



**CITY OF CAPE TOWN
ISIXEKO SASEKAPA
STAD KAAPSTAD**

Case ID 1500157129

**Erf 1081, 93 Andries Pretorius Street,
Somerset West**

Development Management

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HELDERBERG DISTRICT / MUNICIPALITY

PROPOSED REZONING

OWNER :

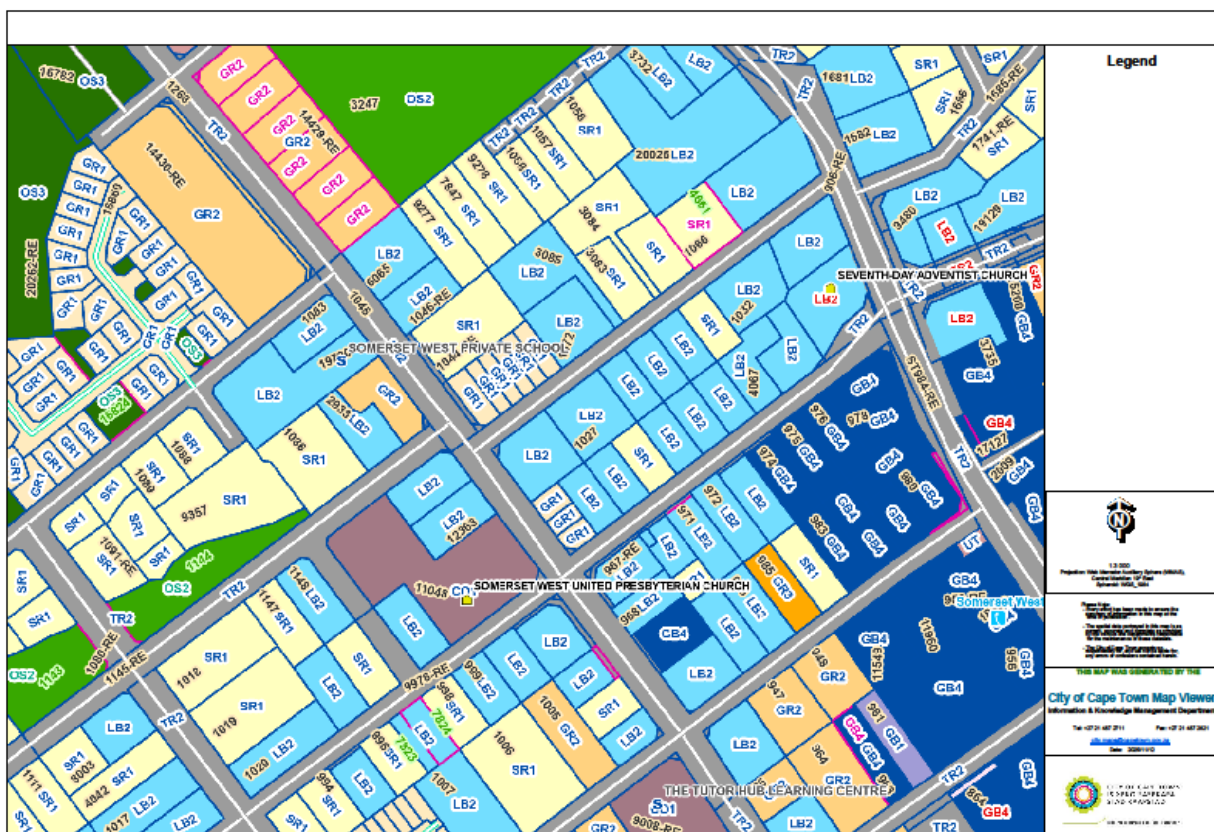
APPLICATION TYPE : PROPOSED REZONING AND DEPARTURE

PROPOSAL : PROPOSED HEALTH AND WELLNESS CENTRE

SUBJECT PROPERTY : ERF 1081-RE SOMERSET WEST CORNER 93 ANDRIES PRETORIUS AND AUDAS STREETS IN AUDAS ESTATE

DATE : 25 MAY 2026

APPLICANT : MOGAMAT ESSOP



SUBJECT PROPERTY: ERF 1081 SOMERSET WEST

For Attention: Helderberg 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 1081 SOMERSET WEST, LOCATED AT CORNER NUMBER 93 ANDRIES PRETORIUS AND AUDAS STREETS IN AUDAS ESTATE

