



CITY OF CAPE TOWN
ISIXEKO SASEKAPA
STAD KAAPSTAD

Case ID 1500158681

**Erf 33953, 181 Vasco Boulevard,
Vasco Estate, Goodwood**

Development Management

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CITY OF CAPE TOWN : GOODWOOD ERF 33953

**APPLICATION FOR REZONING OF ERF 33953 GOODWOOD TO
ALLOW THE ENTIRE PROPERTY BEING UTILIZED FOR OFFICE
PURPOSES, AS WELL AS AN APPLICATION FOR
PERMANENT DEPARTURES DUE TO A STREET
BUILDING LINE ENCROACHMENT AND A SHORTFALL
IN PARKING**

Revised : July 2026

Client:

Consultant: Pro-Konsort Town Planners

Date: June 2026

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PLANNING AND MOTIVATION REPORT

Revised : July 2026

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1. **INTRODUCTION:**

1.1 **Background:**

Pro-Konsort Town Planners of Bellville, Cape Town was assigned by the owners of Erf 33953, Goodwood, City of Cape Town to apply with the City to rezone the property from General Business B2 to Local Business 1 to allow the entire building space to be utilized as offices. No deletion of any restrictive Title conditions is applicable. Two Permanent Departures need to be applied for due a street Building Line Encroachment, as well as for a Parking Shortfall. A Power of Attorney signed by the owners to permit Pro-Konsort



Town Planners to act on their behalf is attached as **Annexure 2**.

Satellite Image of the Subject site

1.2 **Purpose of the application:**

Visagie Vos Attorneys, a firm of Lawyers who was formed during 1986 in Cape Town, purchased the subject site in Vasco Boulevard, Goodwood during 1994 via a tender process facilitated by the former Goodwood municipality as registered owner of the property. The property originally consisted of four adjoining small plots of which three were vacant and zoned as public open space and the fourth one containing a dwelling and zoned SR1 (currently R1). After finalizing the consolidation and rezoning of the four sites to create Erf 33953 during 1995, the building plans for a L-shape building containing three floors, were approved and the building constructed. The existing house was subsequently incorporated into the main building which eventually offering the owners a total floor area of 1640.8m² with a GLA of 1230m². A separate building containing 13 garages was also constructed along the southern boundary of Erf 33953. During 2013 the owners of the property decided to erect shade-netting for 14 parking bays opposite the row of garages at their site. The western end of the structure falls 0.875m from the Murray street boundary. In terms of Item 51(d)(iii) of the DMS, a land unit exceeding 650m² and containing a carport, closer than 5m from the street boundary, notwithstanding the Building line specified in the Bylaws, is overstepping the Bylaws and is subject to an application for a Permanent Departure.

The ground floor of the main building covers 705.5m² and is currently accommodating the majority of the staff component of 60 members, while the first floor of 480.2m² and second floor of 455.1m² contains 15 flat units together with a mix of one and two bedrooms. The building plans for the complex and garages were approved by the former local authority on 6 March 1995 – see attach approved Building plans as **Annexure 3**. The owners of the complex have over the last couple of years experienced a need for additional office space due to an increase in staff numbers and it was decided to do away with the flat units in the building and converting it to office space. While only 42% of the floor area of the building is currently used for office purposes, and the intention is to cover the entire floor area of the building as offices, it was decided that the GR2-zoning is insufficient and should be replaced by a more appropriate zoning to accommodate the new use of the property. In terms of the Cape Town Zoning Scheme, offices appear as a Primary right under a Local Business 1 zoning and which is being applied for now. Although a GB2 zoning allows as a primary right, “Business Premises” which by definition in the Planning Bylaw includes offices, a Local Business 1 zoning is much more in line with what this Bylaws requires for the proposed new utilization of the property. The purpose of this application, therefore is to apply in terms of Section 42(a) of the Municipal Planning Bylaws of 2015 (amended) to change the zoning of the erf from GB2 to LB1. It should be noted that although the building plans had been approved three decades ago, none of the building parameters set out in the Bylaws for a LB1 zoning, is being overstepped, except as referred to above, for the shade-netting encroaching the Murray street building line, which requires application in terms of Section 42(b) of the Bylaws for a building line Departure from 5.0m to 0.875m.

