditions of approval which the owners will generally accept. The proposal will enhance the Broader Kraaifontein / Eikendal Area who already have existing buildings similar as to what the owner now propose.

7.1 Desirability Motivation

The proposal in terms of the City of Cape Town Municipal Planning By-Law 2015 is considered desirable and appropriate for the following reasons:

- The site is in close proximity to good access routes;
- The proposal is compatible with the existing surrounding built fabric, use and zoning;
- By observing the character of the area, the proposal will not have a detrimental effect on the surrounding built environment, the existing use and zoning;
- The site is currently vacant and the owners want to maximize the site to its full potential as favourable Rezoning to General Business (GB2) can be obtained;
- Employment opportunities will be derived from the development while in construction stage as well as employment opportunities when completed. The proposal therefore contributes positively to the already low unemployed ratios that exists broadly.

8 CONCLUSION:

The proposed Rezoning and Departure application is in line with the above mentioned policies as mentioned in the motivation. The property can be properly developed without impacting on the surrounding properties existing rights or the character of the area in general.

The proposed development of Erf 3860 Kraaifontein in Eikendal assists in not only addressing the metropolitan shortage of employment but also recognizes the need to unlock the development potential of the site within a Cape Metropolitan Area to its full potential as the site is relatively large at 1487 Square Meter in extent.

Approval of this application will also generating additional rates and economic activity which are a benefit to the City. Based on the surrounding land uses, zoning, applicable planning instruments and physical / location attributes, it is evident that this proposal will achieve a good “fit” with what already exists or is foreseen in the area.

In this regard and based on the above, the Proposed Rezoning and Departure in terms of The City of Cape Town Municipal Planning Amendment By-Law 2025 is envisaged to be desirable, has merit and deserves the full support of Council and their decision making committees if and when required.

The Applicant

on behalf of the subject property owner/s.