Please find the following documents attached:

- Lums Application Form
- Power of Attorney
- Site Development Plan
- Motivation
- Conveyancer Certificate
- Title Deed
- SG Diagram
- Locality Map
- Zoning Map
- Aerial Map

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1 INTRODUCTION:

The owner of Erf 101 Somerset West, located at Corner 93 Andries Pretorius and Audas Streets in Audas Estate have appointed Mogamat Essop (Applicant) to lodge an application for the Proposed Rezoning and Departure of the subject property in Terms of the City of Cape Town Municipal Planning Amendment By-Law 2025. The proposal is to Rezone the subject property from a General Residential 2 (GR1) Use Zone to a Local Business (LB2) Use Zone to permit the development and operation of a Clinic (Wellness Centre) from the subject property as identified on the Site Development Plan uploaded to the case folder.

2 BACKGROUND:

This application is the owner's first application submitted to the Municipality for their assessment and approval in order to permit a Business Use (LB2).

2.1 Existing site / structures:

The subject property is approximately 1128 square meters in extent as indicated in the property title deed uploaded to the case folder. The site is currently built up with a Double Story Existing Dwelling and an Existing Outbuilding of which the Existing Double Story Dwelling will be internally converted to accommodate the Proposed Health and Wellness Centre. Further elaboration on the existing structures development and uses will be elaborated on further below in the report under the Heading Proposed Development.

2.2 Surrounding Area:

The immediate properties surrounding the subject property mostly consist of Business Zonings (LB2) which is the same as the subject property is proposed to be rezoned to. There are also other Zonings i.e. Residential (R1), General Residential (GR1 & GR2), Community (CO1), Open Space (OS2 & OS3) and General Business (GB4) Zonings in close proximity to the subject property which indicates that the area has a mixture / variety of different zones and uses. However, as can be identified from the Zoning Map uploaded to the case folder, the Business Zones (Local Business LB2 Zones and the General Business GB4 Zones) are the Dominant Zonings within the broader area in close proximity to 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 1081 Somerset West

- Street Address : Corners 93 Andries Pretorius and Audas Streets in Audas Estate
- Extent : 1128 Square Meters
- Title Deed Number :
- Existing Zoning : General Residential Use Zone (GR2)
- Proposed Zoning : Local Business (LB2)
- Proposed Use : Health and Wellness Centre

3.2 Locality:

The subject property is located at Corners 93 Andries Pretorius and Audas Streets in Audas Estate. It must be noted that Andries Pretorius Street is Classified a Class 3 Minor Arterial Road in terms of Road Classification which is similar to the in very close proximity Main Road located to the East of the subject property also classified a Class 3 Minor Arterial Road. Other than the Main Road, other close Major Roads to the site are De Beers Avenue to the South, Victoria Street and Broaway Boulevard further South, the N2 Road to the South East and the R44 Road to the West.

The immediate adjoining suburbs / areas surrounding the site are Macassar to the West, Stellenbosch Farms to the East, Strand to the South and Sir Lowry's Pass to the South East. All these areas are in close proximity to the site and also 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 Contextual Map **uploaded to the case folder** to identify the neighbouring areas and streets.

3.3 Surrounding Land Uses and Zoning:

The existing properties within the Broader Somerset West 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 all along the Main Road as well as in between the local streets, there are numerous sites already zoned for business or have either been rezoned for business use i.e. Shops, Pharmacies, Doctors Surgeries, Ear Doctors & Varies Other Business Uses, etc. All these different uses and zonings can be viewed and identified on the City's, Zoning Viewer and or Maps uploaded to the case folder of which 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 with only minor internal layout changes, would benefit all the immediate adjacent properties as it would fit into what the broader area already exist with in terms of Business Uses. The existing footprint of the existing dwelling would also not change due to no major alterations and additions being proposed. Therefore, with the site already being built up with an existing dwelling and proposed to be converted to the same existing business uses as the surrounding building fabric exist with, the adjacent business use properties would welcome a fixed building similar in use as the surrounding business and uses already in existence.