While the shade-netting was erected during 2013, the owners did not realize at that time that such a structure should be subject to submitting building plans for approval with the City. This overstepping of the Planning Bylaws only came to light after the rezoning application was submitted with Development Management office at Parow. Over and above the departure that was triggered due to the encroachment of the street building line, the unauthorized erecting of a building structure also triggered an Admin Penalty for the owners. The owners have already set a process in motion to have building plans approved for the netting structure, while an application for mitigation for an Admin Penalty in terms of Section 129(8) of the Bylaws, has also being submitted. Please note: After submitting the Admin Penalty application, it was established that the current GB2 zoning contains a 0.0m street building line, thus overstepping of the netting is not applicable and the applicant was informed on 9 June 2026 the structure is DMS compliant. The application was subsequently withdrawn.

It should also be noted that, in terms of the minimum parking ratio prescribed by the DMS of the City of Cape Town for an Office use of 4 bays/100m² GLA, the GLA for this building requires 49 on-site bays, while the Site Development Plan shows only 32 plus one equals four motorcycle bays, in total 33 bays. The substantial shortfall of 16 bays therefore also needs a further Departure in terms of Section 42(b) of the Bylaws due to the shortage of parking.

Furthermore, the Title Deed of the property does not contain any restrictive conditions that would jeopardize the new proposed zoning of the site.

Finally, the owners of the building advised that should new land use rights being obtained, some of the office floor space might be let to other tenants, should spare capacity exists. **See Annexure 6** for the Site Development Plan with Landscape Elements. A list of the size of each flat is attached to the Site Development Plan.

1.3 Pre-application Consultation:

The Cape Town Planning Bylaws specifies that a rezoning application for any new land use rights within the confines of City of Cape Town, should be subject to a discussion with the City officials to identify and clear any obstacles as far as possible that may arise from such new land use rights that is being applied for. The Municipal Planning Bylaws therefore requires in Section 70(2) that a Consultation record be attached to any such application. In this regard, the applicant inquired with the Development Management Section at the Tygerberg Hub on 30 September 2025 whether a Pre-application meeting will be required due to the special circumstances, which prevail in this case for reverting the entire building for office use. This being due to the fact that offices are already established at the premises, the subject building falls in a mixed use area along Vasco Boulevard, but above all the fact that the applicant had already engaged with the Transport Planning Section of the Parow office regarding the issue of on-site parking requirements prescribed by the Bylaws.

As part of the Pre-application consultation, a letter dated 11 September 2025 was sent to Mr. Nazier Samodien at the Transport office at Parow in which the applicant set out his intention to apply for new land use rights to entertain more office space at his property and inquired the view of Transport Planning regarding the fact that the proposed new GLA would be for office use and requiring on-site parking of 49 bays, while the property can potentially accommodate only 33 bays. Although the Site Development Plan of the Site reflects the existing number of on-site parking as 32 bays, the TIA report of Liezl Stodart advises that four motor-cycle bays can still be accommodated at the site, which equals one bay, bringing the total number of on-site parking bays to 33. Against this background, the applicant maintains the proximity of a PT1 area surrounding the Monte Vista train station about 200m away, could well favour a lower number of on-site parking. Mr. Samodien, on the other hand, responded on 18 September 2025 that a TIS would be required for such an application and further on stated “.....a PT1 provision in the location is currently difficult to warrant....”. In light of this response, the applicant has instructed a professional Traffic consultant to conduct a TIA. This info formed part of our Pre-application consultation process. Please note: The traffic consultant opted for a TIA.

In response to our inquiry for the need of a formal Pre-application meeting, Tess Kotze, Section Head of the Development Management section at the Parow office advised on 1 October 2025 that she regards such an application as “to be a simple one”, especially with Transport issues in hand and does not see the need for any further consultation. See attach correspondence referred to above attach as **Annexure 4**.

