



CITY OF CAPE TOWN
ISIXEKO SASEKAPA
STAD KAAPSTAD

Case ID 1500156055

**Erf 6192, 11 Magellaan Street,
Forest Heights, Kleinvlei**

Development Management

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APPLICATION FOR REZONING AND DEPARTURES: ERF 6192 KLEINVLEI, 11 MAGELLAAN STREET, FOREST GLADE

INTRODUCTION

This report seeks to motivate an application for rezoning and departures, to facilitate a development of the proposed flats on Erf 6192. The report shows that the proposed development is compatible, desirable and in the interest of the general public and/or realm. To expedite this application, the following applications are required and submitted in terms of the following Sections:

1. Section 42(a) of the MPBL to rezone erf 6192, Residential 1: Conventional Housing to General Residential Subzone 2 (GR2) to permit the development of flats.
2. Section 42(b) of the MPBL:
 - To permit a permanent departure from item 35:
 - to permit a building to be setback 0.0m in lieu of 4.5m from the street boundary (Magellaan Street)
 - to permit a building, after the first 18m, to be setback 0.0m in lieu of 4.5m from the western common boundary.
 - to permit a building, after the first 18m, to be setback 0.0m in lieu of 4.5m from the south common boundary.
 - To permit a permanent departure from item 141(1)(b) to enable parked vehicles on the property to reverse onto the street..
 - To permit a permanent departure from Item 137 to permit 4 parking bays in lieu of 18 onsite required.

PROPERTY PARTICULARS Table 1: Property Information

Erf Number	Erf 6192 Kleinvlei
Street address	11 Magellaan Street, Forest Glade
Registered owner	
Deed of Transfer	
Extent	387m ²
Zoning Scheme	Development Management Scheme
Zoning	Residential 1: Conventional Housing
Legislation	City of Cape Town Municipal Planning Amendment By-Law 2017.
Applicable Section in terms of which application is made	Section 42(a) and 42(b) of the MPBL

The aerial photograph indicating the property in relation to the surrounding built environment is below:

Figure 1: Locality Plan



Figure 2: Aerial Photograph



Figure 3: Aerial Site Photograph



The zoning map extract:





SITE PARTICULARS AND SURROUNDING AREA

The property in question (Erf 6192) is situated at 11 Magellaan Street, Forest Glade and is Residential 1: Conventional Housing in terms of the DMS. The subject property measures 387m² in extent and is developed with an existing house, 2nd dwelling (approved building plan – Approval Number: 97580872) converted into Outside Bedroom 1 and 2, Domestic Quarters approved building plan – Approval Number: 97580872) converted into Outside bedroom 3 and 4 and an additional 1st Floor with 4 units. Vehicular access to the site is taken from Dias Street. The subject property is located within a residential neighborhood which is predominantly zoned Residential (R 1).

DEVELOPMENT PROPOSAL AND DMS

The proposal aims to regularize the proposed conversion of the ground floor into 4 units and the addition of a first floor with 4 units on the property and to achieve such, rezoning and, departures are required. The nature of the proposed development is in contradiction to the current DMS regulations; therefore constitutes for a rezoning and departures application.

With this been said, it should be noted that an application for rezoning and departures is submitted, subject to the provisions of the Cape Town Municipal Planning By- Law, 2015, and they are stipulated as follows:

Proposed Rezoning and Departures.

The proposed development is subject to the following:

1. Section 42(a) of the MPBL to rezone erf 6192, Residential 1: Conventional Housing to General Residential Subzone 2 (GR2) to permit the development of flats.
2. Section 42(b) of MPBL:
 - To permit a permanent departure from item 35:
 - to permit a building to be setback 0.0m in lieu of 4.5m from the street boundary (Magellaan Street)
 - to permit a building, after the first 18m, to be setback 0.0m in lieu of 4.5m from the western common boundary.
 - to permit a building, after the first 18m, to be setback 0.0m in lieu of 4.5m from the south common boundary.
 - To permit a permanent departure from item 141(1)(b) departure to enable parked vehicles on the property to reverse onto the street.
 - To permit a permanent departure from Item 137 to permit 4 parking bays in lieu of 18 onsite required.