The proposed development will also contribute positively to the surrounding area as it will provide an interactive façade for the existing buildings / businesses especially along Andries Pretorius and Audas Streets. Therefore, from a visual impact point of view, the proposed development will serve to upgrade the area and be in character with the surrounding existing built fabric without impacting on 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 Health and Wellness Centre lay 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 Class 3 Minor Arterial Road and in very Close proximity to a Proclaimed Main 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 CTMSDF, the subject property is defined per the Spatial Transformation Area (STAs) being located within the Incremental Growth and Consolidation Area, (serving existing developments and communities subject to capacity of existing services and Development permitted, subject to network capacity). See Photo Below.

INCREMENTAL GROWTH AND CONSOLIDATION AREAS (IGSAs)	Public sector investment priority. Areas of co-investment between public and private sector.	Serving existing developments and communities. Subject to capacity of existing services. Alternatively, financially feasible inclusion in utilities master planning with co-financing.	Priority for phased bulk engineering infrastructure, subject to the City's engineering masterplan.	Full suite of grant funding in support of new development areas and development focus areas. Restructuring zone, where aligned to TOD imperatives.	Development permitted, subject to network capacity. Spatially targeted cross-subsidised social infrastructure. Limited incentives.
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The proposed development is a Local Business Use (LB2) as a Health and Wellness Centre 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 throughout the broader area. As such, no environmental protection is required. Therefore, it can be concluded that this application is consistent with the MSDF

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

Purpose: The spatial development framework includes the spatial vision, policy objectives and principles, and provides spatial development guidelines and implementation actions setting out how to achieve the spatial vision given the challenges and opportunities that the district faces.

Status: Therefore, the District Plan is a medium-term plan (developed on an approximate 10-year planning horizon) that will guide spatial development processes within the district; provides policy direction for the nature and form of development; and guides land use and environmental decisions by providing a greater level of detail than is provided in the MSDF. The more detailed guidance is in chapters 3 and 4.

The District Plan strives to provide a greater focus on ways to enhance implementation and is a guiding tool for decision making; it does not take the role of the Development Management Scheme (DMS) (formerly Zoning Scheme); does not take away or confer rights; can be deviated from; and should be read in conjunction with other spatial policies such as the Densification Policy and the Urban Design Policy.

Summary: The subject property falls within the Helderberg District whereon Figure 10 on Page 41 of the HDP indicates the sites Spatial Planning Category being for Urban Development and the Conceptual Designations identify the site being located within a Metropolitan Node on a Development Corridor.

Urban Development:

- a) Existing urban development
- b) Future urban development – new development areas
- c) Utility service infrastructure installations and networks.

The District Plan proposes various types and forms of residential and non-residential development to support the functioning of a sustainable and integrated community. The section below will unpack the district development guidelines for existing and new residential, non-residential and mixed land uses, including all buildings and infrastructure used for retail, offices, community facilities and related infrastructure necessary to provide for the proper functioning of urban areas. New development areas that are earmarked for different types and intensities of land uses will be indicated at sub-district level in section 4.

This includes established, developed areas located within the existing urban footprint of the district. Guidelines focus on the further intensification, optimisation and appropriate redevelopment of existing land uses and upgrading/maintenance of associated infrastructure.

Development Corridor:

Development corridors are broadly defined as urban areas of higher-intensity (i.e. denser and more diverse) development (than elsewhere in the city generally) extending outwards on either side of development routes. The intensity of development is (should be) generally highest close to the development route and decreases in intensity with distance away from the route. Development corridors thus function as integrated 'land use – movement' systems to maximise economic and social opportunity and access, and facilitate greater walkability and ease of movement for private and public transport users. Metro-scale (higher-order) development corridors (as identified in the MSDF) generally link the largest urban nodes and include not only high-frequency but high-volume public transport, as well as other parallel / supporting transport routes (including rail, connectors and freeways). By comparison, the distinguishing feature of districtscale (lower-order) development corridors is that (while they are higher-intensity urban extents, with high-frequency public transport, along development routes) they are not associated with a high-volume public transport system or with other parallel/ supporting transport routes (such as rail, connectors or freeways).

