



CITY OF CAPE TOWN
ISIXEKO SASEKAPA
STAD KAAPSTAD

Case ID 1500156424

Erf 59254, 3 Turfhall Road, Lansdowne

Development Management

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Prepared By:



Prepared For:



REMAINDER OF ERF 59321 CAPE TOWN

APPLICATION FOR REZONING FOR ROAD UPGRADING PURPOSES

10 December 2025



URBAN DYNAMICS SOUTH CAPE PTY LTD
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DATE: DECEMBER 2025



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ABBREVIATIONS

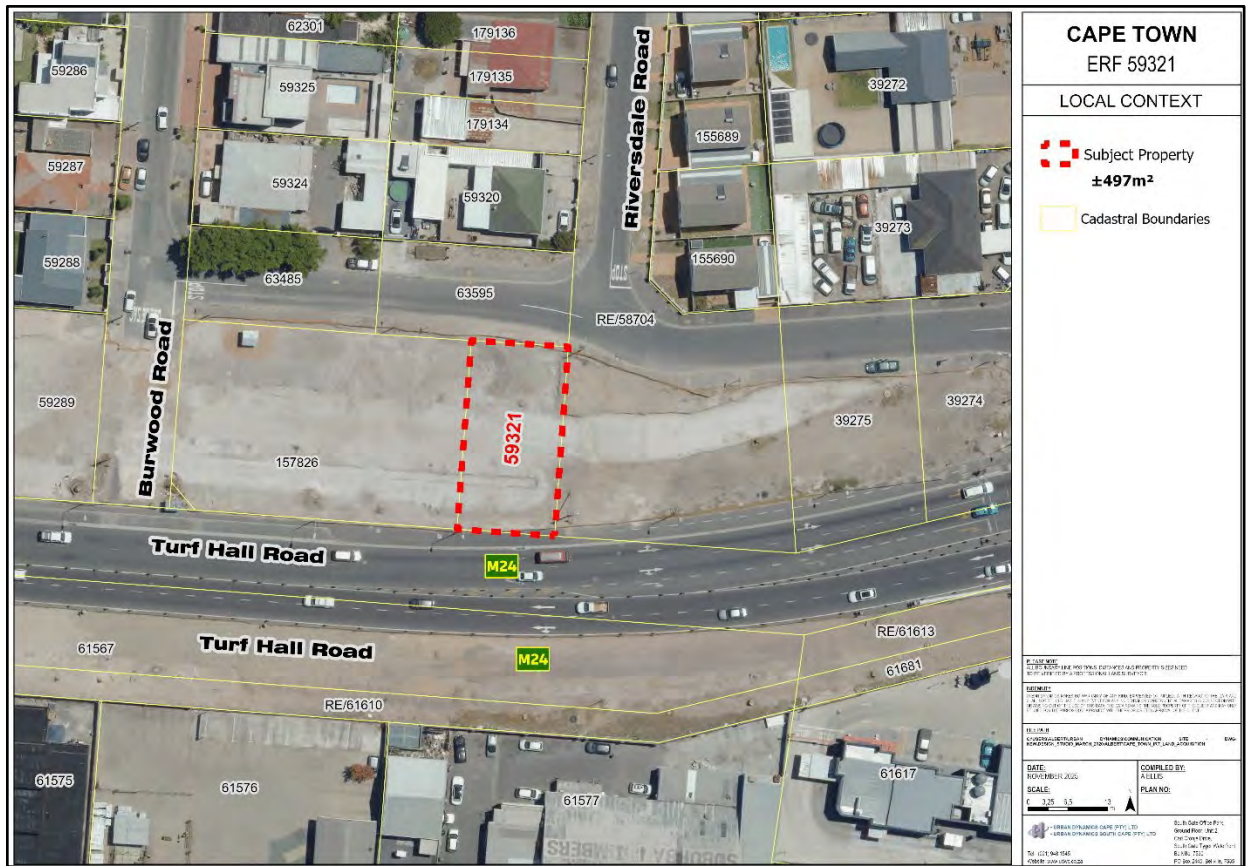
MPBL	City of Cape Town Municipal Planning By-Law, 2015 (as amended)
the City:	City of Cape Town
Subject property	Remainder of Erf 59321 Cape Town
IRT	Integrated Rapid Transport
CITP	City of Cape Town Comprehensive Integrated Transport Plan, 2023-2028
DSDF	City of Cape Town Cape Flats District Integrated Spatial Development Framework
PTI	Public Transport Interchange
NMT	Non-motorised Transport
R1	Residential 1 zoning
TR2	Transport 2 zoning