2. DETAIL OF THE PROPERTY:

2.1 Locality, Extent, Surrounding zonings and Operation of the business

The subject erf is 1983m² in extent and located at 181 Vasco Boulevard, Goodwood, 100m south of the intersection of lattermentioned roadway with Frans Conradie Boulevard (M25), while the N1 national road runs 400m north of Erf 33953. The N1 City shopping complex is across Frans

Conradie drive. The subject site shares a common boundary at its southern end with a Filling station and a similar facility is located directly opposite along Vasco Boulevard. See Locality Plan attached as **Annexure 1**. The site is further surrounded by a number of low-rise flat complexes and single residential houses. The zoning map of the properties along Vasco Boulevard clearly reflects a mixed bag of different zonings and land uses. The property is therefore extremely accessible from all wind directions and well located in terms of commercial facilities. The additional office space will allow Visagie Vos to extend its staff component to satisfy a need that has been coming along for quite a long time.

Visagie Vos attorneys renders legal services of a general nature. Since their formation during the middle eighties, the firm expanded its workforce and senior management to a point where they currently entertain a fair number of directors, associates and candidates attorneys. The majority of the staff members travels to work mainly by means of public transport due to accessibility of public transport modes such as taxis, busses and trains. Office hours for the staff are 08h00—16h30 weekdays.



Zoning map of subject site

3. **RESTRICTIONS**

The subject property is encumbered with a bond from Nedbank. A letter requesting the consent of the bank for the proposed new land use, is attached as **Annexure 5**. No Title Deed conditions that may affect the new proposed land use, appear in the Title Deed Certificate van Verenigde Title,

See Conveyancer certificate attached as **Annexure 7** as well as a copy of the Title Deed attach as **Annexure 8** and the SG Diagram of the site attach as **Annexure 9**.

As the building plans had been approved on 6 March 1994 by the former local authority in charge during that time, and no external additions to the building are envisaged during the process to turn the existing flats into office space, no building parameters set out for a LB1 zoning will be affected. However, the shade-netting erected during 2013 triggered a building line encroachment along Murray street from 5,0m to 0,875m, as well as the shortfall in on-site parking. The building parameters set out in the Bylaws for a LB1 zoning, are appearing below:

<u>DMS parameters (Erven larger than 1000m²)</u>		<u>Actual figures</u>
Coverage	: Not applicable	61.22%
Floor factor	: 1.0	0.8
Height	: 10m	10m
<u>Building lines:</u>		
<u>Street</u>	: 3.5m (5.0m for carports)	5.6m, 0.875m
<u>Common</u>	: North 3.0m	3.0m
	: South 3.0m	3.5m
<u>Parking:</u>		
	GLA 1230m ²	
	4 bays/100m ² GLA : 49 bays	33 bays

From the figures above, it is clear application for two Permanent Departures are triggered due to overstepping of a street building line, as well as for a shortfall in on-site parking.

Motivation for the Departures are as follows:

Motivation of the encroachment of the Murray street building line from 5.0m (in terms of Item 51(d)(iii) of the Planning Bylaws) to 0.875m.

The shade-netting at Erf 33953 Vasco Boulevard, Goodwood, was erected approximately nine years after the building was constructed. The netting provides screening against the sun for 14 parking bays. The western end of the structure coincides with the Murray street boundary thus overstepping the street building line with 5.0m. While the current zoning of GB2 carries a 0.0m street building line, the structure is currently compliant with the DMS, but the LB1 zoning carries a 3.5m building line (5m for carports) which triggers an unlawful encroachment.

The applicant has no doubt that the overstepping of a shade-netting structure on the building line does not infringe on neighbouring properties' value, privacy or any rights that exist. It does not harm any individual or property owner and does not impact negatively on the built environment of Murray street as it is hardly visible. It has a low impact on the surrounding area, spoils no views and creates no overshadowing or blocking sunlight.

In summary: The applicant has no doubt that the overstepping of the building line clearly has no negative impact on the local community.

Motivation for the parking shortfall of 18 bays from 49 bays to 33 bays,

It should be noted that a PT1 zone surrounding the Monte Vista train station on the Bellville – Cape Town line, is a mere 300m away from the subject site.

Transport Planning at Parow stated it is not convinced that the train station PT1 zone could be justified for the shortfall. However, the applicant fails to see why the proximity of such an important public traffic mode cannot support our motivation for a parking shortfall.

Secondly, the TIA which our Traffic engineering consultant conducted for our application, acknowledged that sufficient parking is currently not supplied on-site, but stated the owners can apply mitigation arrangements to counteract the shortage. It does state however, that the impact that the new land use will bring about, should be of a low scale and recommends the lower parking provision is sufficient from a traffic perspective if mitigation measures are apply.