Table 2: Development Table – shown in bold indicate the departures

Development Rules	Permitted	Proposed
Floor factor	1,0	0.7
Height	15m (top of roof)	8m
Building lines	4.5m Street Building line 4.5m common boundary building line	Western boundary = 0m Eastern Boundary = 0.0m Southern Boundary = 0.0m
Coverage	60%	40%

DEVELOPMENT MANAGEMENT SCHEME

The existing zoning does not, however, make provision for the development of flats as a primary right or as a consent. An alternative zoning is therefore required.

The suitable zone that meets the above-mentioned criterium is believed to be General Residential Zoning. The description of the proposed General Residential Zoning in the DMS reads as follows:

The GR zonings promote higher-density residential development, including blocks of flats.

Different development rules apply to different subzonings, particularly with regard to height and floor space, in order to accommodate variations of built form. GR2 accommodates flats of relatively low height and floor space.

Below is an extract of Item 40 of the DMS indicating the primary and consent uses permitted on General Residential zoned properties:

40 Use of the property

The following use restrictions apply to property in these subzonings:

- (a) **Primary uses** subject to paragraph (c) are dwelling house, second dwelling, group housing, boarding house, guest house, ***flats***, private road and open space.
- (b) **Consent uses** subject to paragraph (c) are utility service, place of instruction, place of worship, institution, hospital, place of assembly, home occupation, shops, hotel, conference facility and rooftop base telecommunication station.

With reference to the above, **flats** are defined in the DMS as follows:

***‘flats’** means a building containing three or more dwelling units, together with such outbuildings as are ordinarily associated therewith; provided further that in those zonings where flats are permissible, a building with less than three dwelling units shall also be permissible in a building approved for flats or purposes other than for flats.*

While the surrounding area has components of SR1, it is clear that the suitable and appropriate zoning is General Residential Sub-zoning GR2 for the proposed development of flats. SR1 does not accommodate for the development of flats and due to the position of the site on Dias Street and Magellaan GR2 is considered more appropriate.

THE PROPOSAL DEVELOPMENT PROPOSAL (BUILT FORM)

PROPOSED DEVELOPMENT

The proposed units contain open plan lounge and kitchenet, bedroom and bath. The proposal involves the construction of 4 units on the ground floor and 4 units on the 1st floor. The total floor space of the proposed development thus equates to 180m². The property owner intends to rent out the units to the public.

Table 3: Built Form

SITE AREA	387m ²
EXISTING	60m ²
GROUND FLOOR AREA	90m ²
1ST FLOOR AREA	90m ²

TOTAL COVERAGE	40%
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PARKING

A total of 4 parking bays is made available for parking east of the site as reflected on plan (plan no.: 2102-103). The area will be paved and is able to accommodate approximately 4 in lieu of 18 vehicles on the site for on-site parking.

With the above considered, the proposal triggers a **parking departure in terms of Item 137 of the Development Management Scheme**, as the required number and/or configuration of parking bays cannot be fully accommodated on the property.

In addition, a **permanent departure is required from Item 141(1)(b) of the Development Management Scheme** to permit vehicles parked on the property to **reverse onto the public street (Dias Street)** which falls under the “Local Street” road classification.

Item 137 of the DMS deals with the provision of on-site parking. According to this Item, parking for flats shall be provided at a rate of 1,75 bays per dwelling unit, plus 0,25 bays per dwelling unit for visitors. And for main dwelling house (SR1 Zoning) at a rate of 2 bays per dwelling unit (1 bay per dwelling for erven < 350 m2). 4 parking bays have been provided on-site.

- Vehicular access is provided on the property in order to minimise any traffic impact on Dias Street.
- The limited onsite parking will also encourage residents and visitors of the proposed development to use public transport or walk to and from the development. In essence, this promotes a more sustainable transport system and will increase pedestrian activity.
- Given the location of the property and provision of public transport, the proposed zero bays are considered sufficient. The MyCiti bus, Golden Arrow bus and taxi routes runs within walking distance of the site. The target market is well-acquainted with Uber/Bolt/InDriver taxis.
- Public Transport Amenities in the surrounding area:

TRANSPORT ACCESSIBILITY SUMMARY			
Mode	Facility	Distance	Function
Rail	Eerster River Station	2.5 km	Regional Access
Taxi	Eerste River PTI	2.5 km	Feeder Network
Taxi Route	F39 Loop	0.7 km	Internal Mobility

BRT	MyCiTi (Future)	±5–10km	IPTN Integration
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The applicant requests a permanent departure from Item 141(1)(b) of the Development Management Scheme to permit vehicles parked on the property to reverse onto the public street.