SECTION 1

INTRODUCTION

1.1. BACKGROUND INFORMATION

Remainder of Erf 59321 Cape Town (hereafter referred to as *the subject property*) is located within the *Cape Flats District* of the *City of Cape Town* and is situated along *Turfhall Road* in Lansdowne as depicted in **Figure 1** below. The *subject property* is currently vacant and measures approximately 495m² in extent.



The City’s Urban Mobility Department has initiated the planning and detailed design process for the upgrading of *Turfhall Road* in the **Lansdowne** area as part of the **Metro South East Corridor** (technically referred to as Phase A2), located directly south of the subject property, as illustrated in **Figure 1** above. The **Metro South East Corridor** (Phase 2A) programme includes trunk route construction, stations, depot permitting and construction, public transport interchange (PTI) upgrades, pedestrian bridges, and non-motorised transport (NMT) linkages.

To secure a continuous and suitable road reserve for trunk road infrastructure and **Integrated Rapid Transport** (IRT) operations, *the City* has acquired several properties along *Turfhall Road* (including the *subject property*) that must be **rezoned** to Transport 2 (TR2) to obtain the required land use rights for the intended transport function and to facilitate the planned road upgrading.



1.2. PROPERTY INFORMATION

Information pertaining to the *subject property* is summarised in **Table 1** below and the current zonings of the *subject property* and its surrounds are illustrated in **Figure 2** below.

Table 1

PROPERTY DETAILS	
Property description	Remainder of Erf 59321, Cape Town
Registered owner	City of Cape Town
Property extent	495m ²
Property address	13 Turfhall Road, Lansdowne
Zoning	Residential 1 (R1)
Title deed	