(See Below)

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

Nodes: Nodes can be defined as a clustering of higher intensity (i.e. diversity and density) land uses that are located and concentrated at points of maximum accessibility (either through public or private transport), exposure, convenience and opportunity. The role and function that a node fulfils in terms of its local/district/metropolitan context would determine the designation in terms of its hierarchy/scale.

Emerging nodes would refer to the above definition of concentration points that are still in the process of being developed. Development guidelines should support the growth of such nodes. In cases where different land uses with similar functions are clustered (or in close proximity), e.g. civic facilities including parks, education, health, government services, it would be classified as a civic precinct.

Metropolitan Node: Somerset West

The site is contextually located within a Metropolitan Node and also in close proximity to a Local Node to the North-West of the property. See below

Metropolitan Nodal Designation and Development Guidelines

1. Encourage mixed land use intensification within a radius of approximately 2,5 km.

2. Encourage a mix of commercial, recreational spaces, higher-order public facilities appropriate for level 1 civic clusters (refer to figure 10), and highdensity residential, including a range of housing typologies and affordable housing.

3. Promote development at higher residential densities than those which exist in the surrounding area and encourage net densities of 400 du/ha and above with due consideration of the local context and its urban character and form.

4. Encourage the conversion of functionally obsolete building stock to affordable housing.

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

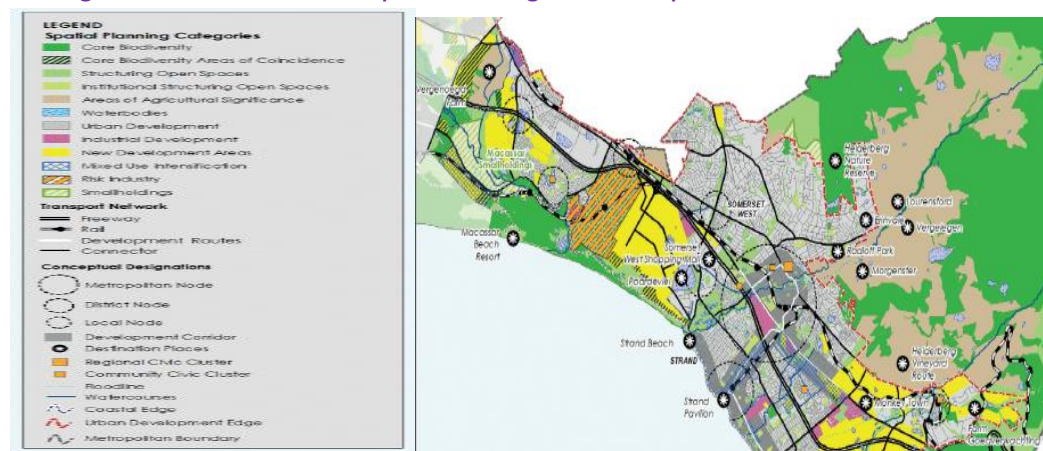


Figure 10: HDP

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.