4. **PARKING AND TRAFFIC**

The major issue regarding this application which entails replacing 15 flat units to create additional office space for the owners of the company, is that of sufficient on-site parking which needs to meet the parking ratio prescribed by DMS for an office development. The property currently contains 13 garages and 19 bays (14 on site) partly under shading for a total of 32 on-site bays (plus one additional one equals four motor-cycle bays). Comments were obtained from Transport Planning at Parow at an early stage of this application, which advised that the proximity of Monte Vista train station being a PT1 zone, could most likely not be regarded as motivation for a scaled-down parking scenario. It further suggested a TIA will be required to accompany a rezoning application, should the owner intend to follow that route. The attached TIA, **Annexure 10** was compiled by Liezl Stodart, Traffic Engineering consultant. Her investigation reveals that despite one additional on-site bay that can be manoeuvred, the parking utilization for the new proposed use of the building is still less than the regulated parking requirements of four bays/100m² GLA and the spare parking capacity will not be sufficient to cater for the additional 753m² GLA office space. It is however, recommended that the shortfall be accommodated by applying certain mitigation measures applied by the owners of the building.

5. **ENGINEERING SERVICES, LANDSCAPING AND BUILDING DESIGN**

It is most unlikely that the conversion of the 15 flats into office space, should have any major effect on the existing engineering services network of the City, servicing the property. This is due to the fact that the applicant is of opinion that the number of residents occupying currently the flat units, equalling the number of office workers who would replace them. The owners of the property have further indicated that they have never experienced problems or lack of capacity in the past with the engineering services they are connected to.

The property contains two minor patches of garden of approximately 12m² each in size at the Vasco Boulevard end of the Site. None of the vegetation will be tampered with during the period of reversing the flat area to offices as no external work to the building is envisaged. Several mature trees, mainly of alien origin, are located at the eastern and northern end of the property. Due to lack of vacant space, no additional planting is envisaged. The design and external features of the building will be left entirely intact and the building work will only take place internally where each flat will be undergoing a re-arrangement to create office space.

6. **SPATIAL POLICIES OF THE CITY OF CAPE TOWN GUIDING DEVELOPMENT IN THE METRO**

The proposed development is evaluated against the following policies of the City:

6.1 **Municipal Spatial Development Framework of the City of Cape Town of January 2023 (MSDF)**

The new revised Cape Town Municipal Spatial Development Framework of January 2023, sets out under the heading Section 5, Spatial Development Framework, the following sub-titles namely, Spatial strategies, Development directives and Conceptual designations.

Two Strategies are set out under Spatial Strategies, namely:

Spatial Strategy 1: Plan for economic growth and improve access to economical opportunities

Imperatives for this strategy are amongst other:

Encourage a more compact City form by promoting densities compatible with existing residential land uses to create one optimum relationship between urban form and public transport services. The proposal on the table contributes positively towards this strategy by replacing a number of flat units with offices for staff, promoting a higher land use and building densities, as well as being walking distance from a prominent transport node (Monte Vista train station, taxis, busses) and medical and educational facilities.

Spatial Strategy 2 : Manage urban growth and create a balance between urban development, food securing and environmental protection

Imperatives for this strategy are amongst others:

Focus on efficient use of non-renewable resources such as land, as well as optimisation of land. Replacing some flat units with office space by intensifying the use of the property surely giving effect to this strategy.

Spatial Strategy 3 : Building an inclusive, integrated, vibrant and healthy city

Imperatives for this strategy are amongst others:

Promote socially integrated neighbourhoods. The proposed internal restructuring of the building to transfer the residential section to create additional office space, will result in extending the work force of the company creating more job opportunities, while promoting integration and inclusiveness of the area.

The MSDF also addressing the City's Spatial context, amongst other directing Spatial Transformation. The basis for growth management in the City is through four Spatial Transformation areas, of which the first refers to an Urban Core area and secondly an Incremental Growth and Consolidation area. The subject site falls inside the first-mentioned area, with the principle that suggests the City, as well as public and private sectors are all committed to coordinated, spatially targeted investments and land development to spatially transform and integrate the City form.