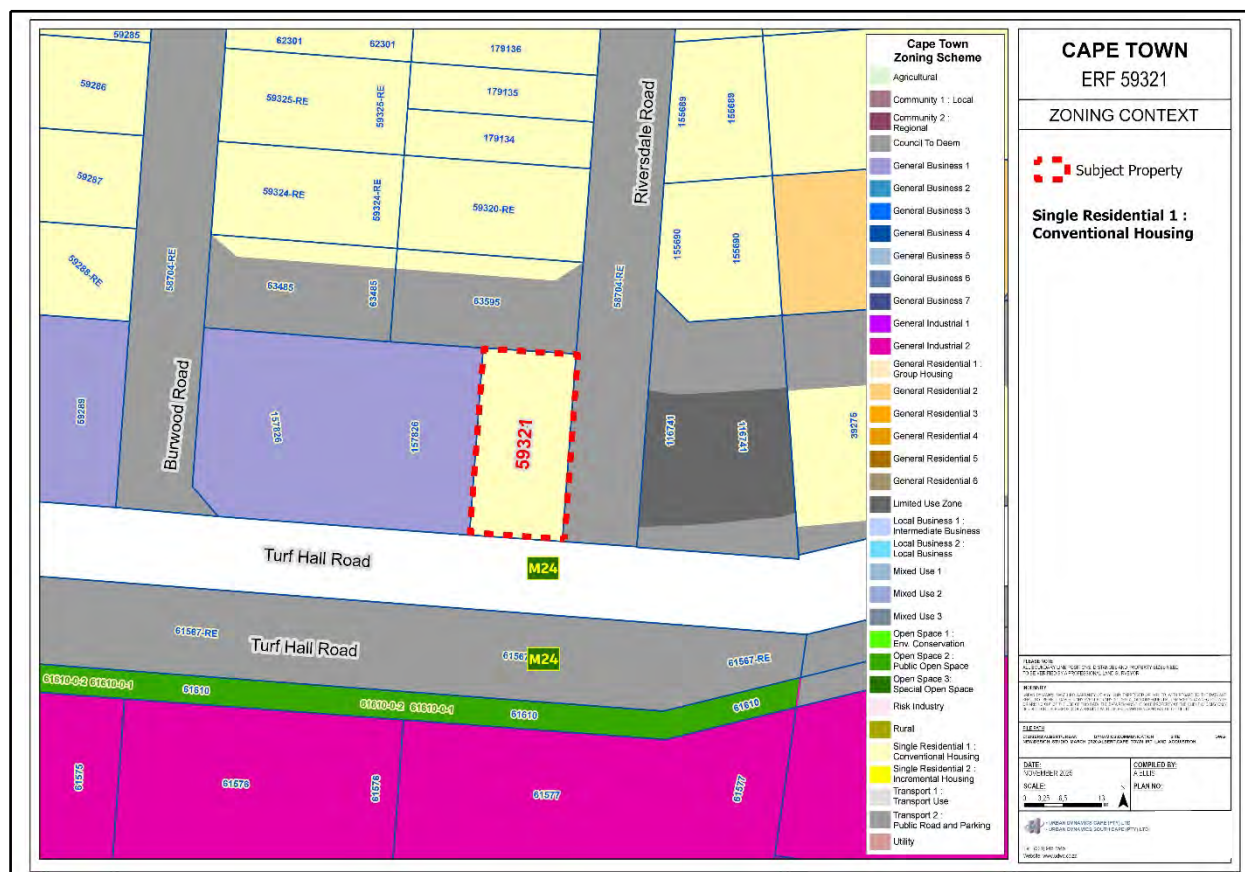


Figure 2: Status Quo Zoning Context



SECTION 2 APPLICATION

2.1. APPLICATION INFORMATION

The purpose of this application is to rezone **Remainder of Erf 59321, Cape Town** to enable its formal incorporation into the planned upgrading of *Turfhall Road* as part of the City's strategic **Integrated Rapid Transport (IRT)** implementation for the **Metro South East Corridor (Phase 2A)**.

The *subject property* is currently zoned **Residential 1 (R1)**, which does not permit its utilisation for transport-related uses. To obtain the 'as-of-right' land use rights required for the intended transport function, a rezoning to **Transport Zone 2 (TR2)** is required.

The *subject property* is one of a series of properties identified by the City for **transport-related purposes** (as illustrated in **Figure 3** below) to support the implementation of the IRT trunk road infrastructure. This includes accommodating the alignment of the trunk route and associated station infrastructure as outlined in the **Metro South East Corridor** concept and programme contained in the *City's Comprehensive Integrated Transport Plan, 2023–2028 (CITP)*.



Figure 3: Properties along Turfhall Road proposed for transport use

This application for rezoning therefore serves to align the zoning and underlying land use of the *subject property* with the adopted transport programme and its associated implementation framework.

Accordingly, application is hereby made as follows:

- (a) **Application for the rezoning of Remainder of Erf 59321, Cape Town from Residential 1 (R1) to Transport 2 (TR2), in terms of Section 42(a) of the City of Cape Town Municipal Planning By-Law, 2015 (as amended), to accommodate the upgrading of Turfhall Road.**



SECTION 3 MOTIVATION & DESIRABILITY

3.1. MOTIVATION

The rezoning as outlined in **Section 2** of this report, is motivated as follows:

- **Key Justification**

- The proposed rezoning to **Transport 2 (TR2)** is required to regularise the land use rights of the subject property for the purpose of enabling the upgrading of *Turfhall Road* to accommodate IRT infrastructure and operations. The rezoning therefore serves to align the zoning of the subject property with its intended transport function and does not create private development rights.
- The *Turfhall Road* upgrading forms part of the **Metro South East IRT programme**, a high-priority IPTN corridor identified and prioritised in the CIP. The CIP further identifies **W2 (Turfhall Road)** as a key roadway section within the **Metro South East** trunk network, as illustrated by the blue line in **Figure 3** below.