- Site constraints

Due to the limited site depth and configuration, it is not feasible to provide a turning circle or manoeuvring area within the property boundaries.

- Low traffic volumes

The adjacent street is a low-volume local road, and the occasional reversing movement will not pose a traffic safety concern.

- Common practice in residential areas

Many residential properties in the surrounding area reverse onto the street, and the proposed access arrangement will therefore be consistent with the prevailing pattern of development.

- Minimal traffic impact

The development will generate limited vehicular trips, and therefore the reversing manoeuvre will not materially impact traffic flow or pedestrian safety.

- Safe design

The proposed driveway and parking layout will provide adequate visibility and access, ensuring safe vehicle movements.

MOTIVATION: POLICY COMPLIANCE

Policy and Planning Compliance

A number of Council planning and policy documents have been produced in response to the continued pressure for development of well-located land and a need to increase densities in existing urban areas. These documents and their relevance to this proposal are briefly discussed below.

Cape Town Spatial Development Framework

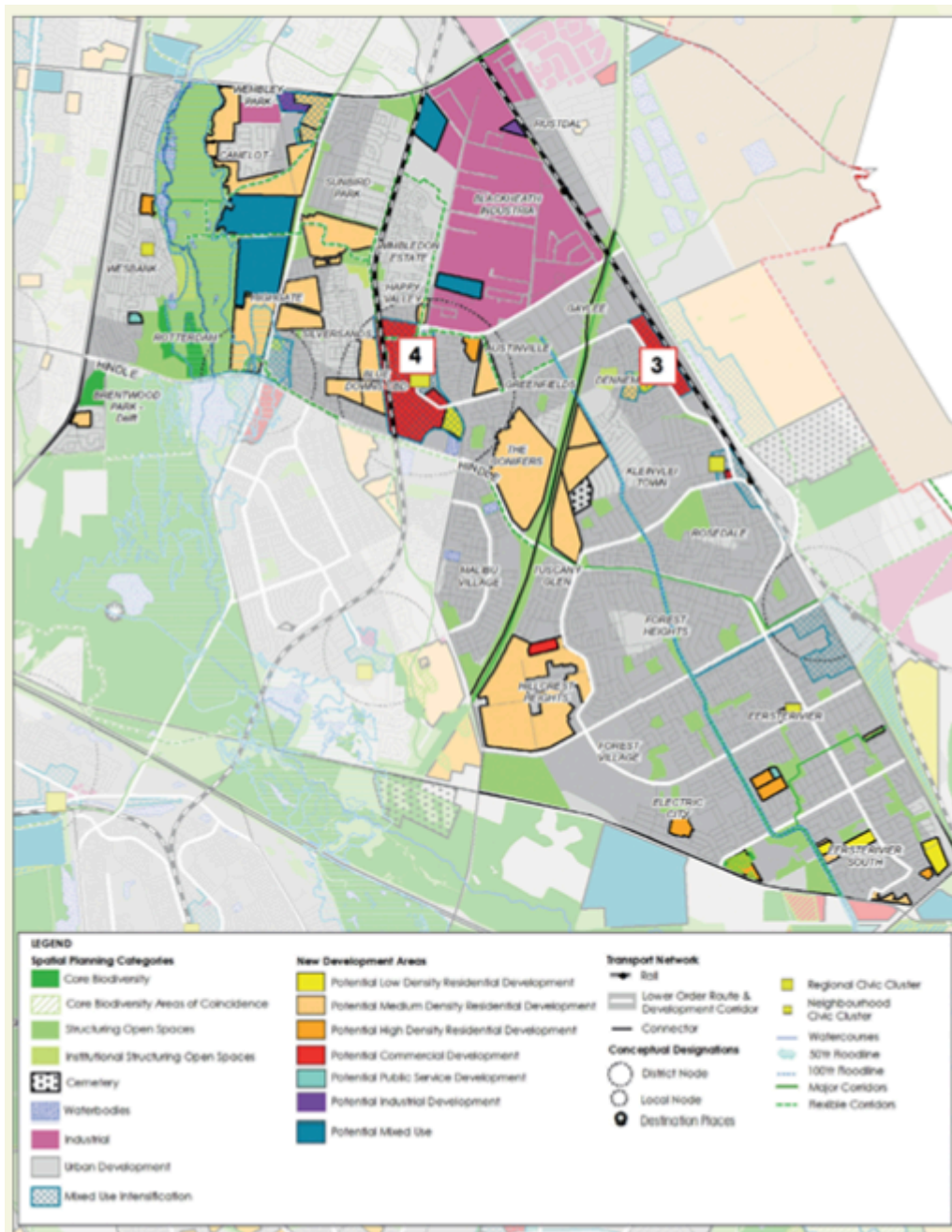
The proposal is consistent with the CTSDF as it is in line with the following policy guidelines:

- Higher densities and a greater mix of land uses within an appropriate location within the urban edge.

- Intensification of land uses.
- Encourage a more compact form of development.
- Determine appropriate location, height, scale, form and orientation of higher density developments.
- Promoting different residential types, cost and sizes in appropriate locations to help redress residential imbalances.

The Khayelitsha Mitchells Plain District Plan

The Khayelitsha Mitchells Plain District Plan, is divided into 10 sub-district areas; the subject property falls within the Greater Blue Downs Sub-district Area. According to this plan, the property fall within an area designated for new medium-density residential developments.



The district Plan depict and outline the vision of the municipality at a local scale. The district plan express development guidelines for area, and give a broad spectrum of what type development is suitable and encouraged in which particular within the municipality. As per District plan the site is situated in Urban development area within the Sub district 9 of the Khayelitsha Mitchells Plain District Plan. The District plan highlight that contextual densification is encourage within areas classified at Urban development areas. Therefore, densification such as a rezoning to GR2 zone to accommodate a flats is regarded to be in line with the spatial vision of the Greater Bluedowns area in general.

The overarching principle outlined in the District Plan is planning for employment and improving access to economic opportunities. The proposal makes efficient use of the site and optimises development through the change in land use in relation with the existing built form. The proposal is compliant with and has been informed by the proposal and focus areas as set out in the District Plan.

Plan recommends the following for the Greater Blue Downs Sub-district Area:

New medium-density residential development is proposed for the undeveloped properties described below. These properties provide an opportunity for medium-density infill development. It is important that new developments are designed to have a positive interface with the existing urban fabric, the existing residential developments and public open space.

e. Support infill development on underutilised land.

- 11. Support medium to high-density residential development and commercial uses in the railway station areas.*
- 12. Where appropriate, support rezoning of land abutting the station areas to accommodate high- density mixed-use development opportunities.*
- 13. Residential areas in close proximity around CBD areas should be reinforced by increasing their residential densities.*

The identity of the local neighbourhood will be enhanced as the development of the site will contribute in achieving the objectives of the District Plan in this neighbourhood for the full development proposal.

High density residential development catering for a broad spectrum of the population, including low income communities, would not only address the need for social housing but would also assist in achieving a more efficient city form and required thresholds support commercial activity and public transport services. A number of strategic vacant land parcels in public/semi-public ownership could be considered for such housing projects.

Urban Design Policy

Objective 3: Ensure that developments contribute to the creation of safe and secure communities

Ps3.1.: Optimise visual connections and increase passive surveillance of the public realm by: creating routes that have simple straightforward geometries; locating many doors, windows,

balconies and terraces along the public interface; providing a mix of complementary land uses wherever possible; and creating simple designs that do not create blind spots and entrapment spaces.

The building is in line with the objectives of the Policy which outlines there must be a passive surveillance of the public realm hence providing an active street through its design and façade. It is important to note that the parking area is not visible from the street.

Objective 5: Promote development intensity, diversity and adaptability

Ps5.2.: A proposal must make efficient use of its site and seek to optimise its development potential through the intensification of built form (in terms of height and coverage) in response to the elements of the urban structure.