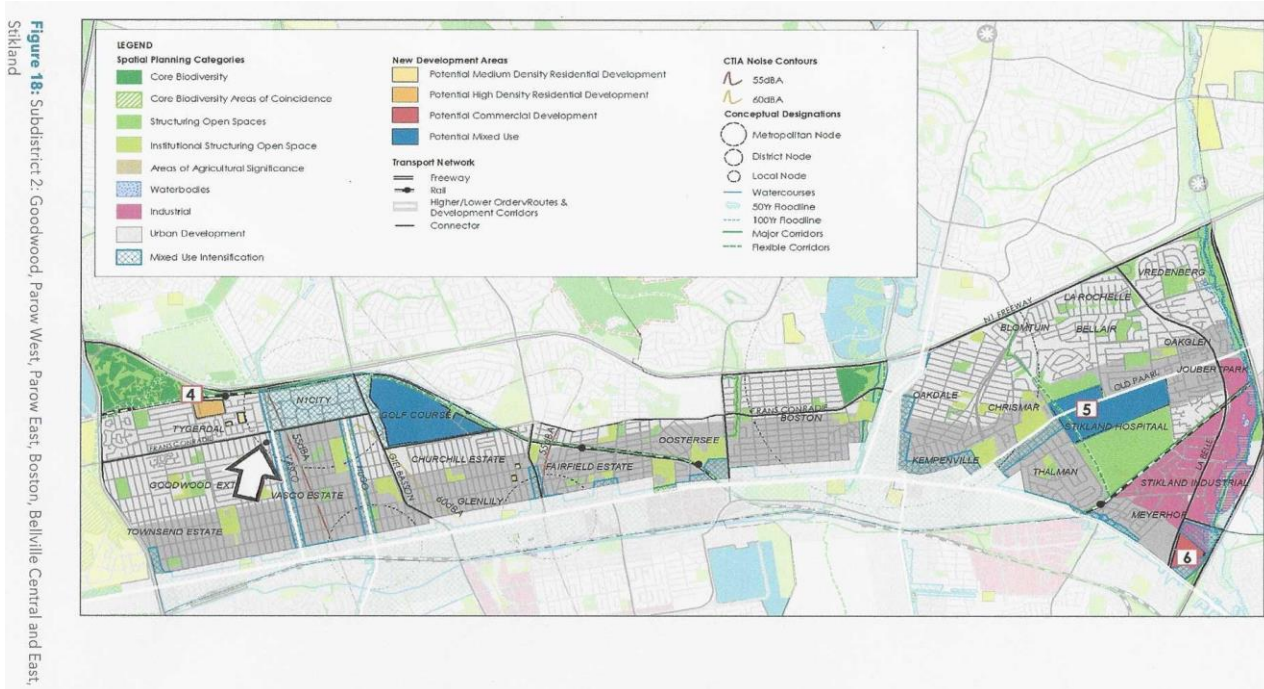
6.2 Tygerberg District and Sub-District Plan 2 : Goodwood, Parow-Wes, Parow-East, Boston, Bellville-Central and East, Stikland

Erf 33953 Goodwood falls within the confines of this Sub-district 2 plan of the Tygerberg district. The plan proposes a Mixed Use Intensification strategy for properties along Vasco Boulevard, which includes Erf 33953. Local Objectives set out in the Sub-district plan, are amongst others:

- Facilitate land use intensification (density and diversity) along high-accessibility routes and in close proximity to public transport
- Facilitate densification that will promote a denser urban form without detracting from the character of the residential area (P 92)

Proposed guidelines to implement these objectives include:

- Encourage redevelopment for mixed land uses and high-density residential development along high-accessibility roads such as Vasco Boulevard, Hugo Street and McIntyre road (P92)



Sub-District Plan showing the location of the Subject Site

The proposed rezoning of the subject site to allow additional office space meets the proposal of the Sub-District plan, by encouraging a mixed use development along Vasco Boulevard, as well as the Objective for the area contained by this plan (intensify land-use), as well as the Guidelines set out in the plan (redevelopment of mixed land-uses).

6.3 Cape Town Densification Policy of 2012

The Policy promotes small-scale incremental densification in all areas where appropriate. Densification is particularly supported in areas with good access to public transport (Vasco Boulevard and Monte Vista train station), employment opportunities (increasing the company's staff), commercial development (N1 City Commercial Complex) and social amenities which is the case with this application.