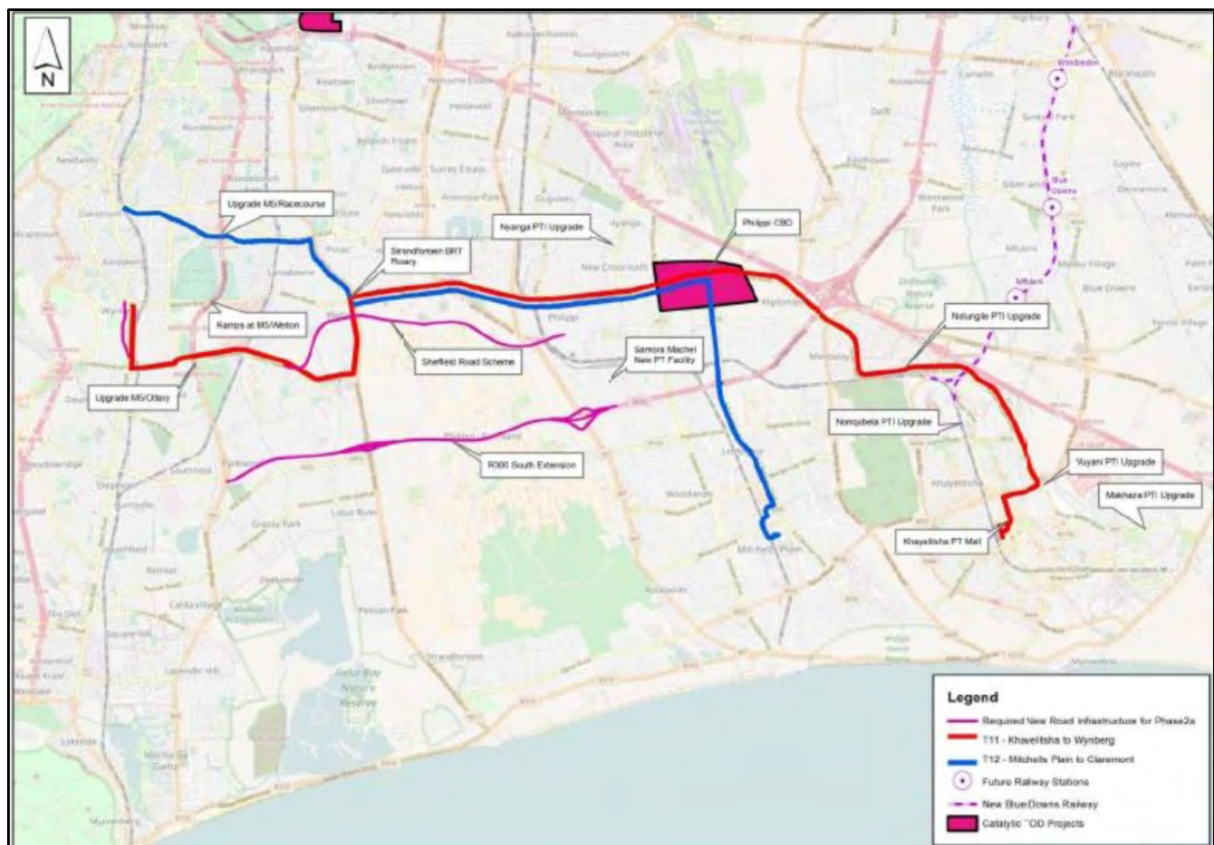


Figure 3: CTP Metro South East Corridor concept plan (extract from CTP, pg. 238)

- *Phase 2A aims to deliver a high-quality, safe and reliable public transport service to more than 30 communities by creating direct connections between Khayelitsha, Mitchells Plain, Wynberg and Claremont. In addition to improved public transport, the corridor will introduce a range of upgrades, including improved intersections, safer pedestrian and cycling facilities, improved street lighting and general streetscape improvements. **The *subject property's* rezoning is therefore consistent with fundamental, adopted municipal transport strategies.***



• Policy Alignment

- The proposed rezoning is consistent with the objectives of the City's Comprehensive Integrated Transport Plan (**CITP**) **2023–2028**, which prioritises investment in public transport infrastructure and the implementation of the IRT/BRT programme within the Metro South East Corridor (Phase 2A). The CITP confirms the **Metro South East Corridor** as a strategic public transport priority and identifies **Turfhall Road (W2)** as a short-term trunk route project. This project-level alignment demonstrates clear policy support for the proposed rezoning.
- The **Transport 2 (TR2)** zoning is the most suitable zoning mechanism to accommodate the proposed development and facilitate the integration of the subject property into the broader IRT infrastructure network. Rezoning to TR2 will remove existing land-use constraints and provide the necessary statutory framework for the lawful construction, operation and ongoing maintenance of transport-related infrastructure.
- The proposed rezoning is consistent with the policy and development incentives of the *Cape Flats District Spatial Development Framework (DSDF)*. The *DSDF* identifies **Turfhall Road** as a district-scale development route and supports ongoing investment in public transport infrastructure and improved mobility along these strategic routes, refer to **Figure 4** below. It further encourages alignment of land use changes with planned IRT and public transport improvement strategies, noting that any redevelopment of properties fronting these roads should take place with future IRT and NMT upgrades in mind (*Cape Flats DSDF*, pp. 71–74).