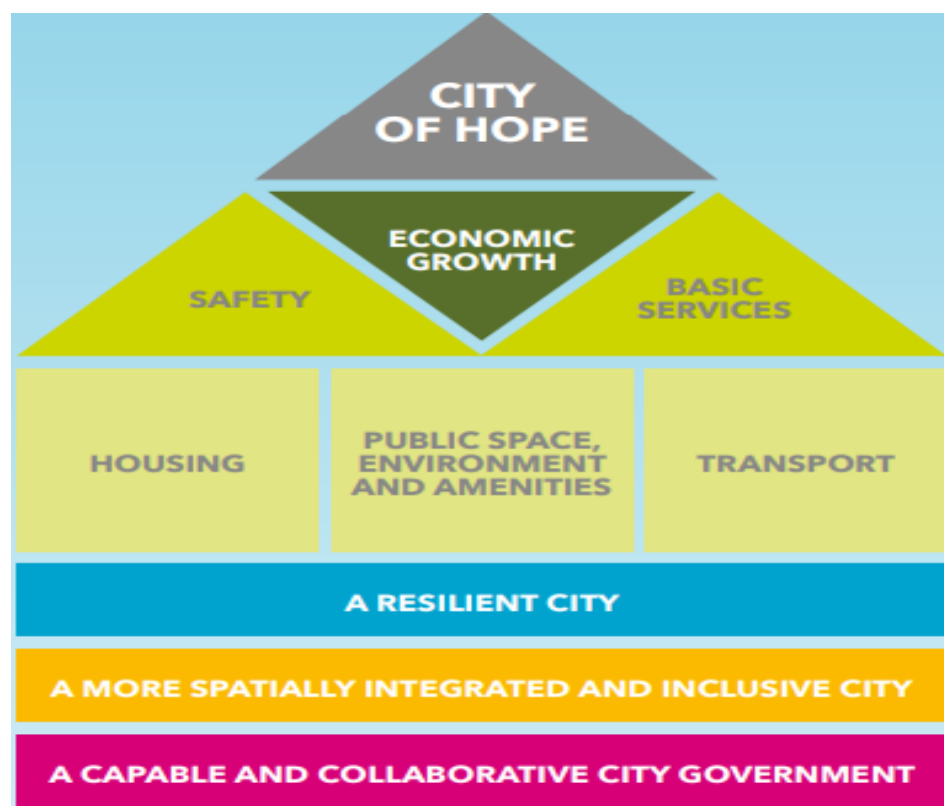
The IDP is made up of two parts - Strategic plan and an Implementation plan.

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 and layout of the existing building converted to accommodate the proposal is compatible to what already exists in the Broader Somerset West Area. The proposed building and use will therefore blend into the existing buildings and or other businesses especially along Andries Pretorius Street. The proposal can also allow for more trees to be planted at the subject property 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 Corners Andries Pretorius and Audas Streets and is in close proximity to the Main Road. The 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 Main Road which is also a popular mini-bus, bus and private taxi route. As such, the proposed business use 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 an existing dwelling merely converted to accommodate a business use (Clinic - wellness centre) for the benefit of the surrounding community that will be easily accessible to and from the existing roads. The proposed use will thus provide a local service to the community and promote additional job creation within the local community as well as the professional sphere. Current similar existing services (Business Uses) along Andries Pretorius Street, Audas Streets and the broader Somerset West in both directions has been successfully providing a successful service to the community. It is envisaged that the proposal will 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 a General Residential Use Zone (GR2) to a Local Business Use Zone (LB2) to permit a Business Use (Health and Wellness Centre) as depicted on the attached Proposed Site Development Plan (SDP).

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

- Departure to Permit 9 Onsite Parking Bays in lieu of 11 Onsite Parking Bays Required.

6 SITE DEVELOPMENT PLAN:

6.1 Proposal:

The subject property to be utilized for Business Purposes will be developed with a Health and Wellness Centre as depicted on the **attached Site Development Plan (SDP)**.

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 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 Health and Wellness Centre becomes fully operational.

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 Andries Preorius and Audas Streets and the 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 Somerset West Area.

6.2 Site Development Plan Layout:

The Purpose of the Health and Wellness Centre is to offer services to promote both physical and mental well-being, which can include a combination of therapeutic, holistic, and recreational activities. The centre provides a broad range of services such as massage, yoga, meditation, counselling, health dietary needs, and sometimes even more specialized treatments or health screenings to help people achieve better overall health.

The layout of the proposals on Ground and First Story consists of the following as specified below:

Ground Story Wellness Centre:

• Entrance Lobby	:	11 square meters
• Stairwell Area	:	14 square meters
• Facial / Nail Therapy and Treatment Room:		9 Square Meters
• Facial / Nail Reception & Consultation Area:		23 square meters
• Massage Therapy and Treatment Room :		13 Square Meters
• Massage Reception and Consultation Area:		9 Square Meters
• Toilet	:	3 square meters
• Toilet	:	4 square meters
• Toilet (Disabled)	:	5 square meters
• Lobby Area	:	17 square meters
• Toilet	:	4 square meters
• Kitchenette	:	6 square meters

First Story Wellness Centre:

• Yoga Mediation and Exercise Room	:	17 square meters
• Yoga Reception & Consultation Room	:	11 square meters
• Dietary / Health / Nutrition Room	:	18 square meters
• Staff Room	:	8 square meters
• Shredding Room	:	15 square meters
• Landing	:	11 square meters
• Toilet	:	3 square meters
• Store	:	1 square meters
• Kitchen	:	5 square meters
• Wellness Centre Office Area	:	14 square meters

6.3 Traffic Impact, Access and Parking:

Traffic: It is envisaged that the proposal will not impact or contribute negatively to the existing traffic situation of the area as no major alterations and or additions is proposed. The existing dwelling is merely internally converted to accommodate the business use. The site operations require 11 parking bays and indicate 9 parking bays for which a Parking Departure is applied for.