Densification, by means of applications such as this, facilitates a gradual restructuring of the City which is vital in terms of social, economic and environmental sustainability and is an important mechanism towards improving the inefficient city structure that currently exists. A compact urban form is accepted as being an essential condition for well-performing cities. Due to the abovementioned factors, as well as the substantial benefits of office densification, and the fact that the subject property is well located with respect to good economic, institutional, social and recreational opportunities, the applicant believes the application strongly enhances abovementioned policy.



Main Entrance to Subject Property

6.4 Inclusive Economic Growth Strategy of 2021

This Strategy follows that of the Economic Growth Strategy of 2013 whose principle objection was to grow economy and create jobs.

The latest Strategy is a plan to address the economic crises facing the City. It acknowledges that inclusive economic growth can contribute to the alleviation of existing poverty and improvement of livelihoods and improving of quality of life. To this effect, the proposed development under discussion, is relevant, especially due to revamping the interior of the building to create office space, with job opportunities also coming on line during the construction, as well as extending the staff component of the company.

6.5 Social Development Strategy of the City of Cape Town of 2013

This Strategy articulates the role of the City in promoting and maximising social development. The first Objective contained by the Strategy is maximising income-generating opportunities, a scenario that fits the proposed office renovation development under discussion, especially when the project reaches the stage of construction and workers being employed, as well as increasing the staff component.

6.6 Transit-Orientated Development Strategy Framework of 2016

The subject site is located directly along Vasco Boulevard, Goodwood, which does not qualify as a PT1 or PT2 zone road-way, but which carries public transport in form of minibus taxis. The proposed development therefor supports this Strategy Framework considering it will:

- Contributing towards the required threshold to support and enhance the public transport network of the City

- Promoting job opportunities in close proximity to residential areas, specifically during the construction phase of the development and the company employing additional staff with additional office space available
- Maximising location efficiency so that people can walk, cycle or use public transport
- Accessibility to a mix of transport choices eg. proximity of the Monte Vista train station

6.7 Urban Design Policy (2013)

This policy provides guidance to development through suggesting methods of increasing “the greater good” of the public realm to all City users. The policy contains Objectives of which the most applicable to the proposed development at Erf 33953, are as follows:

- Ensure that development contributes positively to the urban structure of the City to create Integrated and Legible places and neighbourhoods.
- Ensure that development contributes to improve quality of public realm.

It is believed that the existing building does support these principles. The existing 3-storey building under discussion will undergo no external work and will retain its street appearance. Although constructed three decades ago, the building still contributes to define Vasco Boulevard as an Activity roadway and reflexes a fairly pleasing appearance from a built environment perspective.

6.8 Section 59 of the Land Use Planning Act (Act 3 of 2014), as well as Section 7 of SPLUMA (Act 16 of 2013)

The two documents stated above, contain a number of Land-Use Planning, as well as Land Development Principles regulating development of land under consideration:

These principles are:

- **Spatial injustice**
Dealing basically with Spatial imbalances of the past where people were excluded from access to land and use of land
- **Spatial sustainability**
Development of land in a feasible and viable way, protecting, especially prime agricultural land, upholding land use measures dealing with sensitive environmental areas and develop land with sustainable outcomes
- **Spatial resilience**
Refers to flexibility in spatial plans and land use policies ensuring sustainable livelihoods in communities previously being deprived of it
- **Good Administration**
Refers to the involvement of all Governmental entities striving towards promoting an integrated approach to land use, which also goes for contributing towards shaping Spatial Development frameworks.
- **Efficiency**
Deals with the effective and economical use of land, resources and infrastructure, minimizing negative impacts and ensuring development application procedures are effective and streamlined.

Not all the principles set out above are applicable to the subject application. Efficiency probably the principle mostly affected by the proposed development, as the development proposal allows a more efficient and economical use of the subject property in terms of the use of the land and infrastructure.

6.9 Motivation of the application in terms of the Vasco Boulevard Policy Plan : October 1999

To control the type and intensity of development along Vasco Boulevard, Goodwood, City of Cape Town, the City compiled a Development Strategy for this road during 1999. The study eventually recommended three Scenarios of which Scenario 2: Middle of the road : Medium Development rights was finally being recommended for future control of the development along Vasco Boulevard.