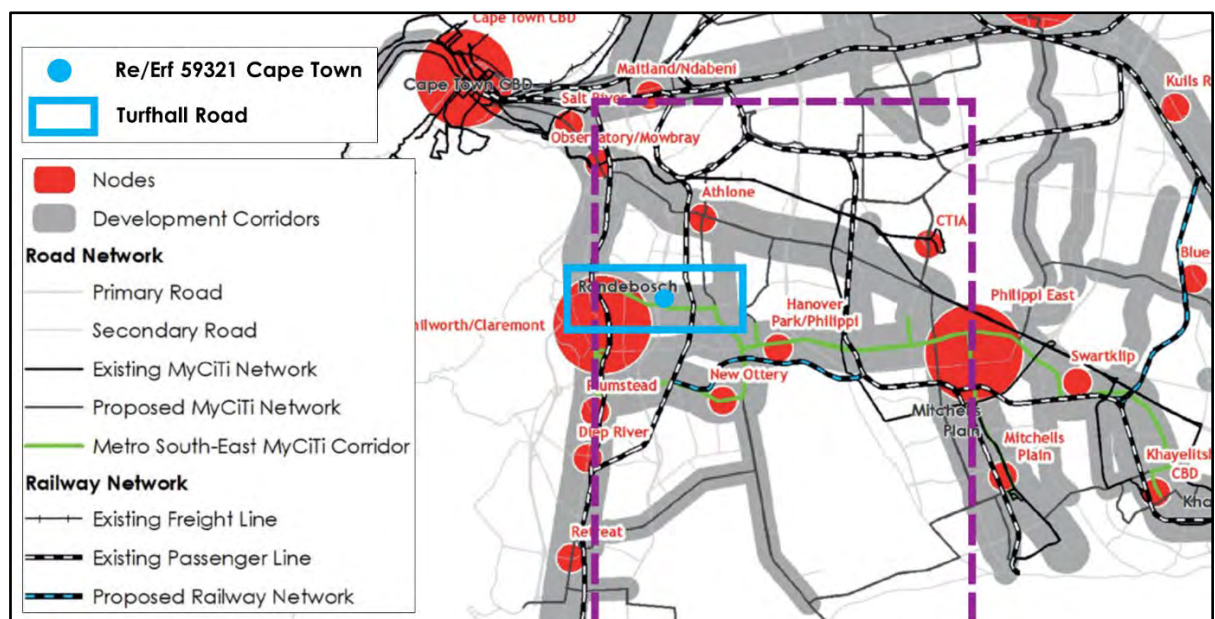


Figure 4: Road network (extract from *DSDF*, Fig 13, pp. 71)

The rezoning of the *subject property* to **TR2** zoning for **transport use** therefore aligns with the *DSDF*'s objectives of reinforcing key mobility corridors, improving public transport efficiency, and supporting coordinated, transit-oriented infrastructure investment.

3.2. DESIRABILITY CRITERIA

The proposed rezoning application was evaluated in terms of the provisions of *Section 99 of the City's MPBL, 2015 (as amended)*. Based on the criteria below, the proposal is considered compliant with the overall objectives and intent of *Section 99*, as follows:

a) Socio-economic impact

The rezoning will enable the upgrading of *Turfhall Road* as part of the Metro South East IRT corridor. The implementation of the IRT system along this corridor is intended to improve public transport reliability, efficiency, safety, and affordability for over 30 communities. **The proposal will therefore generate significant positive socio-economic benefits, including reduced travel times, improved access to economic opportunities, improved mobility (introduction of improved transport opportunities) for residents, and the creation of a more equitable transport system.**