The development of the property will not impact on the surrounding properties. It will however allow for the developed site to be planned in a holistic manner which will allow for a better design, both architecturally and in terms of urban functioning and land utilisation. There are no floor space and height departures proposed and the building is within the 60% coverage in terms of the DMS.

Social Development Strategy (2013)

The proposed development supports the objectives of the City of Cape Town Social Development Strategy (2013) by contributing towards the provision of affordable rental accommodation within an established urban area. The development will increase access to formal housing opportunities for lower- and middle-income households in proximity to public transport routes, employment opportunities, community facilities and social services.

The proposal promotes social inclusion by accommodating a greater number of households within the existing urban footprint and assists in addressing the demand for well-located housing. The development further contributes to creating a more integrated and equitable urban environment by providing additional housing opportunities in an area that is already serviced by municipal infrastructure and public transport.

Inclusive Economic Growth Strategy (2021)

The proposal aligns with the City of Cape Town Inclusive Economic Growth Strategy (2021) by supporting residential intensification and the efficient utilisation of urban land within an established neighbourhood. The development contributes to economic inclusion by providing additional accommodation opportunities for economically active residents who require access to employment areas, public transport and local economic opportunities.

The proposed development will generate both direct and indirect economic benefits through construction-related employment, increased demand for local goods and services, and the provision of rental accommodation that supports labour mobility within the city. By accommodating additional residents within the existing urban area, the proposal promotes more efficient use of public infrastructure and supports a compact urban form consistent with the City's long-term economic growth objectives.

City of Cape Town Economic Growth Policy Context

The proposal is consistent with the City's broader economic growth objectives as it:

- Promotes efficient use of well-located urban land through residential intensification.
- Supports investment in established urban areas.
- Improves access to housing opportunities close to public transport and economic opportunities.
- Contributes to a more compact and sustainable urban form.
- Supports local economic activity through increased residential population and consumer spending.
- Encourages the optimal utilisation of existing municipal infrastructure and services.

The proposal therefore supports both the social and economic development objectives of the City of Cape Town and contributes towards the creation of a more inclusive, integrated and sustainable urban environment.

Transit Orientated Development Strategy Framework (TOD)

The proposed development is compliant with the TOD as it intensifies and densifies development close to public transport. This could assist to increase the affordability of public transport, improve its accessibility and efficiency and create a sense of place.

The proposal seeks to provide 4 parking bays in lieu of 18 bays required, close to public transport facilities, including the MyCiti bus station, Golden Arrow bus stops and taxi/mini bus stops abutting the property, it does aid in the objectives of TOD, such as maximising "location efficiency".

Densification Policy

The Densification Policy states that, "Appropriately designed and located higher densities (in terms of form, scale, height, orientation) can provide an opportunity for place-making and the creation of attractive and safe urban environments, particularly those in proximity to public spaces (both natural and built)."

The proposal to densify the property represents appropriate densification. Appropriate densification facilitates a gradual restructuring of the City which is vital in term of social, economic and environmental sustainability and it is an important mechanism towards improving the inefficiency city structure that currently exists.

The proposal is consistent with the Policy for the following reasons:

- It ensures the optimal and efficient use of infrastructure, services, facilities and land.
- It will enhance the built environment.
- The scale of the proposal is appropriate in the immediate context.
- It contributes to place-making and the development of attractive safe urban environment.

APPLICABLE LEGISLATION & ADJUDICATION

Section 42 of the Municipal Planning By-Law (MPBL) provides that application can be made to the City of Cape Town for following:

42(a) rezoning and 42(b) permanent departure.

Section 99(3) of the MPBL sets out the criteria to be used in the assessment and decision-making process of an application. The following considerations are relevant to take into account:

- a) Socio-economic impact;
- b) Compatibility with surrounding uses;
- c) Impact on the external engineering services;
- d) Impact on safety, health and wellbeing of surrounding community;
- e) Impact on heritage;
- f) Impact on the biophysical environment;
- g) Traffic impacts, parking, access and other transport related considerations; and
- h) Whether the imposition of conditions can mitigate an adverse impact of the proposed land use.