The Development Parameters for this Scenario refer to the following elements:

- Zoning
- Bulk
- Height
- Mix of land uses
- Access
- Parking provision
- Building lines
- Pedestrian crossings
- Landscaping
- Vacant sites

A Consolidation of four sites, as well as approval of a rezoning to GB2, as well as building plans, were all approved during 1994. The proposed rezoning to LB1 to utilize the entire building for offices, will not trigger any adjustments to the building, thus the approved building parameters are still in place. The one exception is a row of shade-netting for on-site parking which was erected during 2013, but had been constructed without an approved building plan. This unauthorized structure is now in the process to be legalized.

A final issue relating to the Vasco Boulevard policy, is that of on-site parking for Office use of four bays per 100m² GLA. The proposed Site Development Plan reveals a shortfall of what is required from 49 bays to 33 bays. This shortfall had been motivated earlier in this report.

7. MOTIVATION OF THE PROPOSAL IN TERMS OF SECTION 99(1, 2 AND 3) OF THE MUNICIPAL PLANNING BYLAWS:

Section 99(1)

The application must amongst other, be consistent with the Municipal Spatial Development Framework, which has already earlier been argued to be the case.

Section 99(2)

This section deals mainly with an application containing a consolidation, which is not applicable in this case.

Section 99(3)

The following considerations are relevant to assess the desirability of the new proposed land use:

- **Socio-economic impact**
The proposal will have a positive socio-economic impact on the immediate environment as it suggests an extension of an existing land use for offices, which has been in operation for three decades. The proposal is further not seen as detrimentally impacting on existing rights of owners of surrounding properties. It will further assist in job creation and strengthening of the mixed-use character of the area and along the Vasco Boulevard precinct. This proposed development responds positively towards the densification of land and the site being developed to its maximum potential.
- **Compatibility with surrounding uses**
The use of the property will remain for office purposes, albeit intensified and allowing densification of the site. The proposed extending of office space will not be out of scale with the surrounding commercial and residential properties and similar complexes along Vasco Boulevard. The proposal is unlikely to have a negative impact on the surrounding residential amenity or the character of the area.
- **Impact on the external engineering services**
The existing building is served by existing municipal waterborne sewerage and bulk water infrastructure. Sufficient capacity should exist to carry the additional sewer load generated from additional staff, towards the Potsdam Sewer Outfall Works if needed, as the residential usage is solely being replaced by that of office employees.
- **Impact on safety, health and wellbeing of the surrounding community**
Replacing a number of flat units with office space and all refurbishing work taking place internally, should have no negative impact on the safety, health and wellbeing of the surrounding community.
- **Impact on heritage**
Being 30 years old, the building does not contain any heritage elements, while all refurbishing work will take place internally. No heritage Overzone Plan exists for the area.
- **Impact on the biophysical environment**
No vegetation at the property will be disturbed during the internal restructuring of the two top floors.
- **Traffic impacts, parking, access and other transport related considerations**
The subject property is well located in terms of major roadways and public transport modes. Mobility, either than accessibility, is regarded as priority for the City Transport Planners which also goes for the subject property. The TIA that was conducted to evaluate the impact of the new function of the building, acknowledged that on-site parking, despite maneuvering some additional bays, is not sufficient to meet the required parking ratio set out in the Planning Bylaws, but still recommends the development subject to mitigation measures undertaken.

- **Mitigation measures to combat any adverse effects**

The applicant fails to see any reason to impose conditions that can mitigate any adverse impact on any aspect of the proposed new land use, except for conditions of approval. The applicant thus fails to see any reason to impose any other mitigation measures, as well as a Permanent Departure due to overstepping of the Murray street building line in terms of Item 51(d)(iii).

CONCLUSION: The proposed rezoning of Erf 33953 Goodwood from GB2 to LB1, should basically have no negative impact on its surrounding environment, as the new proposed development is compatible with the land uses of the local area. The arguments in favour of the application have clearly demonstrated that the proposed additional office space is not undesirable in this location and could only be to the best interest of the surrounding community and a positive step towards maximising the potential of the subject property and supporting and advancing different spatial policies and strategies of the City of Cape Town.

Against this background, the applicant trusts the City will consider the application in a positive light.

PRO-KONSORT TOWN PLANNERS
BELLVILLE
JULY 2026