b) Compatibility with surrounding uses

The *subject property* forms part of an established urban corridor where road, transport, and mixed-land-use activities co-exist. Rezoning the subject property to *Transport Zone 2 (TR2)* is inherently compatible with its immediate context and the planned future road reserve. **The proposed rezoning will not introduce land uses that conflict with adjacent properties or uses; instead, it formalises a transport function that is already supported by surrounding infrastructure and is necessary for the IRT trunk route.**

c) Impact on external engineering services

The rezoning facilitates the implementation of a municipal engineering project. All required engineering services adjustments (such as stormwater realignment, utilities relocation, and pedestrian infrastructure upgrades) will be undertaken by the City's technical departments as part of the IRT construction programme. **No increases in development intensity or demand on municipal services are expected from the proposed rezoning. Therefore, no adverse impacts on engineering services are anticipated.**

d) Impact on the safety, health, and wellbeing of the surrounding community

The proposed rezoning will not negatively impact the safety, health, or wellbeing of neighbouring residents or businesses. On the contrary, **the IRT programme is expected to improve public safety by providing upgraded intersections, improved NMT (non-motorised transport) facilities, improved lighting, and safer pedestrian crossing environments (outcomes specifically supported in the City's IRT programme and the Cape Flats DSDF transport route guidelines).**

e) Impact on heritage resources

The subject property is situated within a developed and disturbed area. No heritage resources would be affected by the proposed rezoning. The area is urbanised, and the upgrading of *Turfhall Road* does not trigger any known heritage sensitivities. **Accordingly, no adverse heritage impacts are anticipated.**



f) Impact on the biophysical environment

The *subject property* is fully urbanised, previously disturbed, situated within an existing road corridor and not located within any designated natural or heritage overlay zones. **Therefore, the rezoning to TR2 will have no adverse impact on the biophysical environment.**

g) Traffic Impact, Parking, Access, and other Transport Related Considerations

The subject property will be integrated with existing road infrastructure, and subsequently improve the transport network along *Turfhall Road*.

Considering the above, the proposed rezoning is not expected to have any adverse material impacts on surrounding properties, community wellbeing, engineering services, heritage assets, or the environment. Instead, the proposal directly supports the implementation of a strategic municipal transport project forming part of the **Phase 2A IRT Corridor** (*Turfhall Road*), which will improve connectivity, mobility, safety, and the overall functioning of the public transport system.

The proposal represents a logical, policy-aligned refinement of the urban structure by reserving land required for the upgrading of *Turfhall Road* and the construction of IRT infrastructure. The rezoning reinforces the intent of both the **CITP 2023–2028** and the **Cape Flats DSDF**, which identify *Turfhall Road* as a development route where transport investment, mobility improvements, and public transport priority should be supported. **Accordingly, the rezoning is considered desirable, appropriate, and in the public interest.**



SECTION 4**CONCLUSION AND RECOMMENDATION****4.1. CONCLUSION**

In conclusion, the proposed rezoning of the Remainder Erf 59321, Cape Town is a necessary planning intervention to enable the upgrading of *Turfhall Road* for public transport purposes as part of *the City's Phase 2A Integrated Rapid Transport (IRT) Programme*. The proposal aligns with applicable municipal planning policies, including *the City's Comprehensive Integrated Transport Plan (CITP 2023–2028)*, the *IPTN 2015–2032*, and the *Cape Flats District Spatial Development Framework (DSDF)*, all of which identify *Turfhall Road* as a strategic movement corridor requiring coordinated transport infrastructure upgrades.

The rezoning supports the delivery of a service efficient public transport corridor, improves long-term mobility, and carries clear public interest and socio-economic benefits, without compromising surrounding land uses or existing development rights. The proposal is consistent with the intent and principles of *the City's MPBL, 2015 (as amended)* and facilitates the lawful incorporation of the property into the required road reserve for the IRT trunk route.