Social-economic impact:

The proposal fulfils the important objective of contributing towards increased economic opportunities and job creation. These are key strategies towards growing the economy of Cape Town in response to poverty and unemployment as the fundamental challenges currently facing the City. The proposal would thus form a meaningful contribution by providing short-term employment in the construction industry. The proposal contributes towards the maximization of income-generating opportunities. By extension, the aforementioned provision of short-term employment in the construction industry bears positive social impacts as it fosters inclusion for those otherwise unable to gain access to alternative income generating opportunities. Moreover, it allows for further development of skills necessary for sustained means of livelihood.

The proposal to rezone the property will increase the value of the property and have a positive impact on property values in the area and rates income to the City.

Compatibility with surrounding uses:

The proposed new building work is residential in nature. As such, does not conform to the existing land use to the subject property, but conforms to the surrounding area. As such, it is not foreseen that the proposal will have a negative impact on the streetscape and built form of the area at large. The proposed height and design of the building has been assessed in terms of single residential zoning of the neighbouring properties. The proposed building will not have any negative impact on views as there are no height departures on the building. The future vision of the area is for all the single dwellings to be developed with flats as per the recommendation in all the policies applicable to the area.

Impact on external engineering services:

The service departments to which the application is to be circulated would impose conditions to mitigate any negative impacts which the proposal might have on external engineering services. The proposed development will not exert pressure or strain on the existing external services because of its size and nature. Sufficient infrastructure exists and the proposed alterations will not have a material impact.

Impact on safety, health and wellbeing of the surrounding community

It is believed that the proposal will have a positive impact on security as there will be more surveillance and on-site presence; the proposal will not have any negative impact on the health or wellbeing of the neighbours.

Impact on heritage:

The site is not situated within a Heritage Protection Area and the existing building is modern and not of any heritage value. The existing building is not a listed building, and the site is not situated in a Heritage Protection Overlay Zone.

Impact on the biophysical environment:

These departures are considered to be desirable in light of the benefits of densification, the lack of adverse impact on the natural environment and impact on existing rights.

Traffic impacts, parking, access and other transport related considerations:

The addition of the proposed units to the site will not have any great impact on existing traffic volumes and movements due to the scale of the development. The site is located in a standard zone in terms of the parking requirements, which allows for 1,75 bays per dwelling unit, plus 0,25 bays per dwelling unit for visitors. And for main dwelling house (SR1 Zoning) at a rate of 2 bays per dwelling unit (1 bay per dwelling for erven < 350 m²) and as reflected on the plans the developed site can accommodate approximately the 4 vehicles on the site. Access to the site will remain unchanged, with vehicular and pedestrian access taken from Dias Street.

Whether the imposition of conditions can mitigate an adverse impact of the proposed land use:

The proposed land use rights can thus be regarded as congruent in the area and should not have a detrimental effect on the neighboring land uses. The proposed development will be in keeping (compatible) with the character of the immediate area as well as Kleinvelei in general. The application for the rezoning and departures, subject area is in accordance to the required provisions of the law. Therefore, this application report for the development of Erf 6192 Kleinvelei shows that the proposal is consistent with the applicable planning legislation and is desirable within the local context.

MOTIVATION

The rezoning and departures will not cause a negative impact on any of the surrounding houses. The following points motivate the proposed development based on its desirability factors. Such factors include and relate to the benefits of the proposal within the subject area and the community in greater extent, as well as being acceptable within the existing urban land scape on the other hand limiting and negative development impact on the surrounding areas.

Rezoning

- The property is currently zoned Residential 1: Conventional Housing (R1) which use does not permit the construction of flats; the property needs to be rezoned to General Residential Subzone GR2 which is in keeping with the character of the surrounding properties.
- The property is ideally located being in well-established, relatively high- density residential areas. The character of the area is therefore highly mixed with respect to land uses and zoning, and the proposed rezoning will blend in completely. The proposed land use is wholly compatible with the surrounding land uses.
- The reasoning for the proposed GR2 zoning was explained above; in short, it is the appropriate zoning which can accommodate the block of flats as permanent rights.
- Rezoning of the property will not result in the loss of amenity to the public as they are privately owned, and the rezoning will have no negative impact on abutting property owners or existing rights concerned.
- Permitting an alternative land use on the property will also enable the large property to be adequately maintained that will increase its value and thus have a positive impact on the general property values in the area.
- It is noted that the proposed zoning will still permit the property to be used for residential purposes.