Access: Access to and from the site will remain from Audas Street as currently exercised. Also note that the subject property is in very close proximity to the Main Road is a Classified Main Road with multiple means of existing Transport Modes (Bus, Private Taxi, Mini-Bus Taxi) operating along the in close proximity Main Road for customers to utilize.

Parking / Parking Departure: The site will consist of a Health and Wellness Centre whereby the Centre on Ground Story is 162 square meters in total extent and the Centre on First Story is 137,89 square meters in total extent.

It must be noted that the site is in very close proximity to a Proclaimed Main 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.

- **GLA / Parking Ratios Calculation for the Proposed Uses within the Health and Wellness Centre:** The proposed Nine (9) on-site parking bays provided for do not comply with Section 137 of the DMS for which a parking departure is applied for as stipulated above in the Heading Development Planning Proposal 5.2.

See Below GLA / Parking Requirements / Calculation:

GROUND STORY WELLNESS CENTRE	FIRST STORY WELLNESS CENTRE
Massage Therapy Treatment Room @ 2.5 bays required, = 2.5 bays required	Yoga Mediation and Exercise Room @ 2.5 bays required, = 2.5 bays required
Facial / Nail Room Therapy and Treatment Room @ 2.5 bays required, = 2.5 bays required	Dietary Health / Nutritional Therapy and Treatment Room @ 2.5 bays required, = 2,5 bays required
	Office of 14 square meters @ 4 bays per 100 square meters GLA required, = 1 bay required
Total Bays Ground Story Wellness Centre = 5 Bays Required	Total Bays First Story Wellness Centre = 6 Bays Required
Total On-site Parking Bays Required = 11 Total On-site Parking Bays Provided = 09	

6.4 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.

6.5 Other Departures (DMS):

Except for the Parking Departure applied for, No Other Departures i.e. Building Line Setbacks, Heights, Coverage, etc Departures are required in Terms of the Development Management Scheme for the Proposed Local Business (LB2) Zone.

6.5.1 Uses Permitted in terms of the DMS:

The General Residential Use Zone do not permit the property to be developed as a Health and Wellness Centre). However, the Local Business (LB2) Zone applied for, permits that properties Rezoned to Local Business Use (LB2) can be built up with a Health and Wellness Centre as of Right for which the Rezoning Application is now 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 Surrounding Uses	As broadly explained in 3.3 and 3.4 above the proposal is highly compatible with the existing surrounding land uses as the area has a variety of mix uses and other zones. Andries Pretorius Street and Audas Street has existing businesses which the proposal will easily fit into and be enhanced. The area in general in close proximity to the site predominantly exists with Business Use Zones.

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. No major alterations and additions is proposed to the existing dwelling. The existing dwelling and outbuilding will merely be converted internally to accommodate the proposal. Nine (9) safe onsite parking bays has been provided for and a parking departure is also being applied for to permit 9 onsite parking bays in lieu of 11 onsite parking bays required. 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 nine (9) safe on-site parking bays and access and exit to and from the site is easily accessible from Audas Street. A parking departure is also required and applied for to permit reduced on-site parking requirements. It must be noted that the subject property is close to a Main Road which has public and private transport modes available if required.
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 Somerset West Area who already have existing buildings and uses similar as to what the owner now propose.

7.1 Desirability Motivation

The proposal in terms of the City of Cape Town Municipal Planning Amendment By-Law 2025 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 built up with an existing dwelling and outbuilding to be converted to accommodate the proposal and the owners want to maximize the site to its full potential as favourable Rezoning to Local Business (LB2) Use 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 1081 Somerset 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 can easily accommodate the proposal being 396 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 Mogamat Essop) on behalf of the subject property owner/s.