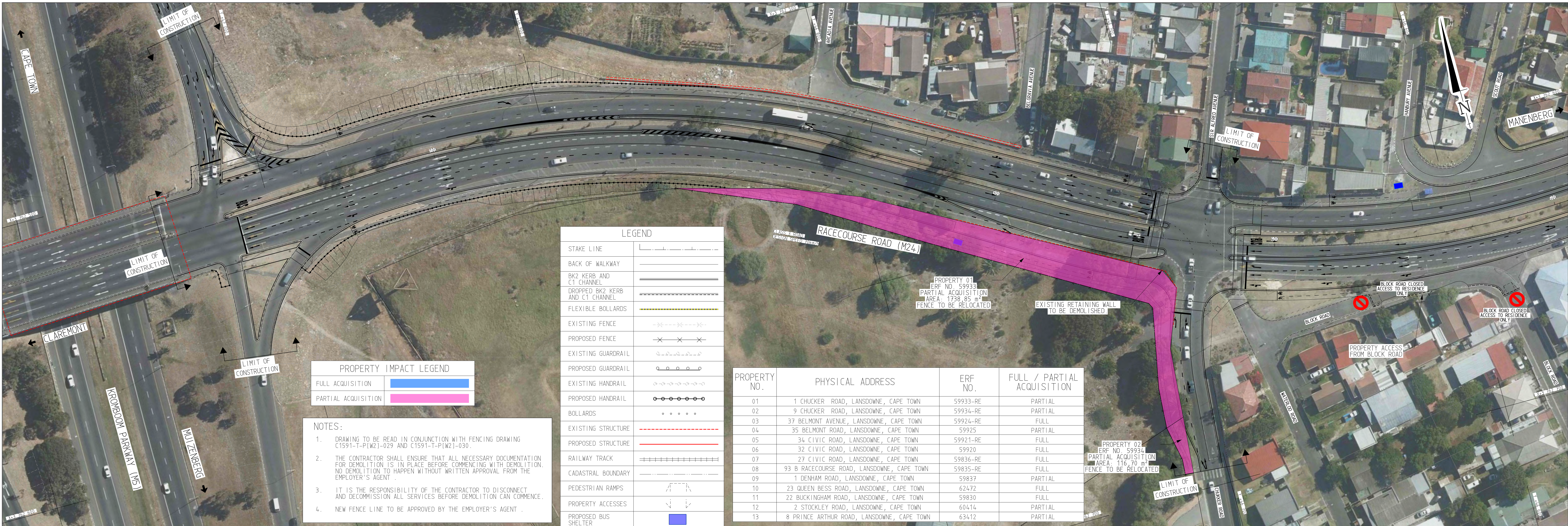
4.2. RECOMMENDATION

Based on the contents of this report, it is therefore respectfully recommended that the application for:

- **The rezoning of the Remainder of Erf 59321, Cape Town from Residential 1 to Transport 2, in terms of Section 42(a) of the City's MPBL, 2015 (as amended), be approved.**

Approval of this application will unlock public benefit, enhance transport connectivity, and support the efficient use of urban land in a manner fully aligned with the City's spatial, transport, and infrastructure planning objectives.





PROPERTY IMPACT LEGEND	
FULL ACQUISITION	
PARTIAL ACQUISITION	

- NOTES:
- DRAWING TO BE READ IN CONJUNCTION WITH FENCING DRAWING C1591-T-P[W2]-029 AND C1591-T-P[W2]-030.
 - THE CONTRACTOR SHALL ENSURE THAT ALL NECESSARY DOCUMENTATION FOR DEMOLITION IS IN PLACE BEFORE COMMENCING WITH DEMOLITION. NO DEMOLITION TO HAPPEN WITHOUT WRITTEN APPROVAL FROM THE EMPLOYER'S AGENT.
 - IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO DISCONNECT AND DECOMMISSION ALL SERVICES BEFORE DEMOLITION CAN COMMENCE.
 - NEW FENCE LINE TO BE APPROVED BY THE EMPLOYER'S AGENT.