Impact on existing rights:

Approving the rezoning and departures would not result in abutting land owners not being able to exercise their primary land use rights, as they too may apply for deviations and consent in terms of the DMS regulations as their circumstances require. The existing rights of the neighbors will not be affected. The proposed development will not have any negative impact on views as there are no height departures on the building.

The proposed dwelling unit and Built Form:

The height of the proposed additions equates to 8m - the building height of the proposed development adheres to the conditions stipulated in the Development Management Scheme. The proposed development was carefully designed to minimize the impact of the departures (height), and hence the impact on the neighbors. The overall height of the proposed additions complies with the DMS and therefore no height departure is required in this instance.

Impact on Adjacent Properties:

The site is currently developed with single dwelling and flats at rear of the property and must be in accordance with the definitions and interpretation contained in Chapter 1 of the Development Management Scheme. The proposed development will not materially alter the impact of the building on the abutting property owners. The proposed addition will not have an impact on the views to the mountain, privacy of the abutting neighbors and the character of the area. The proposal includes windows/balconies that may result in overlooking of the adjoining residential property. In order to mitigate potential privacy impacts, privacy screening and/or obscure glazing will be implemented in accordance with the provisions of Item 150 of the Development Management Scheme.

Need for Affordable Rental Accommodation

There is a clear and visible demand within the broader Kleinvlei / Eerste River area for small, affordable rental units, formal accommodation located close to employment areas and public transport, and alternatives to backyard and overcrowded living arrangements. The proposal responds directly to this demand by providing formal, regulated small-scale rental units within an existing residential neighbourhood rather than through informal or unregulated intensification. The development therefore represents a planned and managed response to an existing housing reality within the area rather than the introduction of a speculative or inappropriate land use.

Need for Residential Intensification within the Urban Footprint

The subject property is located within the established urban edge, in a built-up residential suburb that is already served by municipal infrastructure. Municipal spatial policy

consistently promotes increased residential densities within existing urban areas in order to optimise infrastructure investment, reduce urban sprawl, and improve access to economic opportunities and public transport. Retaining the property under a low-density residential zoning constrains its ability to contribute to these objectives, whereas rezoning to General Residential 2 (GR2) enables a more efficient and appropriate use of well-located urban land.

Need for a Formal Planning Framework

Incremental densification is already occurring in the surrounding area through backyard dwellings and informal rental rooms, which often take place outside formal planning controls. Rezoning the property to GR2 brings the development into a regulated land use category, ensures compliance with applicable building, fire and health standards, and allows the City to manage potential impacts through development parameters and conditions. The rezoning therefore supports orderly and properly managed residential intensification within the existing neighbourhood.

Desirability in the Spatial Context

The property is located within an established residential environment that is fully serviced, integrated into the existing street network and accessible to public transport routes and local facilities. In this context, medium-density residential development is more appropriate than maintaining a low-density designation that underutilises well-located urban land. The General Residential 2 zoning category is specifically intended to accommodate this scale of residential intensification within serviced urban areas.

Desirability in Terms of Land Use Character

The proposed rezoning does not introduce a non-residential or incompatible land use into the area, as the use remains residential in nature and consistent with living accommodation. The development would be comparable in building scale to two-storey residential buildings commonly permitted in suburban areas, meaning that the change relates primarily to residential intensity rather than land use character. Such evolution is typical and anticipated within established urban residential areas.

Desirability in Terms of Urban Form

The proposal promotes a more efficient use of a well-located corner erf by supporting a built form that contributes to a stronger street interface and improved passive surveillance of the public realm. This represents a more efficient use of the property compared to a single dwelling occupying only a small portion of the site while the remainder remains underutilised. The development therefore contributes to a more active and functional urban environment.

Desirability from a Municipal Perspective

From a municipal perspective, the rezoning supports several important objectives including

increasing residential yield within the existing urban footprint, supporting the provision of affordable housing, strengthening the municipal rates base and making better use of existing infrastructure. Importantly, the development does not require new bulk infrastructure extensions and therefore represents a cost-efficient form of urban growth within an already serviced area.