LEGEND	
STAKE LINE	
BACK OF WALKWAY	
BK2 KERB AND C1 CHANNEL	
DROPPED BK2 KERB AND C1 CHANNEL	
FLEXIBLE BOLLARDS	
EXISTING FENCE	
PROPOSED FENCE	
EXISTING GUARDRAIL	
PROPOSED GUARDRAIL	
EXISTING HANDRAIL	
PROPOSED HANDRAIL	
BOLLARDS	
EXISTING STRUCTURE	
PROPOSED STRUCTURE	
RAILWAY TRACK	
CADASTRAL BOUNDARY	
PEDESTRIAN RAMPS	
PROPERTY ACCESSES	
PROPOSED BUS SHELTER	

PROPERTY NO.	PHYSICAL ADDRESS	ERF NO.	FULL / PARTIAL ACQUISITION
01	1 CHUCKER ROAD, LANSOWNE, CAPE TOWN	59933-RE	PARTIAL
02	9 CHUCKER ROAD, LANSOWNE, CAPE TOWN	59934-RE	PARTIAL
03	37 BELMONT AVENUE, LANSOWNE, CAPE TOWN	59924-RE	FULL
04	35 BELMONT ROAD, LANSOWNE, CAPE TOWN	59925	PARTIAL
05	34 CIVIC ROAD, LANSOWNE, CAPE TOWN	59921-RE	FULL
06	32 CIVIC ROAD, LANSOWNE, CAPE TOWN	59920	FULL
07	27 CIVIC ROAD, LANSOWNE, CAPE TOWN	59836-RE	FULL
08	93 B RACECOURSE ROAD, LANSOWNE, CAPE TOWN	59835-RE	FULL
09	1 DENHAM ROAD, LANSOWNE, CAPE TOWN	59837	PARTIAL
10	23 QUEEN BESS ROAD, LANSOWNE, CAPE TOWN	62472	FULL
11	22 BUCKINGHAM ROAD, LANSOWNE, CAPE TOWN	59830	FULL
12	2 STOCKLEY ROAD, LANSOWNE, CAPE TOWN	60414	PARTIAL
13	8 PRINCE ARTHUR ROAD, LANSOWNE, CAPE TOWN	63412	PARTIAL



Revisions	No.	Date	Description	Initial
	00	11-12-2023	FOR INFORMATION	ND

for	SMEC South Africa (Pty) Ltd Name : J J HENDRIKSZ Prof Reg. No. : 201104026	for	CLIENT
date		date	

Designed By	N DYASON	ND
Checked By	D CALVEREY	DC
Drawn By	H VAN DER SPUY	HVDS
Checked By	N DYASON	ND

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CITY OF CAPE TOWN
CIVIC CENTRE
12 Hertzog Boulevard
CAPE TOWN
8001

CITY OF CAPE TOWN
Tower Block,
Civic Centre
12 Hertzog Boulevard
CAPE TOWN
8001

CONTRACT No: 242Q/2022/23
CONSTRUCTION OF PHASE 2A IRT INFRASTRUCTURE:
WORK PACKAGE W2 ALONG TURF HALL ROAD
FROM THE M5 TO CASTOR TURF/BENONA ROAD
PROPERTY IMPACT
RACECOURSE ROAD/ TURF HALL ROAD (M24) SV 0.00 TO 1060.00
SHEET 1 OF 2

A0	Scale	1:500
SMEC drawing no.	C1591-T-P[W2]-028	
Client drawing no.		
Revision No.	00	

0 mm 50 mm 100 mm
ORIGINAL DRAWING SCALE



Revisions				
No.	Date	Description	Initial	
00	11-12-2023	FOR INFORMATION		ND

for	SMEC South Africa (Pty) Ltd Name : J.J. HENDRIKSZ Prof Reg. No. : 201104026	date	
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for	CLIENT	date	
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Designed By	N DYASON	ND
Checked By	D CALVEREY	DC
Drawn By	H VAN DER SPUY	HVDS
Checked By	N DYASON	ND



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Making progress possible. Together.

CITY OF CAPE TOWN
Tower Block,
Civic Centre
12 Herzog Boulevard
CAPE TOWN
8001

CONTRACT No: 242Q/2022/23
CONSTRUCTION OF PHASE 2A IRT INFRASTRUCTURE:
WORK PACKAGE W2 ALONG TURF HALL ROAD
FROM THE M5 TO CASTOR ROAD/BENONA ROAD
PROPERTY IMPACT
RACECOURSE ROAD/ TURF HALL ROAD (M24) SV 1000.00 TO 1750.00
SHEET 2 OF 2

A0	Scale	1:500
	SMEC drawing no.	C1591-T-P[W2]-029
	Client drawing no.	
	Revision No.	00

0 mm 80 mm 100 mm
ORIGINAL DRAWING SCALE