CONCLUSION

The proposed building satisfies the adjudication criteria of the relevant legislation. It has been demonstrated that the proposed additions will in fact have a positive impact on the surrounding erven with respect to views, privacy, over shadowing and property values than a building which can be developed as of right (with respect to the DMS). The Applicant has demonstrated that the proposal is sound, to the benefit of the area and will not result in any adverse impact. Based on the considerations set out herein, the applicant therefore concludes that the request is reasonable and desirable.

There is a clear need for formal affordable rental housing and for increased residential intensity within serviced urban areas. The proposed rezoning addresses these needs in a controlled and regulated manner while maintaining a residential land use that is compatible with the surrounding neighbourhood. Rezoning the property to General Residential 2 aligns the zoning with the intended residential intensity of the site, supports municipal spatial restructuring objectives and enables the City to manage development through an appropriate planning framework. The application therefore satisfies the planning test of need and desirability as required in terms of Section 42(a) of the Municipal Planning By-Law.

It is accordingly requested that the City of Cape Town, grant its approval to the application at hand.

Yours Sincerely

ANNEXURE A

DAVID HELLIG & ABRAHAMSE, LAND SURVEYORS

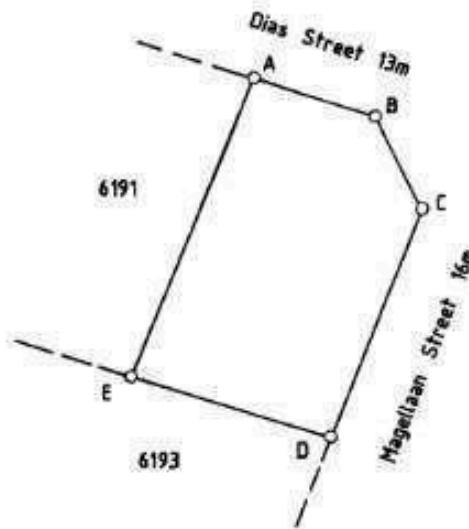
OFFICE COPY

SIDES Metres	ANGLES OF DIRECTION	CO-ORDINATES System Lo 19°		S.G. No 7953/1996
		Y	X	
	Constant	± 0,00	+3 700 000,00	Approved <i>David Hellig</i> for Surveyor-General 1996-11-04
AB	10,00	288 02 30 A	+ 26 078,89 + 63 572,69	
BC	8,23	334 46 20 B	+ 26 069,37 + 63 575,78	
CD	19,32	21 30 00 C	+ 26 065,87 + 63 583,22	
DE	16,00	108 02 30 D	+ 26 072,95 + 63 601,20	
EA	25,32	201 30 00 E	+ 26 088,16 + 63 596,25	
50 Kuilsriver		Δ	+ 24 848,08 + 54 948,19	
9 Helderberg		Δ	+ 10 986,97 + 66 847,76	

Beacon Description

A B D E 12 mm iron peg

C 16 mm iron peg



Scale 1:500

The figure **ABCDE**represents **387 square metres**

of land being

Erf 6192 a portion of Erf 825 Kleinveisituate in **Kleinvei Township Extension No 8, Eastern Substructure**Administrative District of **Stellenbosch**

Province of the Western Cape

Surveyed in **October 1996**

by me.

David Hellig
D S HELLIG
 Land Surveyor
 PLS 0256

This diagram is annexed to

The original diagram is

File No. **Stel.461/17**

No: **156302/2017**
 dated
 i.f.o.

No. **7949 /1996** annexed to

S.R. No. **E 3104/1996**
 Comp.
 AHND-2121 (M1748)
 Gen. Plan No **TP 9953**

Transfer No.

Registrar of Deeds

6192

EXEMPT FROM PROVISIONS OF ACT
 70 OF 1970
 SECTION 1(9)

APPROVED IN TERMS OF SECT. 25
 OF ORD. 15/1985
 REF. **18/6/11/186/825**
 DATE **20-02-2015**

19/3/11/23/144-10K4 ER
1996-10-04

B
S